



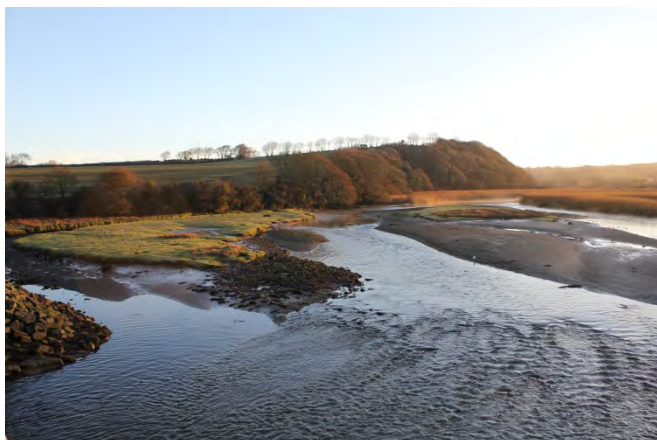
Pembrokeshire Towns: A Green Infrastructure Action Plan

Technical Report



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Prepared by LUC on behalf of Pembrokeshire County Council and Pembrokeshire Coast National Park Authority
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Key Abbreviations

AD	Anno Domini
AQMA	Air Quality Management Area
cSAC	candidate Special Area of Conservation
EU	European Union
GI	green infrastructure
IMD	Index of Multiple Deprivation
LCA	Landscape Character Area
LDP	Local Development Plan
LSOA	Lower Super Output Areas
NLCA	National Landscape Character Area
NRW	Natural Resources Wales
PCC	Pembrokeshire County Council
PCNPA	Pembrokeshire Coast National Park Authority
SAC	Special Area of Conservation
SENCE	Spatial Evidence for Natural Capital Evaluation
SPA	Special Protection Area
SPG	Supplementary Planning Guidance
SSSI	Site of Special Scientific Interest
UN	United Nations
WIMD	Welsh Index of Multiple Deprivation
WWBIC	West Wales Biodiversity Information Centre

1 Introduction

- 1.1 Pembrokeshire County Council (PCC) and Pembrokeshire Coast National Park Authority (PCNPA) commissioned LUC to prepare a Green Infrastructure Action Plan for the 11 main settlements within Pembrokeshire.
- 1.2 The purpose of the project was to recognise the value of existing green infrastructure within Pembrokeshire's settlements, as well as identify opportunities to enhance the green infrastructure network. The project developed a framework for making improvements to these areas and to link and extend the existing green infrastructure network, providing a range of environmental and regeneration benefits.
- 1.3 The project considered the following settlements:
- Fishguard and Goodwick
 - Haverfordwest
 - Milford Haven
 - Narberth
 - Newport
 - Neyland
 - Pembroke
 - Pembroke Dock
 - Saundersfoot
 - St Davids
 - Tenby
- 1.4 In some cases the generic term 'towns' is used and is intended to encompass these towns, as well as Saundersfoot village and St David's City.
- 1.5 The accompanying **Action Plan** describes green infrastructure opportunities and key projects within each town. The Action Plan is intended to be a 'public-facing' document, to inform and inspire local authorities and community organisations – to encourage them to play an active role in 'greening' projects.
- 1.6 This **Technical Report** details the work undertaken on the project and more detailed information on all the green infrastructure opportunities identified across Pembrokeshire's main towns. It also provides advice on how green infrastructure can be embedded further in Local Development Plans.
- 1.7 The remainder of this Technical Report is structured as follows:
- Section 2 Project Methodology
This section outlines the work undertaken to complete the project.
 - Section 3 Baseline Review: Policy Context
This section outlines the policy context that this project has considered.
 - Section 4 Baseline review: Spatial analysis
This section describes the existing green infrastructure assets within each of the main towns within Pembrokeshire.
 - Section 5 Stakeholder Consultation
This section details the findings obtained from stakeholder consultation, which was undertaken through emails, telephone calls and through a Stakeholder Workshop.
 - Section 6 Identified Opportunities
This section outlines all the green infrastructure opportunities identified within each town.
 - Section 7 Embedding green infrastructure delivery in development plans and other strategies
This section provides advice on how green infrastructure can be embedded further in Local Development Plans.
 - Section 8 Appendices
This section provides appendices with additional detail supporting the Technical Report.

2 Project Methodology

- 2.1 The overall aim of the project was to assess the potential to enhance green infrastructure in Pembrokeshire’s main towns and thereby encourage healthy, active living, boost local economic regeneration and increase the resilience of the natural environment.
- 2.2 The project method involved six main stages:



1: Baseline review

- 2.3 This stage involved policy review and spatial analysis. A desk-based review of the relevant planning policy context for the study and the implications for this work was undertaken (see **Section 3**).
- 2.4 Spatial data was collected and a series of maps were produced setting out the existing green infrastructure assets within each town. Analysis against each green infrastructure theme (see

Figure 2.1 and **Section 4**) enabled the key existing green infrastructure assets and any potential deficiencies within each town to be identified.



Figure 2.1: Green infrastructure themes

- 2.5 A green infrastructure (GI) layer was created to define the green infrastructure network across each town (see **Figure 6.1-Figure 6.11** in **Section 6**). The following data layers were used to create this GI layer:
- Sustrans cycle routes
 - PCC and PCNPA public rights of way (including coastal paths)

- NRW Ancient Woodland
- Forestry Commission national forestry inventory, including the following categories: assumed woodland, broadleaved, conifer, mixed mainly broadleaved, mixed mainly conifer, young trees
- PCNPA and PCC open spaces
- PCC village greens and PCC village green deregistered
- PCC common land and common land deregistered
- NRW country parks, open country and common land
- Ordnance Survey green spaces, including the following categories: allotments, community growing spaces, play space, playing field, public park or garden
- WWBIC wildlife trust reserves
- NRW Local Nature Reserves, National Nature Reserves, Special Areas of Conservation, candidate Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest

2: Stakeholder consultation

- 2.6 LUC met with the Project Board, comprising representatives of the County Council, the National Park Authority and NRW, on the 26th September 2017. The background to the project was discussed, including the key green infrastructure issues within the County, and the approach to the project agreed. A meeting was also held with the Regeneration Team to discuss existing projects within the County that could be used as examples and developed further where appropriate.
- 2.7 A stakeholder workshop was held on the 3rd November 2017 and covered 9 of the 11 towns included within this study. Over 110 stakeholders were invited and 60 attended. Stakeholders included local councillors, community group members and council and government officers who used their local and specialist knowledge to identify green infrastructure issues and opportunities within each town, as well as identifying potential delivery and maintenance mechanisms for identified opportunities. Consultation was also undertaken via email and telephone with stakeholders who could not attend the workshop.
- 2.8 Additional funding was secured at this point to include the towns of Neyland and Narberth within the study and stakeholders were contacted via telephone and email.
- 2.9 Following consultation, the findings were analysed and a list of all potential green infrastructure opportunities was compiled.

3: Site Visits

- 2.10 LUC, together with officers from Pembrokeshire County Council and Pembrokeshire Coast National Park Authority, visited all 11 towns on 9th-12th January. . The purpose of these visits was for LUC to become familiar with the character of each town and identify additional green infrastructure opportunities. Opportunities identified through the stakeholder consultation were also visited to audit their potential green infrastructure benefits.

4: Opportunity prioritisation

- 2.11 To determine which opportunities should be developed into key projects for each town, opportunities were prioritised through multi-criteria analysis. This analysis prioritised opportunities against a range of criteria related to the benefits they would provide and their deliverability.
- 2.12 Opportunities were scored against the criteria and the highest scoring opportunities for each town were developed into key projects.
- 2.13 Full details of the prioritisation methodology can be found in **Appendix 2**, the associated prioritisation maps in **Appendix 3**, and the results presented in **Section 6** and **Appendix 4**.
- 2.14 The prioritisation maps (**Appendix 3**) were also used to direct where generic green infrastructure projects should be focussed within each town. The resultant 'key zones for generic green infrastructure opportunities' are presented in the overview maps for each town within the **Action Plan**.

5: Project development

- 2.15 The prioritised opportunities identified within each town were worked up in further detail as key projects, based on the baseline

analysis, stakeholder engagement and professional judgement following site visits.

6: Deliverability

- 2.16 Stakeholder knowledge of active community groups was collated to identify potential delivery partners for key projects in conjunction with Pembrokeshire County Council. The estimated cost of each project was also identified to assist those developing projects.

3 Baseline Review: Policy Context

- 3.1 This project has considered and supports both Welsh Government and Pembrokeshire Local Plan policies. . This section outlines the policies considered.

National

The Environment Strategy for Wales

- 3.2 The Environment Strategy for Wales 2006 sets out the Welsh Assembly's long-term strategy for the environment of Wales up to 2026. The Strategy is supported by a series of regularly updated action plans and policy maps setting actions that will be taken to deliver the outcomes of the strategy. The purpose of the Strategy is to provide a framework within which to achieve a clean, healthy biologically diverse environment in Wales. By 2026, the ambition is to see Wales' distinctive environment thriving and contributing to the economic and social wellbeing and health of all people in Wales.

Nature Recovery Plan

- 3.3 Welsh Government has produced a Nature Recovery Plan, which is aimed at addressing the underlying causes of biodiversity loss by putting nature at the heart of its decision-making, by increasing the resilience of Wales' natural systems (ecosystems), and by taking specific action for habitats and species. It sets out how Wales will deliver the commitments of the EU Biodiversity Strategy and the UN Convention on Biological Diversity to halt the decline in our biodiversity by 2020 and then reverse that decline

Planning Policy Wales (Edition 9, November, 2016)

- 3.4 Planning Policy Wales (Edition 9, November 2016) contains land use planning policy for Wales and should be taken into account in the preparation of development plans, and development management decision making, alongside Welsh Government Technical Advice Notes and Circulars. Planning Policy Wales outlines planning policy

under a series of chapters, including Planning for Sustainability, Conserving and Improving Natural Heritage and the Coast, The Historic Environment, Economic Development, Transport, Tourism, Sport and Recreation, Minimising and Managing Environmental Risks and Pollution. These relate closely to the Green Infrastructure themes outlined in the **Action Plan**. Furthermore, underpinning all policy objectives is a focus on environmental sustainability and social and economic wellbeing, both of which are known benefits of Green Infrastructure.

Well-being for Future Generations (Wales) Act 2015

- 3.5 The Wellbeing of Future Generations Act imposes a legal obligation on public bodies to improve social, cultural, environmental and economic wellbeing. The Act puts in place seven well-being goals, which public authorities must work towards to ensure sustainable development. Those most relevant to the implementation of Green Infrastructure include:

- **A resilient Wales** - A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
- **A Healthier Wales** - A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
- **A Wales of cohesive communities**- Attractive, viable, safe and well-connected communities.
- **A globally responsible Wales** - A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

Environment (Wales) Act 2016

- 3.6 The Environment Act aims to adopt, a new, more integrated approach to managing Wales' natural resources in order to achieve long-term sustainability. The Act is a core consideration in decision making and provides a framework that ensures Wales' natural resources are managed sustainably. The Act also contains a biodiversity duty to reverse the decline and secure the long-term resilience of biodiversity in Wales.

Emerging Planning Policy Wales: Edition 10 (2018 draft)

3.7 The draft Planning Policy Wales: Edition 10 highlights the importance of green infrastructure in providing multiple functions and delivering multiple benefits for social, economic and environmental resilience. It states that full advantage should be taken of opportunities to integrate green infrastructure into developments through appropriate site selection and use of creative design. Additionally, it states that planning authorities should adopt a strategic and proactive approach to green infrastructure and biodiversity by producing up to date inventories and maps of existing green infrastructure and ecological assets and networks.

Local Policy

3.8 This joint commission encompasses the planning jurisdiction of two planning authorities; Pembrokeshire Coast National Park Authority and Pembrokeshire County Council. Each Authority has an adopted Local Development Plan, and which is currently being reviewed. A number of Local Development Plan policies within each LDP relate to Green Infrastructure and are summarised below.

Pembrokeshire County Council Local Development Plan (February, 2013)

- 3.9 **SP 1 Sustainable Development** requires all development to demonstrate how positive economic, social and environmental impacts will be achieved and adverse impacts minimised.
- 3.10 **SP 10 Transport Infrastructure and Accessibility** promotes development that improves accessibility to employment, services and facilities, particularly by sustainable means.
- 3.11 **GN 34 Protection and Creation of Outdoor Recreation Areas** seeks to protect outdoor recreation areas, which include public open spaces, leisure routes and recreational facilities.
- 3.12 **GN.33 Community Facilities** permits the development of new community facilities and protects against their unacceptable loss, including playgrounds and cemeteries.
- 3.13 **GN 35 Protection of Open Spaces with Amenity Value** promotes development which maintains or enhances the

appearance or local amenity value of areas of public and private open space.

- 3.14 **GN 36 Green Wedges** seeks to prevent settlement coalescence and protect the distinct identity of Pembrokeshire's towns through restricting certain forms of development within identified 'Green Wedge' areas.
- 3.15 **GN 37 Protection and Enhancement of Biodiversity** requires development to demonstrate a positive approach to maintaining and, wherever possible, enhancing biodiversity.
- 3.16 **GN 38 Protection and Enhancement of the Historic Environment** requires development to protect or enhance the character of heritage assets (landscape and architectural).

Pembrokeshire Coast National Park Local Development Plan (September, 2010)

- 3.17 **Policy 8: Special Qualities** requires development to protect the 'special qualities' of the Pembrokeshire Coast National Park and sets out a number of priorities, which include protection and enhancement of biodiversity, the historic environment and sense of tranquillity.
- 3.18 **Policy 11: Protection of Biodiversity** requires development to minimise and mitigate against adverse impacts on biodiversity, particularly protected species and habitats.
- 3.19 **Policy 16: Open Space and Green Wedges** defines existing open space and green wedges.
- 3.20 **Policy 29: Sustainable Design** requires all proposals to be well designed in terms of place and local distinctiveness, environment and biodiversity, community cohesion and health, and accessibility.
- 3.21 **Policy 32: Surface Water Drainage** requires developments to incorporate sustainable drainage systems.
- 3.22 **Policy 48: Community Facilities and Infrastructure Requirements** supports the development of new community facilities and protects against unacceptable loss.
- 3.23 **Policy 52: Sustainable Transport** requires new development to provide appropriate access, including for pedestrians and cyclists.

3.24 Policy 54: Cycleways permits new cycleways where they have little environmental impact and fulfil strategic or local need, contribute to safety improvements, provide opportunities for sustainable travel, or reduce traffic congestion at tourist attractions, schools and well used routes.

Pembrokeshire Local Biodiversity Action Plan (LBAP) (2011) and the emerging Pembrokeshire Nature Recovery Action Plan

3.25 The Pembrokeshire Local Biodiversity Action Plan (LBAP) provides a framework within which existing and new actions are co-ordinated to conserve and enhance biodiversity in Pembrokeshire, taking account of local and national priorities.

3.26 Part 1 of the LBAP provides a background to biodiversity in Pembrokeshire, information on the priority habitats and species in Pembrokeshire, and the role of the Pembrokeshire Biodiversity Partnership (forerunner of the Pembrokeshire Nature Partnership). Part 2 of the LBAP provides action plans for key species and habitats in Pembrokeshire. It identifies trends, threats and suggests actions to address them.

3.27 The emerging Pembrokeshire Nature Recovery Action Plan will provide the most current guidance for conserving and enhancing biodiversity in Pembrokeshire.

Pembrokeshire Coast National Park Authority National Park Management Plan 2015-2019

3.28 The management plan is a plan for achieving National Park purposes and contains a range of policies to do this. A number of policies relate to Green Infrastructure and are summarised below.

3.29 **Policy B1: Pursue an ecosystem approach to conservation on land**, including influencing the management of public, private and common land for biodiversity, supporting management of designated nature conservation sites, restoring features such as hay meadows, woodland and wood pastures, marshy grassland and hedgerows in the wider countryside, protecting designated sites and species from development and disturbance, and ensuring the appropriate management of trees in built-up areas.

3.30 **Policy B4: Promote and celebrate the connections between biodiversity, landscape and culture**, including providing

volunteering opportunities and community projects in support of National Park purposes.

3.31 Policy CC2: Adapt to climate change and support a low carbon economy, including protecting and restoring ecosystem resilience.

3.32 **Policy DE1: Provide, manage and promote appropriate types of recreation**, including providing accessible recreational opportunities, managing and promoting the Pembrokeshire Coast Path National Trail, managing a strategic network of access points to the coast and countryside, managing inland rights of way, providing on and off road cycle routes, and promoting appropriate access to water for recreation.

3.33 **Policy DE2: Remove barriers to people's enjoyment of the National Park**, including promoting a range of recreational opportunities to different abilities and audiences, and ensuring recreational opportunities are served by public transport or active travel opportunities.

4 Baseline review: Spatial analysis

- 4.1 This section outlines the current green infrastructure network within each town in relation to the green infrastructure themes. Three baseline maps for each town are presented in **Appendix 1** and should be read in conjunction with these summaries.
- 4.2 This baseline review has informed the study, feeding into the identification of green infrastructure opportunities and their prioritisation. It is noted that many green infrastructure features contribute to multiple themes and therefore the enhancement of such features could offer multiple benefits.

Summary

Active transport and connectivity

- 4.3 Active transport routes are routes in which physical activity is undertaken as a means of transport, such as cycle route and foot paths.
- 4.4 Pembrokeshire's towns are generally well connected with active transport routes. However, the quality of some of these routes could be enhanced through green infrastructure interventions.
- 4.5 Certain parts of the towns are also less connected by active transport routes and in these locations green infrastructure interventions could provide additional active transport routes to increase connectivity and encouraging physical activity.

Biodiversity

- 4.6 Designated biodiversity assets include:
- Ancient woodland
 - Local Nature Reserves
 - National Nature Reserves
 - Sites of Special Scientific Interest
 - Special Areas of Conservation

- Candidate Special Areas of Conservation
- Special Protection Areas (important bird areas)
- Wildlife Trust reserves

- 4.7 These assets are present within many of the towns and these should remain protected. There are fewer designated biodiversity assets present within Newport, St Davids and Narberth, however valuable un-designated biodiversity is still present within these and all of the towns. Green infrastructure interventions could enhance habitat connectivity between all biodiversity assets, as well as provide access to nature (supporting health and wellbeing).

Cultural heritage

- 4.8 There are numerous cultural heritage assets located within Pembrokeshire's towns. Green infrastructure interventions could enhance the setting of such assets, attract additional visitors and provide public information, including information boards and improved wayfinding.

Health and well-being

- 4.9 Greener environments are important for health and well-being, including delivering mental health benefits, tackling obesity and sedentary lifestyles through increased access to space for physical activity, helping develop and maintain healthy immune systems, reducing inflammatory based diseases, and reducing health inequalities.
- 4.10 All of the towns contain open spaces and active transport routes that offer health and well-being benefits, which could be further enhanced and connected through green infrastructure interventions to improve their amenity value and encourage their use.
- 4.11 Both Pembroke and Haverfordwest contain Air Quality Management Areas (AQMAs) and Haverfordwest, Milford Haven, Pembroke and Pembroke Dock contain pockets of the highest health and physical environment deprivation in Pembrokeshire. Green infrastructure interventions could be focussed in these locations to provide the greatest health and well-being benefits.

Landscape

- 4.12 All of the towns have variable townscapes, including areas of urban dominance, brownfield sites and poor quality open space, that could be enhanced through green infrastructure interventions.
- 4.13 The towns are also located within four National Landscape Character Areas and those within the National Park are also located within four Pembrokeshire Coast National Park Landscape Character Areas.
- 4.14 Additionally the following towns are also located within three Historic Landscape areas:
- Milford Haven
 - Haverfordwest
 - Neyland
 - Pembroke
 - Pembroke Dock
 - St Davids
 - Newport
- 4.15 Green infrastructure interventions should reflect these character areas.

Recreation and play

- 4.16 There are registered play areas, active transport routes and open spaces within all of the towns that offer recreational opportunities that could be enhanced further through green infrastructure interventions.
- 4.17 Several of the towns are located within Pembrokeshire Coast National Park:
- Newport
 - Saundersfoot
 - St Davids
 - Tenby
- 4.18 Pembrokeshire Coast Path (a National Trail) passes through all of the towns, with the exception of:
- Haverfordwest
 - Narberth
 - St Davids

- 4.19 Both the park and the path offer additional recreational benefits.
- 4.20 Green infrastructure interventions could increase connectivity from towns to these assets to provide additional recreational opportunities.

Social and economic regeneration

- 4.21 Haverfordwest, Milford Haven and Pembroke Dock contain pockets of the highest deprivation levels across Pembrokeshire's towns. However, social and economic regeneration is a key objective for all the towns, particularly given the uncertainty post Brexit.
- 4.22 The recent Wildlife Trusts Wales Report on Green Infrastructure is entitled: A Catalyst for the Well-being of Future Generations in Wales. It emphasises that GI:
- attracts inward investment and makes a local area more attractive to business investors; it helps developers get the most out of the site by combining uses e.g. open space and Sustainable Drainage Systems;
 - increases visitor spend and makes a local area more attractive to tourists and visitors in town centres; also a pleasant and well maintained environment increases the number of people visiting retail areas;
 - access to nature conservation sites can create tourism which can help diversify local economies, supplement incomes and encourage people to settle;
 - reduces risks to business by improving air quality, reducing the urban heat island effect, filtering out diffuse pollution and managing flood risk;
 - provides health benefits by encouraging physical activity which improves mental health and well-being;
 - generates employment e.g. green roof technologies can create high value, high skilled local employment; and
 - promotes food production and enables increased productivity in settlements e.g. such as the excellent work of the Federation of City Farms and Community Gardens.

Flooding

4.23 All of the towns, with the exception of Narberth, are either adjacent to or partially within flood zones (Flood Zones 2 and Flood Zone 3)¹. The town centres of Haverfordwest, Pembroke Dock, Goodwick and Saundersfoot are particularly affected by flood zones. Numerous areas within the towns have also been identified to have potential to provide natural surface flooding alleviation.

¹ Zone 2 - Medium Probability: Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. Zone 3 - High Probability: Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. *DCLG (2012) National Planning Policy Framework.*

Fishguard and Goodwick

<p>Active transport and connectivity</p>	<p>Fishguard and Goodwick are well connected to one another and the wider countryside. The Coast Path National Trail passes along the coastline from east to west. The Marine Walk follows the coastline around Fishguard and Goodwick. A Sustrans cycle route connects to Fishguard from the south and southeast. Several footpaths connect to the common land to the south of Goodwick Moor and several footpaths connect Fishguard to the countryside to the southeast and connect Goodwick to Pembrokeshire Coast National Park to the northwest. There are several walking and cycling active travel routes identified within the towns as part of the emerging Active Travel plan for Fishguard and Goodwick.</p>
<p>Biodiversity</p>	<p>There are several designated biodiversity sites located in and around Fishguard and Goodwick. The cliffs to the northeast of Fishguard are designated as part of the Creigiau Abergwaun (Fishguard Cliffs) Site of Special Scientific Interest. The sea bounding the north of Fishguard and Goodwick is also designated as part of the West Wales Marine candidate Special Area of Conservation. These sites should be protected and access to it could be enhanced to provide opportunities for access to nature where appropriate.</p> <p>Goodwick Moor, located between the two towns, is designated a Wildlife Trust reserve. This should also remain protected and the site could be re-opened to the public to provide access to nature where appropriate. Woodland, including Ancient Woodland, and copses are present in and around the towns, including along the Slade and around Fishguard Bay Hotel, some of which falling within the protection of Conservation Areas.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Fishguard and Goodwick:</p> <ul style="list-style-type: none"> • Grade II* and Grade II listed buildings. • Garn Wen Burial Chambers and Castle Point Old Fort Scheduled Ancient Monuments. <p>Lowertown, Fishguard and Goodwick Conservation Areas are also located within the towns.</p>

<p>Health and well-being</p>	<p>There are a number of open spaces within the towns, notably Lota Park and the coastal / Slade area in Fishguard, and Phoenix Park in Goodwick. Additionally, the waterfront and beach area provide important open spaces. These offer health and well-being benefits to residents.</p> <p>As stated within the active transport and connectivity section, Fishguard and Goodwick are well connected to one another and the wider countryside by active travel routes. These active routes offer health benefits by encouraging exercise and time spent outdoors.</p> <p>Goodwick Moor is an additional open space that is not currently publically accessibly. The creation of access to this space could provide health and well-being benefits. Additionally, there is no off road access from Fishguard to Castle Point and the creation of such a route could increase pedestrian safety and could encourage more people to use active transport options to visit Castle Point.</p> <p>The southeast of Fishguard is within the 50% most deprived areas of Wales in terms of health. The remainder of the towns are within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39). The towns are within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>
<p>Recreation and play</p>	<p>There are two registered play areas in Fishguard and Goodwick, one in Lota Park and one by the information centre on the waterside. In addition to this, as stated within the active transport and connectivity and the health and well-being sections, Fishguard and Goodwick are well connected to one another and the wider countryside by active transport routes, including the Coast Path National Trail, and there are a number of open spaces within the towns. These offer recreational opportunities to residents. In addition, Pembrokeshire Coast National Park is located to the northwest of Goodwick and northeast of Fishguard.</p>
<p>Social and Economic Regeneration</p>	<p>Fishguard and Goodwick railway station is located within the town centre of Goodwick. Fishguard Harbour railway station is located at Fishguard Port. The north and east of Fishguard are within the 50% least deprived areas of Wales overall (see Appendix 3 Figure 8.52). The remainder of the towns are within the 50% most deprived areas of Wales overall.</p>
<p>Flooding</p>	<p>The majority of Fishguard is not located within a flood zone, however part of lower town is within a flood zone and at risk of surface water flooding. A large area of flood zone and surface water flood risk is present on the undeveloped land between the two towns, occupied in part by Goodwick Moor, and part of this extends into Goodwick near the library and train station.</p> <p>Within this area there are opportunities for green infrastructure interventions identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project to contribute to flood management, including a large area identified in which wetland floodplain the tree planting opportunities could contribute to flood alleviation. There are also smaller tree planting opportunities identified within the towns, including in the open space opposite the school in Stop-and-Call, and within Lota Park in Fishguard.</p>

Haverfordwest

<p>Active transport and connectivity</p>	<p>There are numerous active transport routes present within Haverfordwest and connecting the town to the wider countryside. A Sustrans cycle route connects to the southwest of Haverfordwest and passes adjacent to the old racecourse. Several footpaths connect Haverfordwest along the river corridor and connect to the countryside to the south. Footpaths also connect the town to the countryside to the east and west, and encircle the old racecourse in the west.</p> <p>There are also several walking and cycling active travel routes identified within the town as part of the emerging Active Travel plan for Haverfordwest. These routes include those connecting parts of the river corridor running through the centre of Haverfordwest to the northwest, northeast, south and the Sustrans cycle route to the southwest. There are fewer active transport routes providing access to the northwest and east of the town.</p>
<p>Biodiversity</p>	<p>The Western Cleddau flowing through the town centre is a key biodiversity asset within Haverfordwest. It is designated as part of the Cleddau Rivers Special Area of Conservation and part of the Western Cleddau River Site of Special Scientific Interest. Moreover, to the east of Freemans Way, the river is designated as part of the Pembrokeshire Marine Special Area of Conservation and the Milford Haven Waterway Site of Special Scientific Interest. The biodiversity value of this asset should be protected.</p> <p>There are numerous pockets of woodland within the town, including some areas of ancient woodland and copses protected by tree preservation orders, including those along the north of the river corridor, within Fleming Woodland, to the north of the town and within the Parade. Also, the town is within a B-Lines insect pathway and land along the river to the north and south of town is designated as B-Lines Core Habitat.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Haverfordwest:</p> <ul style="list-style-type: none"> • Grade II, Grade II* and Grade I listed buildings. • Crowhill Rath, Haverfordwest Priory, Haroldston House and Gardens, Higgons Well and Haverfordwest Castle Scheduled Ancient Monuments. <p>Haverfordwest Conservation Area is also located in the town centre, encompassing the castle and part of the river corridor.</p>

<p>Health and well-being</p>	<p>Open spaces within the town include the old racecourse and Haverfordwest Priory field. Open spaces such as these offer health and well-being benefits.</p> <p>As stated within the active transport and connectivity section, there are numerous active transport routes present within Haverfordwest and connecting the town to the wider countryside. Such routes offer health benefits to users by providing exercise opportunities and encouraging time spent outdoors.</p> <p>Air Quality Management Areas (AQMAs) are designated in places where levels of pollution are not meeting national air quality objectives and therefore can affect the health of people within that area. An AQMA is designated along Picton Place, Victoria Place, High Street, Dew Street and Albert Street.</p> <p>The northwest of Haverfordwest is within the 10% most deprived areas of Wales, the centre of the town is within the 30% most deprived areas, the northeast of the town is within the 50% most deprived areas and the remainder of town is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39). Additionally, the south and east of the town are within the 20% most deprived areas, the centre of town is within the 30% most deprived areas, the northeast of town is within the 50% most deprived areas and the remainder of town is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>
<p>Recreation and play</p>	<p>There are several registered play areas within Haverfordwest. In addition to this, as stated within the active transport and connectivity and the health and well-being sections, there are numerous active transport routes present within Haverfordwest and connecting the town to the wider countryside, and a number of open spaces within the town. These assets offer recreational opportunities. In addition, Pembrokeshire Coast National Park is located to the southeast of the town.</p>
<p>Social and Economic Regeneration</p>	<p>Haverfordwest railway station is located to the east of the town centre. The northwest of the town is within the 10% most deprived areas, the centre of the town is within the 30% most deprived areas, the south of the town is within the 50% most deprived areas and the remainder of the town is within the 50% least deprived areas of Wales overall (see Appendix 3 Figure 8.52).</p>
<p>Flooding</p>	<p>The flood zone of the Western Cleddau river corridor covers part of the town centre of Haverfordwest. Many parts along the river corridor and within the town centre are also at risk of surface water flooding.</p> <p>There several pockets of land across the town where tree planting has been identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project as having potential to be beneficial in flood alleviation and the old racecourse is the largest area that is identified. A significant area of land in the north of the river corridor could deliver flood alleviation through wetland floodplain opportunities, and therefore may mitigate flood risk in the town centre. There are also scattered opportunities surrounding the town where field margins and shelterbelt opportunities could provide flood alleviation.</p>

Milford Haven

<p>Active transport and connectivity</p>	<p>Milford Haven is well connected to the east and west. The Coast Path National Trail passes along the coastline of eastern Milford Haven and passes inland through to the west of Milford Haven, where it re-joins the coast. Additionally, several footpaths connect Milford Haven to the woodland and countryside to the east, to Gelliswick Bay to the west and along Castle Pill and Huberston Pill. There are also several footpaths connecting The Rath to the coast and connecting around parts of western Milford Haven.</p> <p>There are several walking and cycling active travel routes identified within the town as part of the emerging Active Travel plan for Milford Haven. This includes those connecting through western Milford Haven to the northwest, those lining the coast of eastern Milford Haven, and those connecting to the north from the leisure centre and the town centre to connect to the nearby town of Neyland.</p>
<p>Biodiversity</p>	<p>There are several designated biodiversity assets surrounding Milford Haven. The Milford Haven waterway to the south of the town is designated as part of the Pembrokeshire Marine Special Area of Conservation and the Milford Haven Waterway Site of Special Scientific Interest, including at Gelliswick Bay. Such assets should be protected. Woodland, including Ancient Woodland and several copses designated with tree preservation orders are present around the town.</p> <p>The majority of Milford Haven is within a B-Lines insect pathway and the open spaces around The Mead playing fields and the waterside to the southeast of the town are designated as B-Lines Core Habitat.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Milford Haven:</p> <ul style="list-style-type: none"> • Grade II, Grade II* and Grade I listed buildings. • Hakin Observatory, Priory Rath, Pill Priory, Fort Hubberston, Long Stone Burial Chamber, Thornton Rath and Castle Pill Scheduled Ancient Monuments. <p>Milford Haven Conservation Area is also located within the town around the harbour and Hamilton Terrace.</p>
<p>Health and well-being</p>	<p>There are a number of open spaces within the town, notably The Mead playing fields and along The Rath. Additionally, the waterfront and Gelliswick Bay Beach provide important open spaces. These open spaces offer health and well-being benefits.</p> <p>As stated within the active transport and connectivity section, Milford Haven is well connected by active transport routes to the east and west. These active routes offer health benefits by encouraging exercise and time spent outdoors.</p> <p>The west and centre of Milford Haven are within the 30% most deprived areas, the north and southwest of the town are within the 50% most deprived areas and the south and east of the town are within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39). Additionally, the south of the town is within the 10% most deprived areas, the west of the town is within the 20% most deprived areas, the east of the town is within the 30% most deprived areas and the north of the town is within the 50% most deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>

<p>Recreation and play</p>	<p>There are several registered play areas within Milford Haven. In addition to this, as stated within the active transport and connectivity and the health and well-being sections, Milford Haven is well connected by active transport routes to the east and west, including the Coast Path National Trail, and there are a number of open spaces within the town. These offer recreational opportunities and.</p>
<p>Social and Economic Regeneration</p>	<p>Milford Haven railway station is located in the town centre however it is separated from the main town by the roundabout. The west of the town is within the 10% most deprived areas, the centre of the town is within the 20% most deprived areas, the east of the town is within the 30% most deprived areas and the remainder of the town is within the 50% most deprived areas of Wales overall (see Appendix 3 Figure 8.52).</p>
<p>Flooding</p>	<p>The majority of the town is unaffected by flood zones. A small area of flood zone is present to the west of the railway station and a larger area along the waterway to the north of the railway station. Green infrastructure interventions identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project could contribute to flood mitigation in these locations. Several areas are identified across the town where natural flood alleviation measures could be added. This includes areas for tree planting, including within the town's schools' grounds, along Hamilton Terrace and The Rath, and adjacent to Gelliswick Bay.</p>

Narberth

<p>Active transport and connectivity</p>	<p>Several active transport routes provide connections within the town of Narberth and connect the town to the countryside to the south. Carding Mill Lane is a key route connecting the town to the countryside. Counters in place on the lane detected the route being used 30,732 times in 2016. This route is being developed further to become more accessible and connect through Canaston Woods to Blackpool Mill, and hopefully to Canaston Bridge and then to Haverfordwest.</p> <p>Additionally, there are walking and cycling active travel routes identified within the town as part of the emerging Active Travel plan for Narberth. This includes those connecting the town centre around the rugby club and that along Carding Mill Lane.</p>
<p>Biodiversity</p>	<p>With the exception of the numerous trees in the north of the town protected under tree preservation orders, there are no designated biodiversity assets located within the town of Narberth itself.</p> <p>The Eastern Cleddau River to the southwest of the town is designated as part of the Cleddau Rivers Special Area of Conservation and part of the Eastern Cleddau River Site of Special Scientific Interest. This asset should be protected and existing access to this could be enhanced to provide access to nature where appropriate. Woodland, including Ancient Woodland, is present around the town, including along Carding Mill Lane and around Narberth Castle.</p> <p>Land to the northeast of Narberth is designated as B-Lines Core Habitat and green infrastructure intervention within the town could enhance pollinator habitat connectivity.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Narberth:</p> <ul style="list-style-type: none"> • Grade II and Grade I listed buildings. • Narberth Castle Scheduled Ancient Monument. <p>Narberth Conservation Area is also located in the town centre.</p>
<p>Health and well-being</p>	<p>Several open spaces are present within Narberth, notably Towns Moor (also a registered village green) and the rugby club. These offer health and well-being benefits to residents.</p> <p>As stated within the active transport and connectivity section, several active transport routes provide connections within the town of Narberth and connect the town to the countryside to the south. These active routes offer health benefits by encouraging exercise and time spent outdoors.</p> <p>The town is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39) and is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>

<p>Recreation and play</p>	<p>There is one registered play area in Narberth and that is located on Towns Moor. In addition to this, as stated within the active transport and connectivity section and within the health and well-being section, several active transport routes provide connections within the town of Narberth and connect the town to the countryside to the south, and there are several open spaces present within the town. These assets offer recreational opportunities.</p>
<p>Social and Economic Regeneration</p>	<p>Narberth railway station is located to the east of the town. Green infrastructure enhancements could increase connectivity to this, which may contribute to regeneration.</p> <p>The town is within the 50% least deprived areas of Wales overall (see Appendix 3 Figure 8.52).</p>
<p>Flooding</p>	<p>Narberth is not within a flood zone. However, there are opportunities for green infrastructure interventions identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project to contribute to flood management, including tree planting on Town Moor, along Carding Mill Lane and south of the A478.</p>

Newport

<p>Active transport and connectivity</p>	<p>Many active transport routes connect Newport to the river and to the wider countryside, including across Carningli Common. The Coast Path National Trail passes from the west along the riverside to the north of Newport, crosses the Iron Bridge and extends northwards. A Sustrans cycle route connects to the east of Newport, extending east and southeast from the town. There are fewer routes connecting the town to the east and northeast along the river.</p>
<p>Biodiversity</p>	<p>There are few biodiversity assets designated within the town of Newport itself. Pockets of woodland, including Ancient Woodland and copses designated under tree preservation orders, are present around the town. These assets should be protected and could be enhanced through additional access routes, providing access to nature where appropriate, and enhancements for wildlife, such as by the incorporation of bat and bird boxes.</p> <p>Carningli Common to the south of Newport is designate as Carn Ingli Site of Special Scientific Interest and Felin Llwyngwair to the east of the town is designated as Felin Llwyngwair Site of Special Scientific Interest and part of the Pembrokeshire Bat Sites and Bosherton Lakes Special Area of Conservation. Additionally, The coast to the northwest of Newport, beyond Newport Sands, is designated as part of the West Wales Marine candidate Special Area of Conservation. These assets should remain protected and the existing access to these could be further enhanced to provide access to nature where appropriate.</p> <p>Newport is within a B-Lines insect pathway and land around the common to the south of the town is designated as B-Lines Core Habitat.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Newport:</p> <ul style="list-style-type: none"> • Grade II, Grade II* and Grade I listed buildings. • Newport Castle (Unoccupied parts), Pillar Cross 140m SE of Newport Church, Pillar Cross in Newport Churchyard, The Old Castle, Carreg Coetan Burial Chamber and Medieval Pottery Kiln, Newport Memorial Hall Scheduled Ancient Monuments. <p>Newport Conservation Areas is also located in the town centre and along the waterside in Parrog.</p>
<p>Health and well-being</p>	<p>There are a few open spaces within Newport as well as larger open spaces to the north along the estuary and to the south at Carningli Common. These open spaces offer health and well-being benefits and increased access to these.</p> <p>As stated within the active transport and connectivity section, many active transport routes connect Newport to the river and to the wider countryside, including across Carningli Common. These active routes offer health benefits by encouraging exercise and time spent outdoors.</p> <p>Newport is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39) and is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>

<p>Recreation and play</p>	<p>There is one registered play area within Newport and this is located on Maes Morfa. In addition to this, as stated within the active transport and connectivity and the health and well-being sections, many active transport routes connect Newport to the river and to the wider countryside, including the Coast Park National Trail, and there are a few open spaces within the town as well as larger open spaces to the north along the estuary and to the south at Carningli Common. These offer recreational opportunities to residents. In addition, Newport is located within the Pembrokeshire Coast National Park.</p>
<p>Social and Economic Regeneration</p>	<p>There is no train station within Newport. The town is within the 50% least deprived areas of Wales overall (see Appendix 3 Figure 8.52).</p>
<p>Flooding</p>	<p>The northernmost fringe of Newport is within the flood zone of the Afon Nyfer; however the majority of the town is located outside of a flood zone. There are opportunities for green infrastructure interventions identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project to contribute to flood mitigation, with several areas within the town identified as offering tree planting opportunities for flood alleviation, particularly towards Carningli Common to the south. Large areas to the east of the town have also been identified as offering tree planting, wetland floodplain and field margin opportunities for flood alleviation.</p>

Neyland

<p>Active transport and connectivity</p>	<p>Neyland is well connected around its perimeter and to the surrounding countryside. The Coast Path National Trail encloses Neyland to the east and south, connecting to Pembroke Dock and Milford Haven respectively. The Brunel Trail begins at Brunel Quay in the south of Neyland and passes along the eastern edge of Neyland northwards. In 2016, a footpath counter detected the trail along the marina being used 160,706 times that year. A Sustrans cycle route connects to the northeast of Neyland and travels northwards along the Brunel Trail.</p> <p>Several footpaths connect Neyland to the countryside to the west and there are several walking and cycling active travel routes identified within the town as part of the emerging Active Travel plan for Neyland. These include the Brunel Trail, routes along the A477 to the north of Neyland, routes in the southwest of the town and that along Neyland Vale on the west of Neyland. There are fewer active transport connections in the centre of the town.</p>
<p>Biodiversity</p>	<p>There are several designated biodiversity assets surrounding Neyland. The Milford Haven waterway to the south of the town, including along Brunel Quay, and Westfield Pill north of the A477 to the northeast of the town are designated as part of the Pembrokeshire Marine Special Area of Conservation and the Milford Haven Waterway Site of Special Scientific Interest.</p> <p>Part of Westfield Pill north of the A477 to the northeast of Neyland is part of the Westfield Pill Wildlife Trust reserve. Woodland, including Ancient Woodland, as well as copses protected by tree preservation orders present on the eastern and western edges of the town and within the town, including at Brunel Quay and Honeyborough Green. Active transport routes connecting to these assets could be enhanced to increase access to nature and recreational opportunities where appropriate.</p> <p>The northwest of Neyland is within a B-Lines insect pathway and the open space within the east of the town is designated as B-Lines Core Habitat.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Neyland:</p> <ul style="list-style-type: none"> • Grade II listed buildings. • American War of Independence Redan at Bath House Scheduled Ancient Monument. <p>Neyland Conservation Areas is also located in the town centre and encompassing part of Brunel Quay, and Honeyborough Conservation Areas is located in the northwest of the town.</p>
<p>Health and well-being</p>	<p>There are a number of open spaces within the town, notably the woodland band to the east and the sports fields. Open spaces such as these offer health and well-being benefits.</p> <p>As stated within the active transport and connectivity section, Neyland is well connected around its perimeter and to the surrounding countryside. These active routes offer health benefits by encouraging exercise and time spent outdoors..</p> <p>Neyland is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39) and is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>

Landscape	Refer to the Landscape Character Areas section below.
Recreation and play	There is one registered play area within Neyland and this is located on Harbour Close. In addition to this, as stated within the active transport and connectivity section and within the health and well-being section, Neyland is well connected around its perimeter and to the surrounding countryside, including by the Coast Path National Trail, and there are a number of open spaces within the town.
Social and Economic Regeneration	There is no train station within Neyland. The west of the town is within the 50% most deprived areas of Wales overall (see Appendix 3 Figure 8.52). The remainder of the town is within the 50% least deprived areas of Wales overall.
Flooding	The majority of Neyland is located outside of a flood zone, with only the northernmost and southernmost fringes of the town located within the flood zones of Milford Haven and Westfield Pill. There are tree planting opportunities identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project for flood alleviation around the park and school in the west of the town, and on the school grounds and playing fields in the centre of the town. There are also field margin opportunities for flood alleviation identified on Brunel Quay.

Pembroke

<p>Active transport and connectivity</p>	<p>Many active transport routes provide connections within Pembroke and several routes provide connections to the wider countryside. The Coast Path National Trail connects to the west of Pembroke, connecting to the northwest to Pembroke Dock and to the southwest to Monkton. A Sustrans cycle route connects to Pembroke from the north, encircles Castle Pond and extends eastwards out of the town. A footpath counter detected the Upper and Lower Commons paths being used 47,542 times in 2016.</p> <p>There are several walking and cycling active travel routes also identified within the town as part of the emerging Active Travel plan for Pembroke. This includes several within the town centre, as well as those around Castle Pond, Mill Pond and Upper and Lower Common Parks. Routes connect along the route of the Sustrans cycle route, as well as connecting to Monkton to the southwest and along the northern fringe of Pembroke connecting to the east.</p>
<p>Biodiversity</p>	<p>Pembroke contains a variety of designated biodiversity assets that should be protected. The Milford Haven waterway to the west of the town is designated as part of the Pembrokeshire Marine Special Area of Conservation and the Milford Haven Waterway Site of Special Scientific Interest. These assets should continue to be protected.</p> <p>Upper Mill Pond is designated a Wildlife Trust reserve and Mill Pond and Upper Mill Pond are designated as a Local Nature Reserve. Pockets of woodland, including Ancient Woodland and copses protected by tree preservation orders, are present around the town.</p> <p>The town is within a B-Lines insect pathway and land to the northeast and northwest of the town is designated as B-Lines Core Habitat.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Pembroke:</p> <ul style="list-style-type: none"> • Grade II, Grade II* and Grade I listed buildings. • Pembroke Castle, Pembroke Town Wall, Monkton Priory Dovecot and Priory Farm Cave Scheduled Ancient Monuments. <p>Pembroke Conservation Area is also located within in the town centre, encompassing the castle and the ponds.</p>

<p>Health and well-being</p>	<p>There are a number of open spaces within Pembroke, notably including The Green and Upper and Lower Common Parks. These offer health and well-being benefits to residents.</p> <p>As stated within the active transport and connectivity section, many active transport routes provide connections within Pembroke and several routes provide connections to the wider countryside. These active routes offer health benefits by encouraging exercise and time spent outdoors.</p> <p>Air Quality Management Areas (AQMAs) are designated in places where levels of pollution are not meeting national air quality objectives and therefore can affect the health of people within that area. An AQMA is designated on Main Street.</p> <p>The north of Pembroke is within the 20% most deprived areas, the southwest of the town is within the 50% most deprived areas and the southeast of the town is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39). Additionally, the town is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>
<p>Recreation and play</p>	<p>There are several registered play areas within Pembroke. In addition to this, as stated within the active transport and connectivity and the health and well-being sections, many active transport routes provide connections within Pembroke and several routes provide connections to the wider countryside, including the Coast Path National Trail, and there are also a number of open spaces within Pembroke. These offer recreational opportunities to residents</p>
<p>Social and Economic Regeneration</p>	<p>Pembroke railway station is located to the east of the town centre. The west of the town is within the 30% most deprived areas of Wales overall (see Appendix 3 Figure 8.52). The remainder of the town is within the 50% least deprived areas of Wales overall.</p>
<p>Flooding</p>	<p>A flood zone corridor is present covering Upper and Lower Common Parks, within which there is also large areas at risk of surface water flooding. There are opportunities for green infrastructure enhancements identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project; in this area and along this corridor there are opportunities identified for tree planting to provide flood alleviation.</p> <p>Across the remainder of the town there are opportunities identified for tree planting, field margins and shelter belts to contribute to flood alleviation, including opportunities for tree planting at The Green, and tree planting and field margins opportunities on the school grounds and adjacent open space to the south of the Parks.</p>

Pembroke Dock

<p>Active transport and connectivity</p>	<p>There are numerous active transport routes providing connections throughout the town. The Coast Path National Trail passes through the town centre, connecting to the Cleddau Bridge and Neyland to the north and Pembroke to the south east. A Sustrans cycle route passes through the town centre, connecting to the Cleddau Bridge and Neyland to the north and Pembroke to the south east. Several footpaths connect the town centre to Barrack Woods, the golf course and Pennar Point. There are also many footpaths within the wood and across the golf course. Footpaths also connect to Pembroke and Pembroke Point. Fewer footpaths connect the town to the eastern woodlands, including Cuckoo Wood and Ferry Wood.</p> <p>There are also several walking and cycling active travel routes identified within the town as part of the emerging Active Travel plan for Pembroke Dock. This includes those within the town centre, those connecting northwards to Neyland, those connecting southeast to Pembroke and those connecting east.</p>
<p>Biodiversity</p>	<p>Although many designated biodiversity assets surround Pembroke Dock, there are few assets designated within Pembroke Dock itself. Woodland, including Ancient Woodland, and copses protected by tree preservation orders, are located around the town, including along Pembroke point, Barrack Woodland and the protected trees surrounding and within the docks themselves. Where feasible, access to these could be enhanced to increase access to nature where appropriate and features such as bat a bird boxes could be installed.</p> <p>The Milford Haven waterway enclosing the town is designated as part of the Pembrokeshire Marine Special Area of Conservation and the Milford Haven Waterway Site of Special Scientific Interest. These assets should remain protected and where appropriate access to them enhanced to increase access to nature where appropriate.</p> <p>The waterside edges of Pembroke Dock, including to the south and the northeast, are designated as B-Lines Core Habitat.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Pembroke Dock:</p> <ul style="list-style-type: none"> • Grade II, Grade II* and Grade I listed buildings. • Defensible Barracks, South West Dockyard Tower and Paterchurch Tower Scheduled Ancient Monuments. <p>Pembroke Dock Conservation Area is also located within the town centre and around the docks.</p>

<p>Health and well-being</p>	<p>There are several open spaces within Pembroke Dock, including the golf course, Barrack Hill and Memorial Park. Open spaces such as these offer health and well-being benefits.</p> <p>As stated within the active transport and connectivity section, there are numerous active transport routes providing connections throughout the town. Such routes offer health benefits to users by providing exercise opportunities and encouraging time spent outdoors.</p> <p>The east of Pembroke Dock is within the 10% most deprived areas, the northwest of the town is within the 20% most deprived areas, the southwest of the town is within the 30% most deprived areas, the centre, south and west of the town is within the 50% most deprived areas and the north of the town is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39). The northeast of the town is within the 30% most deprived areas, the north of the town is within the 50% most deprived areas and the remainder of town is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>
<p>Recreation and play</p>	<p>There are several registered play areas within the town. It is noted that the play area registered within the Pembrokeshire County Council database at Charlton Place has been removed from analysis. Stakeholder consultation advised there is no playground at this location at present. In addition to these play areas, as stated within the active transport and connectivity section and within the health and well-being section, there are numerous active transport routes providing connections throughout the town, including the Coast Path National Trail, and there are several open spaces within the town. These assets offer recreational opportunities.</p>
<p>Social and Economic Regeneration</p>	<p>Pembroke Dock railway station is located in the town centre. The west of the town is within the 10% most deprived areas, the centre of the town is within the 20% most deprived areas, the south of the town is within the 30% most deprived areas and the remainder of the town is within the 50% most deprived areas of Wales overall (see Appendix 3 Figure 8.52).</p>
<p>Flooding</p>	<p>There are two key areas of Pembroke Dock within flood zones; the north of the town centre, around ASDA and the library, and the east of the town around Waterloo. There are numerous areas across the town that have been identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project as being opportunities for natural flood alleviation measures, including tree planting opportunities on the golf course, within the playground in Pennar, adjacent to the town's youth centre, within the town's sports grounds, within the military cemetery and around the science and technology park.</p>

Saundersfoot

<p>Active transport and connectivity</p>	<p>Saundersfoot is well connected to the wider countryside to the north, south and west. The Coast Path National Trail passes along the coastline from north to south. A Sustrans cycle route connects to Saundersfoot from the southwest, passes through the town and extends northwards. Additionally the Sustrans cycle route is a cycling active travel route identified as part of the emerging Active Travel plan for the town.</p>
<p>Biodiversity</p>	<p>There are numerous designated biodiversity assets within and surrounding Saundersfoot. The coast surrounding the town is designated as part of the Carmarthen Bay and Estuaries Special Area of Conservation, part of the Bristol Channel Approaches candidate Special Area of Conservation, part of the Carmarthen Bay Special Protection Area, part of the Saundersfoot - Telpyn Coast and the Waterwynch Bay to Saundersfoot Harbour Sites of Special Scientific Interest, and part of the Carmarthen Bay Important Bird Area. These assets should remain protected.</p> <p>There are numerous areas of woodland surrounding and within Saundersfoot, including ancient woodland, and numerous individual trees and wooded copses designated under tree preservation orders. Such woodlands include the large expanse of Rhode Wood and Trewayne Wood adjacent to the south of the town, and the protected trees along The Incline. Access to these assets could be enhanced to provide recreation opportunities and access to nature where appropriate, and features such as bat and bird boxes could be installed to enhance their values for wildlife. Saundersfoot is also within a B-Lines insect pathway.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Saundersfoot:</p> <ul style="list-style-type: none"> • Grade II and Grade I listed buildings. • Rhode Wood Shaft Mounds and Tramroad Incline at Saundersfoot Scheduled Ancient Monuments. <p>Saundersfoot Conservation Area is also located in the town centre and occupies the harbour.</p>
<p>Health and well-being</p>	<p>Open spaces within the town include sports fields and The Plantation woodland. Additionally, the beaches, including Saundersfoot Beach and Coppet Hall Beach, provide important open space. These open spaces offer health and well-being benefits. As stated within the active transport and connectivity section, Saundersfoot is well connected to the wider countryside to the north, south and west. Such routes offer health benefits to users by providing exercise opportunities and encouraging time spent outdoors.</p> <p>Saundersfoot is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39) and is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>

<p>Recreation and play</p>	<p>There is one registered play area within Saundersfoot and this is located next to the sports fields in the centre of town. In addition to this, as stated within the active transport and connectivity and the health and well-being sections, Saundersfoot is well connected to the wider countryside to the north, south and west, including by the Coast Path National Trail, and there are several open spaces within the town. These offer recreational opportunities to residents. In addition, Saundersfoot is located within the Pembrokeshire Coast National Park.</p>
<p>Social and Economic Regeneration</p>	<p>Saundersfoot railway station is located outside of the town to the northwest. The town is within the 50% least deprived areas of Wales overall (see Appendix 3 Figure 8.52).</p>
<p>Flooding</p>	<p>The Coastal fringe of Saundersfoot is located within an area of flood zone. There is also a corridor of flood zone and surface water flood risk present extending from the harbour through the town to the west. These areas encompass the properties along The Strand, as well as Saundersfoot Harbour Car Park, Brookfield Close Car Park and the developments along Cambrian place and parts of Stammers Road.</p> <p>Green infrastructure interventions identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project could contribute to surface water flood management in some of these locations. Tree planting opportunities for flood alleviation are identified at the playing fields and north of Westfield Street, and tree planting, shelterbelt and field margin opportunities for flood alleviation are identified around the school and caravan site in the north.</p>

St Davids

<p>Active transport and connectivity</p>	<p>St Davids is very well connected by active transport routes and is well connected to the surrounding countryside. The Coast Path National Trail passes along the coastline to the south of St Davids and encircles St Davids Head. A Sustrans cycle route passes through St Davids, connecting to the east and the north. Multiple footpaths connect the town to the surrounding countryside.</p> <p>Cycling active travel routes are also identified within the town as part of the emerging Active Travel plan for St Davids, connecting the town to the north and east.</p>
<p>Biodiversity</p>	<p>There are few biodiversity assets designated within the settlement of St Davids itself. Woodland surrounds the St Davids Cathedral grounds and there is a copse under a tree preservation order located to the south of this site. The existing access to these assets could be further enhanced for access to nature where appropriate and their biodiversity value increased through the introduction of bat and bird boxes. Additional greening for biodiversity value could be undertaken across the remainder of the city, enhancing habitat connectivity.</p> <p>The coast to the south of St Davids is designated as part of the Pembrokeshire Marine Special Area of Conservation, part of the West Wales Marine candidate Special Area of Conservation, part of the Ramsey and St Davids Peninsula Coast Special Protection area, part of the St Davids Peninsula Coast Site of Special Scientific Interest and part of the Pembrokeshire Cliffs Important Bird Area. Land to the northeast of St Davids is designated as part of the North West Pembrokeshire Commons Special Area of Conservation, part of the Dowrog Common and the Waun Fawr, Ty Ddewi Sites of Special Scientific Interest, and part of the Dowrog Common Wildlife Trust reserve. These assets should remain protected and existing access from the town to these could be enhanced to increase recreational opportunities and access to nature where appropriate.</p> <p>The city is within a B-Lines insect pathway and land to the south of the city along the coast and to the northeast around the commons is designated as B-Lines Core Habitat.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within St Davids:</p> <ul style="list-style-type: none"> • Grade II, Grade II* and Grade I listed buildings. • Whitewell, The City Cross and Parc y Castell Mound, Bailey Castle and numerous St Davids Cathedral features Scheduled Ancient Monuments. <p>St Davids Conservation Area is also located across the city centre and the cathedral complex.</p>

<p>Health and well-being</p>	<p>There are a few open spaces within St Davids as well as open spaces surrounding the town, including those surrounding the cathedral complex and at Dowrog Common to the northeast of the town. These open spaces offer health and well-being benefits and increased access to these. As stated within the active transport and connectivity section, St Davids is very well connected by active transport routes and is well connected to the surrounding countryside. These active routes offer health benefits by encouraging exercise and time spent outdoors.</p> <p>St Davids is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39) and is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>
<p>Landscape</p>	<p>Refer to the Landscape Character Areas section below.</p>
<p>Recreation and play</p>	<p>There is one registered play area within St Davids and this is located on Brynteg. In addition to this, as stated within the active transport and connectivity section and within the health and well-being section, St Davids is very well connected by active transport routes and is well connected to the surrounding countryside, and there are a few open spaces within the town as well as open spaces surrounding the town. These assets offer recreational opportunities. In addition, St Davids is located within the Pembrokeshire Coast National Park.</p>
<p>Social and Economic Regeneration</p>	<p>There is no train station within Newport. The town is within the 50% least deprived areas of Wales overall (see Appendix 3 Figure 8.52).</p>
<p>Flooding</p>	<p>The majority of St Davids is located outside of a flood zone. A flood zone corridor is present along the River Alun, affecting the St Davids Cathedral complex and in which there are significant areas at risk of surface water flooding. Along this corridor there are identified opportunities as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project for wetland floodplain and tree planting opportunities to contribute to flood alleviation. There are also significant areas of field margin opportunities for flood alleviation to the east and south of the town, as well as tree planting opportunities in the north.</p>

Tenby

<p>Active transport and connectivity</p>	<p>There are numerous active travel options within the town and connecting it to the countryside. The Coast Path National Trail passes along the coastline from north to south. It splits into two routes south of Tenby, offering a coastal option and an inland option. A Sustrans cycle route connects to Tenby from the north and southwest. Several footpaths connect Tenby to the wider countryside to the north, south and west, as well as to North Beach to the east and the nearby settlement of Penally to the southwest.</p> <p>There are also several walking and cycling active travel routes identified within the town as part of the emerging Active Travel plan for Tenby. This includes those within the town centre and those connecting to Penally to the southwest.</p>
<p>Biodiversity</p>	<p>There are numerous designated biodiversity assets within and surrounding Tenby. The coast surrounding the town is designated as part of the Carmarthen Bay and Estuaries Special Area of Conservation, part of the Bristol Channel Approaches candidate Special Area of Conservation, part of the Tenby Cliffs and St. Catherine's Island and the Lydstep Head to Tenby Burrows Sites of Special Scientific Interest, and part of the Carmarthen Bay Important Bird Area. These areas should remain protected.</p> <p>The Ritec Fen and the Little Hoyle and Hoyle's Mouth Caves & Woodlands are located to the west of Tenby, there are numerous areas of woodland surrounding and within the town, including ancient woodland to the northwest, and there are numerous copses designated with tree preservation orders across the town.</p> <p>The majority of Tenby is within a B-Lines insect pathway and land to the south of the town is designated as B-Lines Core Habitat.</p>
<p>Cultural heritage</p>	<p>The following designated heritage assets are located within Tenby:</p> <ul style="list-style-type: none"> • Grade II, Grade II* and Grade I listed buildings. • Tenby Town Wall, Fort St Catherine, Tenby Castle, Tenby Market Cross and Scotsborough House Ruins Scheduled Ancient Monuments. <p>Tenby Conservation Areas is also located in the town centre and along the coast. Scotsborough House Conservation Area is also located to the west of the town.</p>
<p>Health and well-being</p>	<p>There are a number of open spaces within Tenby, notably along the cliffs and at Castle Hill. Additionally, the beaches including North Beach, South Beach, Harbour Beach and Castle Beach provide important open space. These offer health and well-being benefits to residents. As stated within the active transport and connectivity section, there are numerous active travel options within the town and connecting it to the countryside. These active routes offer health benefits by encouraging exercise and time spent outdoors.</p> <p>The west and southwest of Tenby are within the 50% most deprived areas and the remainder of the town is within the 50% least deprived areas of Wales in terms of health (see Appendix 3 Figure 8.39). The town is within the 50% least deprived areas of Wales in terms of physical environment (see Appendix 3 Figure 8.40).</p>

Landscape	Refer to the Landscape Character Areas section below.
Recreation and play	There are several registered play areas within Tenby. In addition to this, as stated within the active transport and connectivity section and within the health and well-being section, there are numerous active travel options within the town and connecting it to the countryside, including by the Coast Path National Trail, and there are a number of open spaces within the town. These offer recreational opportunities. In addition, Tenby is located within the Pembrokeshire Coast National Park.
Social and Economic Regeneration	Tenby railway station is located within the town. The southwest of town is within the 50% most deprived areas of Wales overall (see Appendix 3 Figure 8.52). The remainder of town is within the 50% least deprived areas of Wales overall.
Flooding	<p>A significant flood zone area occupies land to the south and west of Tenby, including the caravan site, golf club, Salterns Industrial Estate and the Ritec Valley. Within this area, there are areas at risk of surface water flooding and within which green infrastructure interventions identified as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project could contribute to flood management.</p> <p>Larger areas of wetland floodplain opportunities, as well as tree planting, field margin and shelterbelt opportunities within this flood zone area could contribute to flood alleviation. Additional shelterbelt and tree planting opportunities for flood alleviation are also identified within the town's schools' grounds.</p>

Landscape Character Areas

- 4.24 All of the towns have variable townscapes, including areas of urban dominance, brownfield sites and poor quality open space, that could be enhanced through green infrastructure interventions.
- 4.25 It is important that these interventions respect as far as possible the National Landscape Character Areas, which are summarised below.

National Landscape Character Area NLCA43 – West & North Pembrokeshire Coast

- 4.26 Fishguard and Goodwick, Newport and St Davids are located within NLCA43. The key characteristics of this area, which could be enhanced and reflected through green infrastructure interventions, are:
- A spectacular coastal edge to part of south-west Wales – this is the main unifying characteristic of the area.
 - Coastal features - varied and rugged, exposed, highly indented coastline, with rocky coastal cliffs, punctuated by sandy bays and sheltered inlets, some larger bays, a number of remote islands and islets, and a number of raised beaches.
 - Varied geology - the coastline cuts across the geology, informing coastal geometry and the range of coastal features. Old Red Sandstone rocks in the south meet the western extent of the South Wales Coalfield at St Brides Bay. Further north around St Davids, hard Cambrian rocks and igneous intrusions form craggy outcrops. Ordovician shales stretch across the north coast, interrupted by volcanic rock in places.
 - Tors and hill ridges – on the St Davids and Strumble Peninsulas – of resistant igneous outcrops. These are distinctive visual features and vantage points.
 - Dissected plateau landscape – comparatively gentle, settled, farmed land, compared to the coastline.
 - Coastal heath - although the rugged and windswept coastal heaths are common grazed, inland areas are enclosed: with larger mixed arable land in the south and smaller fields in parts of the north,

some of these bounded hedgebanks with proven origins in the prehistoric period.

- Inland larger mixed arable fields – with hedgerows and fences.
- Smaller fields in rougher ground - with hedgebanks and walls.
- Coastal wildlife - The coastal landscape is nationally and internationally important for marine habitats and species, including species-rich maritime grasslands. The islands off the coast are the home of internationally important sea bird colonies.
- Prehistoric field systems on Skomer Island - are of significant historic importance.
- Rural villages and scattered farms – nucleated villages, often around a church, and with historic character in places. Often quiet, settled, well established, agricultural, away from the coast, but busier with tourism and marine activity focus on the coast.
- Coloured rendering – a distinctive tradition on some old and new buildings.
- Ferry port and road/rail transport terminal – major feature by Fishguard, together with nearby development and periodic busyness as ferries arrive.
- Tourist related ‘honeypots’ - of activity and busyness along the coast. The area’s rugged coastline and high scenic qualities make the area a popular tourist destination. Rural roads can become busy with traffic in the peak season.
- Spiritual focus of St Davids – with its hidden cathedral and Patron Saint of Wales.

National Landscape Character Area NLCA44 – Taf and Claeddau Vales

- 4.27 Narberth is located within NLCA44. The key characteristics of this area, which could be enhanced and reflected through green infrastructure interventions, are:
- Ordovician shales, mudstones and sandstones underlie much of the area with intrusions of Cambrian igneous rocks forming craggy summits (tors) in the west. An outcrop of later, Devonian Old Red Sandstone forms the boundary with Carboniferous Coal Measures to the south.
 - Undulating topography with harder rocks forming hilly areas.
 - Steep, often wooded, small glacial melt-water valleys with fast rivers and streams, generally running from north to south – particularly notable around Maesprior.

- A predominantly rural, settled, agricultural landscape, with a mix of fields of pasture, cereals and hay meadows. Higher land is of a heathy character.
- Fields are mainly medium sized, bounded by a regular pattern of hedgerows, hedgerow trees and hedgebanks.
- Small blocks of broadleaved woodland and mixed or coniferous plantations are located on slopes. Watercourses are often fringed by oak-dominated woodlands.
- The East and West Cleddau rivers are nationally and internationally recognised as important wildlife habitats. Both support populations of otter and submerged water crowfoot.
- A range of archaeological features is scattered across the landscape, with clusters of prehistoric ritual and funerary monuments occupying prominent positions.
- Narberth, St Clears and Whitland are the principal towns. Settlement elsewhere is dispersed, with hamlets and small villages in valleys.
- The main A477 and A40 trunk roads cross this otherwise overwhelmingly peaceful, rolling countryside.

National Landscape Character Area NLCA47 – South Pembrokeshire Coast

4.28 Saundersfoot and Tenby are located within NLCA47. The key characteristics of this area, which could be enhanced and reflected through green infrastructure interventions, are:

- Rugged coastal landscape – harder rocks stand out as coastal headlands with softer rocks eroded to form bays – in a general east-west geological orientation.
- Carboniferous limestone – a plateau defines much of the west and south of the area, terminating abruptly with spectacular cliffs including stacks, natural arches and islands.
- Sandstone with coal and iron seams – with rich coal and iron seams – marking the edge of the South Wales coalfield – in the eastern part of the area.
- Sandy beaches and coves – with wind-blown dunes or shingle storm beaches, exposed from the south-westerly winds, more sheltered when east-facing.
- Gentle inland landscape – with ridges (and 'The Ridgeway') and vales, and some narrow enclosed small valleys to the east. Agricultural land uses – mixed, with dairying, sheep rearing, cereal

cropping and rough grazing on cliff tops. Fields are regular in shape, bounded by hedgerows.

- Streams and woodlands – water courses are often fringed by stands of mixed and broadleaved woodlands on incised slopes in the east.
- Artillery range – a large area of coast by Castlmartin, on the limestone plateau, is used by the military as an artillery range.
- Coastal habitats – The coast is home to a variety of cliff-top and maritime habitats, with grasslands supporting rare species such as the early gentian and silver-spotted blue butterfly.
- Agricultural and industrial archaeology – prominent medieval open field systems survive around Manorbier. Remains of the coal/iron industry are evident in the east.
- Seaside towns – of Tenby (walled town of architectural interest) and Saundersfoot are the major centres serving the area. Elsewhere, nucleated settlements are dispersed and linked by a network of rural roads.
- Caldey Island – scenic rugged island near Tenby with religious settlement.
- Scenic quality – varied and spectacular coastline (including Heritage Coast) with the greater extent being within the Pembrokeshire Coast National Park. But some tourism related developments are out of character.

National Landscape Character Area NLCA48 – Milford Haven

4.29 Haverfordwest, Milford Haven, Neyland, Pembroke and Pembroke Dock are located within NLCA48. The key characteristics of this area, which could be enhanced and reflected through green infrastructure interventions, are:

- Complex geology – The geological history of the landscape is complex, with a mixture of Ordovician, Silurian, Devonian and Carboniferous rocks and mudstones. A band of uplifted igneous lava and tuff is exposed to the north of Milford Haven.
- Large Ria – The deep water of Milford Haven was initially formed along a fault line, widened by glacial meltwater flows. Post-glacial sea level rise flooded the valley to form today's extensive ria landscape.
- Estuaries extending inland – The ria extends many miles inland to include the long, twisting Daugleddau estuaries, including the Eastern and Western Cleddau tidal rivers with their very sheltered

conditions but strong tidal currents, and extensive lengths of salt marsh and mud banks.

- Coastal and intertidal species and habitats - are of international and national importance. Species-rich salt marshes and sheltered muddy inter-tidal areas are abundant, including many 'pills' (small muddy creeks), some man-made.
- Mixed fields and hedgerows - a rolling lowland agricultural landscape with a mosaic of mixed fields bounded by hedgerows.
- Mixed and conifer plantations fringe the upper ria and estuaries - with frequent copses and riparian (riverside) woodlands found on slopes throughout. Ancient semi-natural sessile oak woodlands are also among the area's valued habitats.
- Historic port defences - A number of archaeological features are present, from Iron Age forts to significant and well-preserved, 19th century naval fortifications, including the Royal Dockyard at Pembroke.
- Towns and villages - The area is served by the towns of Haverfordwest, Milford Haven and Pembroke. Elsewhere, villages and hamlets are dispersed along roads, their intersections or at former landing places for cross-Haven ferries.
- Industry by the lower ria - Oil refineries and their jetties, and a power station dominate the coastal landscape at the mouth of the Haven.
- Tranquil rural upper ria and estuaries - contrasting to the lower ria, the upper ria and estuaries and their surrounding woodland and farmland are intimate and rural.
- Renowned scenic qualities - The upper ria and estuaries have long been admired for its scenic qualities, with the Haven being mentioned in Shakespeare's Cymbeline.

Pembrokeshire Coast National Park Landscape Character Area LCA1 – Saundersfoot Settled Coast

4.30 Saundersfoot is also within LCA1. The special qualities (key characteristics) of this area, which could be enhanced and reflected through green infrastructure interventions, are:

- Although substantially settled, the area contains some attractive farmland and woodland patches which intersperse the smaller settlements and farmsteads.

- There is a coastal feel with an open nature and attractive views along the coast, the view southwards from Amroth towards Tenby being notable for the prominent landmark of the church spire in the distance, seen above Monkstone Point in the middle ground.
- Inland, the country estate landscape and parkland character around Hean Castle and Coppet Hall is very attractive and locally distinctive
- There are some habitats of international importance here, contributing to some parts of the landscape having a high ecological value.
- The historical and archaeological features recorded here are such that the whole area merits a high historical value, especially industrial relics, such as the tramway and incline, which are comparatively rare surviving elements of local extractive industries. This industrial past is a historical quality possessed by many of the coastal towns and villages in the National Park.
- The recent changes in holiday trends have eroded the original seaside town character, but the essential feel is not yet lost.
- Saundersfoot has a Conservation Area centred on the old town area along the sea front and the harbour (designated in September 1995).

Pembrokeshire Coast National Park Landscape Character Area LCA2 – Tenby

4.31 Tenby is also within LCA2. The special qualities (key characteristics) of this area, which could be enhanced and reflected through green infrastructure interventions, are:

- This LCA, centred on Tenby, warranted its separate status by virtue of its traditional urban character typified by the Georgian architecture, old town walls and castle, all of which give the town a very strong sense of place.
- The coastal topography is distinctive and there is an intimate association between the town and the shore - with framed views from some streets out to the traditional harbour and the sandy beaches and The Burrows - and Caldey Island, lying close off shore.
- There is a tangible atmosphere of a long-established historical centre, with later influences from its role as a coastal resort town popular with visitors from England as well as Wales; a centre of national cultural significance.
- The historical built features are of national importance, especially the presence of three distinct elements which reflect the evolution

of the town: the medieval castle and town walls; the Georgian urban architecture; and the relics of the post-Medieval extractive industries, especially the lime kilns at Kiln Park, which are unique structures. This industrial past is a historical quality possessed by many of the coastal towns and villages in the Park.

- The contrasting naturalistic Ritec valley and the sand dunes of The Burrows to the rear of South Beach.
- Tenby has an extensive Conservation Area (first designated in 1971 and extended following review in 1990, a further review was approved in July 2002). This extends along the sea front southwards from First Point, around Castle Hill, including St. Catherine's Island, and as far south as the north end of South Beach west of Bacon's Hole; the walled town is also included within the boundary.

Pembrokeshire Coast National Park Landscape Character Area LCA23 – Newport

4.32 Newport is also within LCA23. The special qualities (key characteristics) of this area, which could be enhanced and reflected through green infrastructure interventions, are:

- Newport LCA was identified as being distinct from the adjacent coastal LCA's and meriting designation in its own right. This was based upon its strong sense of place and long history of settlement
- It has an attractive coastal character, with older buildings along the shore with maritime industrial and commercial references – especially at The Parrog – and the core of the town has many traditional built features and a pleasant setting, with a generally sympathetic level of development.
- There are attractive unspoilt coastal views along shoreline, especially to the north along the beach to the headland, and to the west along the foreshore of Newport Bay towards Dinas Head. The appearance of a town set within a woodland and trees is a particularly strong perception when viewed from the north across the river estuary, with the church tower and castle as prominent landmarks in the scene.
- There is a strong sense of history and the feel of a long-established settlement within the old core of the town, dating from around 1197 AD. Newport is almost as good an example of a planned medieval settlement as Angle. The Anglo-Norman layout is preserved in the

locations of the church and castle at the head of the town, and a single street running down to the Old Castle (earthwork) at the estuary shore, probably the original seat of control prior to the construction of the stone castle. The post-medieval turnpike road cuts through the original street plan but burgage plots are still visible in the present property plots. The notable Neolithic chambered tomb of Carreg Coetan Arthur lies at the north eastern edge of the town close to the Afon Nyfer.

- Newport forms the focus of the Newport and Carningli Registered Landscape of Special Historic Interest in Wales, which has the notable features of the Carreg Coetan Arthur, The Parrog, with its relict warehouses and limekilns, and the two castle sites.
- There are extensive Conservation Areas at Newport and Newport Parrog (designated in July 1999) with only a narrow separation between them.
- The special character of Newport has been fashioned by generations who lived and worked in the town and its surroundings which should be assumed in all management guidance.

Pembrokeshire Coast National Park Landscape Character Area LCA17 – St Davids

4.33 St Davids is also within LCA17. The special qualities (key characteristics) of this area, which could be enhanced and reflected through green infrastructure interventions, are:

- This LCA was defined by the urban form of the city itself, with the addition of the Merry Vale valley. The valley-floor setting of the main ecclesiastical site relates strongly to Merry Vale and the historic access link to the sea at Porth Clais.
- There is a very strong sense of place and the nature and extent of the imposing cathedral building and the ecclesiastical ruins generates an awareness of the long-established importance of this settlement in Welsh history. The Medieval buildings and features within the cathedral close are the core defining characteristic.
- St Davids and its environs have a historical landscape of outstanding value and are arguably of international significance for its importance within the Christian church. The city lies at the heart of the St. Davids Peninsula and Ramsey Island Landscape of Outstanding Historic Interest in Wales, regarded as being of

continuing supreme cultural significance and importance in Wales as Dewisland.

- The cathedral's imposing presence serves as a visual reminder of the importance of the city to the present day in Welsh culture. The association of this cathedral city with the patron saint of Wales means that this area is of outstanding cultural significance and value within Wales, a place of pilgrimage until the present day.
- There is a large Conservation Area (designated in 1977 and extended in 1995) covering the old city core and extending down into the valley to the west and north west of the centre, encompassing the cathedral and its close and the monastic ruins.

Historic Landscapes

4.34 Dyfed Archaeological Trust Limited has been involved in work examining the historic character of areas defined by the Register of Landscapes of Historic Interest in Wales. Seven of the main towns in Pembrokeshire are contained within defined historic landscapes:

- Milford Haven Waterway Historic Landscape
 - Milford Haven
 - Haverfordwest
 - Neyland
 - Pembroke
 - Pembroke Dock
- St Davids Peninsula and Ramsey Island Historic Landscape
 - St Davids
- Newport and Carningli Historic Landscape
 - Newport

4.35 The character of each area is outlined on the Dyfed Archaeological Trust website² and green infrastructure interventions should ensure to reflect these characters and not degrade them.

² Dyfed Archaeological Trust (2018) Historic Landscape Characterisation. Available at: www.dyfedarchaeology.org.uk/projects/HistoricLandscapeCharacterisation.htm.

5 Stakeholder Consultation

- 5.1 This section summarises the findings of the stakeholder consultation. This consultation included an initial Project Board meeting in September 2017, emails, telephone calls and through a stakeholder workshop in November 2017. The findings included information regarding existing green infrastructure issues within each town, potential opportunities for green infrastructure improvements within each town, and ideas for delivering and managing potential green infrastructure projects.
- 5.2 A stakeholder workshop was held on the 3rd November 2017 and covered 10 of the 12 towns included within this study. Over 110 stakeholders were invited and 60 attended. Stakeholders included local councillors, community group members and council and government officers.
- 5.3 The workshop used the mapped data showing the existing green infrastructure assets within each town as a base, and stakeholders then used their local and specialist knowledge to identify green infrastructure issues and opportunities within each town, as well as identifying potential delivery and maintenance mechanisms for identified opportunities.
- 5.4 Following the workshop, additional consultation was undertaken via email and telephone with stakeholders who could not attend the workshop and those who had additional information to pass on.
- 5.5 Additional funding was secured at this point and the councils commissioning this study decided to include the towns of Neyland and Narberth within the study. As this followed the stakeholder workshop, stakeholders were contacted via telephone and email to provide local knowledge of the green infrastructure issues, options and potential delivery and management mechanisms within these towns.
- 5.6 In addition to this, council officers provided details of potential opportunities within each town, as well as information regarding the emerging regeneration masterplans and Active Travel Plans within some of the towns.
- 5.7 Following consultation, the findings were analysed and a list of all potential green infrastructure opportunities was compiled.

Fishguard and Goodwick

Green Infrastructure Issues

- Uneven surface on the harbour wall that extends out of Goodwick
- The Slade is steep and there are issues with overhanging tall trees
- There is no/limited access to the harbour headland
- Issues of access to Goodwick Moor

Green Infrastructure Opportunities

- Issues within The Slade could be addressed
- Links could be made to the harbour headland and this could also regenerate Fishguard Bay Hotel
 - Potential use of the breakwater which is currently inaccessible
- Lots of projects already ongoing
 - Circular routes
 - Marine walk
 - Nature trails
- Create access to Goodwick Moor
- The Marine Walk
- The Gwaun Valley
- The Sea front
 - Use for swimming, walking, fishing, boating
- Lower Town Harbour
- Scheduled Ancient Monuments and associate paths
- The Fishguard Fort headland

Delivery and Maintenance Ideas

- Allocate specific council tax dedicated to green infrastructure
- Have an agency to support community groups and help deliver projects
 - A county-wide coordinated resource
 - Create a team of workers to focus efforts and skills

- Fishguard Greening Group
- Fishguard Bro Gwaun
 - Specific property owners who want views, potential business sponsorship
- Fishguard and Goodwick Town Council
 - Transfer green infrastructure assets to the town council
- Stena Shipping
- Community groups applying for grants
- Community Regenerate
 - Regeneration Unit, already doing this work

Haverfordwest

Green Infrastructure Issues

- Incomplete footpaths, cycle paths and bridges
- Poorly connected green spaces in places
- Maintenance issues of existing assets and new projects
 - Lack of funding for maintenance of racecourse
- Lack of transparency between community groups
- Easy to fund a capital project but hard to maintain
- Lack of awareness of public access to green spaces
- The Castle needs maintenance and green improvements
- Issues of Himalayan Balsam upriver

Green Infrastructure Opportunities

- Improve connectivity of green spaces
 - Improve signage
- Develop a heritage app on the heritage trail developed by the civic society
- Opportunity for a linear path along the river
 - Could soften the concrete feel
 - Create a café culture along river to see wildlife
 - Link to the otters in the river and improve biodiversity
 - Link to other paths
 - Create a linear park along the river with pedestrian bridges outside the town
- Look at examples like Llanelli
- Flood management
 - RainScape - disconnecting rooves from sewers - <http://www.dwrcymru.com/en/My-Wastewater/RainScape.aspx>
 - Open spaces could provide Welsh Water areas to manage identified surface water
- Port of Haverfordwest – trading heritage
- Remove cars from the area opposite County Hall behind HaverHub
 - It could become a pocket park

- Add more recycling bins, especially along the river to stop river and ocean plastic pollution
- There are a range of greening opportunities in wards around the town
- Improving green corridor walks between the town and the retail park
- Provide electric bikes
- Swan Square would benefit from shared space and a big tree
- Create shared space on the High Street with lots of trees and planting
- Protect and enhance the green corridor by the tennis courts e.g. nest boxes, bat boxes, tree planting and maintenance etc.
- The Parade needs to be maintained and open
- The Orchard Mawr project could be replicated elsewhere
- Create a strategic plan for promotion of sign posting of existing places
 - Connect with each asset – Castle, Library
 - Improved signage for shops – more in keeping with the townscape
- Add electric charging points for cars
- Disconnect highway drains for sewerage network attenuation - reduce flood risk
- Remove Himalayan Balsam form up-river as it is causing silting and erosion of riverbank
- Add more pollinator plants and winter flowering plants e.g. Dwarf Comfrey and Mahonia for pollinators
- Creation of more pocket parks along the river and elsewhere.
- Adapt the existing road bridge on Freemans Way for pedestrian access
- Add more street furniture
- Install green walls and green rooves
- Replicate and expand the Paint Scheme

Delivery and Maintenance Ideas

- Voluntary groups already do some maintenance
 - Needs co-ordination
 - Possibly town manager
 - Could link to a college work course

- Need financial support and a mechanism
 - E.g. a town manager to coordinate
- Green Grants
 - Lotter
 - EU (what is left)
 - Private Sector
 - Public Sector
- Maintenance issues - difficulty in providing funding for maintenance
- Transition Haverfordwest

Milford Haven

Green Infrastructure Issues

- Poor access to marine area and onto the beach
- Access issues to the south and east of the town due to land ownership issues
- Contaminated land in the town
- Need guidance on how to improve the beach and the town
- Issues of accessing open space across the road
- No public access Black Bridge
- Limited access along the waterfront to the west due to a cliff fall closed access
- Flooding prevents access along the path adjacent to Hubberston Pill
- There are limited green infrastructure assets to the north of Milford Haven

Green Infrastructure Opportunities

- The beach and marina could be improved for public use
- Add a road crossing to open space
- Create public access across Black Bridge
- Address flooding along the path adjacent to Hubberston Pill
- The fort un unused and inaccessible
- Potential opportunities on wet land on The Meads playing field
- Add a shared cycling initiative – similar to 'Boris Bikes'
- Improve the green space on Albion Street with tree planting etc.

Delivery and Maintenance Ideas

- Reform the Mount Estate Project
- Use Section 106 contributes from second home developments for community benefits

Narberth

Green Infrastructure Issues

- Poor surface water drainage on the High Street and Water Street down to Picton Place
- Localised flooding around the junction of Bushes Lane and Springfield Park
- Football club has lost its training pitch
- Drainage problems on Towns Moor

Green Infrastructure Opportunities

- Extend fruit and nut trees that were planted in 2008-2009
- Existing allotments on Valley Road
- Towns Moor registered village green
 - Recreation
 - Carding Mill Lane
 - Bat species
 - Hedgerows providing connectivity
- Heritage assets including:
 - The War Memorial
 - The Celtic Cross at Eastgate
 - The Old Town Hall and Jail beneath
 - The Old CP School
 - The Library
 - Both CoW and Catholic churches in Church Street
- Create a connection between Williams Court and the Old Mart Ground site that would benefit older people that live in Williams Court to access the town easier

Delivery and Maintenance Ideas

- Bloomfield House Community Centre and its associated community groups
- The existing community orchard
- Transition Narberth

Newport

Green Infrastructure Issues

- Need to balance needs of local residents, the high proportion of second home owners and visitors
- Debate regarding the management of the flanks on Carningli
 - Managed as heathland or allowed to become woodland?
- Newport is not an active travel town under the Active Travel Act which may be a barrier to funding
- Climate change and sea level rise is an issue for Parrog
- The public transport route between Cardigan and Fishguard is potentially threatened if not maintained

Green Infrastructure Opportunities

- Tap into local heritage
- Looking into opening up rights of way "poachers path" north of the river east of the Iron Bridge, opening further opportunities
- Trunk roads may be introducing a footpath which would then create a circular route
- 40% of people/houses need someone to look after their garden (elderly/second home owners) – opportunity for a garden share scheme
- Could add planting outside houses as done in Loire in France for the rose festival
- Use Newport beach as recreational resource
- Stepping stone access across river as part of "pilgrim's path"
- Fynnon Carreg waterway
- The Old Castle Scheduled Ancient Monument
- Add allotments to the allocates site by the dentist
- Newport was the first Town Council in Wales to be accredited under the "Bee Friendly" scheme
 - Manage the land for pollinators

Delivery and Maintenance Ideas

- Newport Footpaths Groups
- Existing plans for the development of routes along the river

- Newport to Llwyngwair Shared Use Path
- Poachers Path
- Llwyngwair Continuation
- Trunk Roads Agency
 - Planning mixed use path along road
- Use Section 106 contributes from second home developments for community benefits

Neyland

Green Infrastructure Issues

- Park next to Harbour Close is becoming worn and unappealing
- High street is very urban and could benefit from greening

Green Infrastructure Opportunities

- Large open fields used for dog walking and informal recreation
- Improve the park behind Harbour Close
- Attract visitors
 - From the Brunel Trail and Haverfordwest
 - From the marina
- Add greening along the high street
- Existing community orchard

Delivery and Maintenance Ideas

- Allocation proposed for a community hub of Neyland Athletic Club
 - Could incorporate green space as part of proposal
- The Marina, boat and yacht clubs
- The existing Brunel Trail

Pembroke

Green Infrastructure Issues

- The Green play area
 - Need to cross roads to access the play area
 - The space needs enhancement
- Safety issues around mill pond
- Character of Millpond being eroded
- Baskets of vegetation and blanket weed in Mill Pond – trapped a dog
- Flood grills along Upper and Lower Common Parks are blocking up with vegetation
- Public access to the stream could be a potential danger
- There are no life-belts / rings around Castle Pond
- Public footpaths around the town at risk of urbanisation through development
- Main street has poor air quality
- Issues of dog waste
- Flood zones present risk
- Under-utilised open space at the youth club
- New development threatening loss of green space
- Lack of access to Upper Mill Pond Wildlife Trust site
- Cyclists route misses the town
- The town is excluded from the National Park
- Townscape appears tired
- Parking capacity for additional visitors
- Lack of footfall at eastern and northern sides of the town

Green Infrastructure Opportunities

- Mill Pond is a good asset
 - Natural asset of water
 - Views of the castle
 - Address safety issues
 - Enhance the walkway
 - Catchment and nutrient management
 - Potentially install a 'Dragon' fountain

- Idea of timing trunk vehicles through the main street to improve through flow and parking issues
- Limit kerbside parking
- Historic environment is a key asset
 - The castle
 - The town walls
 - Listed buildings
 - Conservation Area
 - Scheduled Ancient Monuments
- Historic and wildlife trails could be developed further with additional signs
- Utilise Barnard's Tower resource
 - Open up access
 - Allow Heritage Forum to use for telling Pembrokeshire's stories
- Create a safe crossing to The Green
- Address poor air quality on Main Street
 - Create a 'green lung' along the town centre
 - Could restrict shop deliveries to 'quiet times'
- Keep the identities of Pembroke and Pembroke Dock Separate
- Make links from car parks to town/shops/walks more attractive and user friendly
- Retail the green space between Pembroke and Pembroke Dock for enjoyment and recreation
- Create an artesian shop and café culture
 - Enhance the old Co-op site – links to the emerging masterplan
- Complete the footpath to the beach
- Expand existing natural resources and access to these: Slothy Mill Valley, Cuckoo Wood, Upper Millpond
- Use Castle Pond for recreation – history of previous recreation
 - Boating
 - Kayak
 - Yachts
 - RC-boats
 - Improve safety e.g. life rings.

- Enhance the streetscape and on-street parking – as done in Narberth
- Add painting to enhance the conservation area
- Green corridor through the commons links the town
- Links to Pembroke Dock via footpaths
- Mill Pond Local Nature Reserve
- Additional cycle tracks and attract to the town centre
- More signage for walking
- Apply to have the town included within the National Park
- Increased promotion and usage of the heritage of Castle and its people
- Create access to Upper Mill Pond
- Repaint frontages as part of a paint scheme
- Add more planter in the town
- Additional footpaths and cycle paths
 - To Freshwater east
 - Along the north side of the River below Flood Dam

Delivery and Maintenance Ideas

- Pembroke 21C
- Tourism promotion e.g. through Visit Wales
- Dŵr Cymru Welsh Water who own the west site of Castle Pond
- Utilise the active travel plan to deliver improved access and road crossings
- Used Section 106 contributions from new developments
- Newly forming Heritage Forum
- Wales Tourism
- Wildlife Trust

Pembroke Dock

Green Infrastructure Issues

- Walkways along the coastal edge are not defined rights of way
- Issues of old sewage infrastructure leading to nutrient pollution of the Haven
- Heritage assets have been sold and are not publically accessible
- Gateways into Pembroke Dock are not attractive
- Pembroke Dock is not perceived to have historical value

Green Infrastructure Opportunities

- Improve access to the coast and town
 - Walkways on the coastal edge are not actual footpaths and need improving
- Improve heritage interpretation
 - Town trail
 - The dockyard
- Use garden space behind the docks to create a green corridor and links to the beach
- Open space and foreshore adjacent to the ASDA Car Park
 - Used for walking with dogs
 - Improve connectivity
 - Potential to improve a historic trail
 - Address flooding issue
- Address flooding issue along Front Street
- Memorial Park has a Green Flag award
- Create foreshore footpaths and nature trails around the coastal area to the northeast of Pembroke where it is isolated by busy roads
- Create a right of way along the Pembroke River Bank within links to Pennar and Pembroke to improve access
- Sustrans links along London Road
- Introduce more community allotments
- A circuit of running 3 miles is possible around Pembroke Dock
 - Organise runs to grow fitness and community

- Exploit the heritage of the dockyard to increase visitors
- Improve signage to enhance access and heritage
- Exploits water borne tourism much more and encourage return visitors
- Use the grid system of the town

Delivery and Maintenance Ideas

- People using informal footpaths could help deliver formal footpaths
- Local community groups need identification and coordination
 - Use existing community groups and bring together and get buy in to deliverables
- General community buy-in essential
- Coastal/footpath access
 - Long term plan for maintenance needed and potentially external resources needed
- Steps-to-health funding drying up, so groups have reduced funding and need resources
- Local focus and local organisations need to be involved to galvanise action and progress across all aspects to retain community environment/economy and social action
- Greenlinks at Pembroke School Farm

Saundersfoot

Green Infrastructure Issues

- The train station is separate to the town
- Surrounding caravan parks are separate from the town
- Poor access to the beach
- Issues of flooding along the beachfront

Green Infrastructure Opportunities

- Land management at Hean Castle Estate
- Create circular walks through woodlands utilising existing separate paths
- Land management at caravan parks
- Provide historical interpretation for tourists
 - Link to circular walks
 - Promote history of the town
- Link the train station to the town
- Link the outlying caravan parks to the town
- Coastal corridor is in excellent quality
- Improve access and recreational use of the beach
- Bats, woodlands and sea birds over wildlife interest
- Create year round tourism

Delivery and Maintenance Ideas

- Develop a 'Connecting Saundersfoot' initiative - housing, nature and community
- Engage landowners in delivery
 - Private
 - Hean Castle
 - Caravan parks
- Existing project e.g. Rhodewood Planation
- Tie in with regeneration of the town

St. Davids

Green Infrastructure Issues

- St Davids is not an active travel town under the Active Travel Act which may be a barrier to funding
- Challenges in delivery
 - Equipment
 - Budget
 - Management
 - Maintenance
 - Volunteer labour
- Lots of self-employed so difficult to get volunteer/buy-in time
- Demographic and seasonal challenges in County

Green Infrastructure Opportunities

- Glasfryn road
 - New walks along the road
 - Planting along verges
 - Create gateways at either end
- Create additional circular walks
- Create links to history links/trail between heritage sites to encourage people to explore
 - Initiative to raise awareness about getting people out
 - Young people (bring along parents/grandparents) walk around pilgrimage heritage sites
- Marketing opportunities to increase awareness/introduce people to walks
- Planting in social housing area
- Link Fishpond field to cathedral
- Link to St. Patricks field pilgrimage route and maintain for biodiversity
- Oriel y Parc – use space to celebrate local culture, heritage, biodiversity
- Management of Dowrog Common and airfield, create country parks for biodiversity - high value pockets need to link

- Improve gateways
- Improve street furniture and signs
- Improve links from the town to the airfield
 - Celebrate the history and centenary
- 60s/70s housing and grey bungalows (such as Heol Dewi, Maes Dewi, Noddfa Dewi, Maesdyfed, Ffynnon Wen, Brynteg) could benefit from greening

Delivery and Maintenance Ideas

- Private garden delivery
 - Create a community garden of apple trees in each garden
- Future developments to include landscaping and planting
- Oriel y Parc
- Conserving the parks schemes
- Pembrokeshire Coast National Park Authority
- Keep Wales Tidy

Tenby

Green Infrastructure Issues

- Traffic and capacity issues
- Infrastructure issues (losing toilets etc.)
- Seasonality variations
 - Summer population = 50,000
 - Winter population = 5,000
- Shuttle bus needed in summer
- Lack in consistency between the operations of Pembrokeshire County Council and Pembrokeshire Coast National Park Authority
- Tenby Tourist Information Centre is closed in the town centre

Green Infrastructure Opportunities

- Opportunity to create parking outside of the town
 - Encourage the use of the coastal path
- Improve signage to heritage
- Circular walks including built heritage
- Ritec Valley - not used enough
 - Connect to a broader network
 - Increase connectivity and wayfinding
- Issues with Himalayan Balsam causing silting
 - Could trail rust method to contain it
 - <https://himalayanbalsam.cabi.org/release-update/>
 - <https://www.cabi.org/projects/project/32944>
- Better broadband required
- Tourist Information Centre in town centre
- Better branding for the town
- Identify higher up the catchment areas for natural flood risk solutions
- Agri-environment schemes – links to ecology, tourism etc.
- Tunnels under railway bridge andcroft
- Scotsborough Scheduled Ancient Monument could be used more

Delivery and Maintenance Ideas

- Pembrokeshire County Council and Pembrokeshire coast National Park Authority need to work together
- Identify community groups
- Ironman Competition could help develop projects
- Extend the Conserving the Park scheme at the cemetery

6 Identified Opportunities

- 6.1 The following tables and maps present all of the green infrastructure opportunities identified within each town. The prioritisation process undertaken (outlined in **Appendix 1**) identified 2 to 3 key projects within each town and these are developed further in the **Action Plan**. Full details of the prioritisation results are presented in **Appendix 4**.
- 6.2 In addition to these location-specific projects, corridors and areas have been identified through the mapping process (see **Appendix 3**) in which generic green infrastructure projects would be most beneficial to pursue.
- 6.3 The following generic projects are recommended and further detail of these is provided within the **Action Plan**:
- **Helping create habitats:** wildlife ponds; bat and bird boxes; leaf litter piles, compost heaps, and log piles; bug hotels; and hedgerows
 - **Grey to green:** along streets; on grassland areas, road verge corners and steep banks; and within private and estate gardens
 - Balancing blue
 - Grass to groceries
 - **The wild web:** mown grasslands; private and estate gardens; road verges; roundabouts and town gateways; coastal areas; and existing corridors
 - Bettering brown
 - Revamping access routes

Fishguard and Goodwick

Table 6.1: Key green infrastructure projects identified within Fishguard and Goodwick.

Key Project Reference	Opportunity Description
FIS1	Lota Park is well used and provides a strategic link between the north and south of the town. The Park could be enhanced by planting large species trees along primary footways in the north of the Park and along the Park's edges where appropriate to enhance its appearance and provide habitats. This would also provide separation between the Park and the proposed development and diverted roadway to the east of the Park, which is proposed within the emerging town masterplan. The underused and worn play equipment in the northwest of the Park could be renovated with natural play features, and scrub zones and loggaries could be designated for habitat creation. A landscaping scheme could be implemented along the embankment separating the north and south of the Park, incorporating planting and new walkways with seating. The adjacent development site in the emerging masterplan could create additional access routes to the Park and potentially deliver some of these opportunities. Moreover, the project could be delivered and maintained in partnership with the youth club opposite the Park, and this could also ensure that improvements to the Park are appropriate to Park users' needs.
FIS2	There is currently no access permitted to Goodwick Moor. The previous access was confined to boardwalks; however these became damaged and therefore were closed. There are opportunities to re-open access to the Moor again, as well as to provide boards interpreting the nature on the site. There are also opportunities to extend the Wildlife Trust management of the moor to the council land further south.
FIS3	Access to the Marine Walk along the coast could be improved through enhanced wayfinding from the town centres, including via the Slade, encouraging more people to use the routes. This could include advertising lookout points, and additional interpretation boards and benches could be added to lookout points to provide destinations. A coppicing strategy could be created to manage the woodlands around the Marine Walk to maintain landscape character and safety along the path. There are also opportunities to add wildflower planting along parts of the route to provide connected habitats for pollinators.

Table 6.2: Additional green infrastructure opportunities identified within Fishguard and Goodwick.

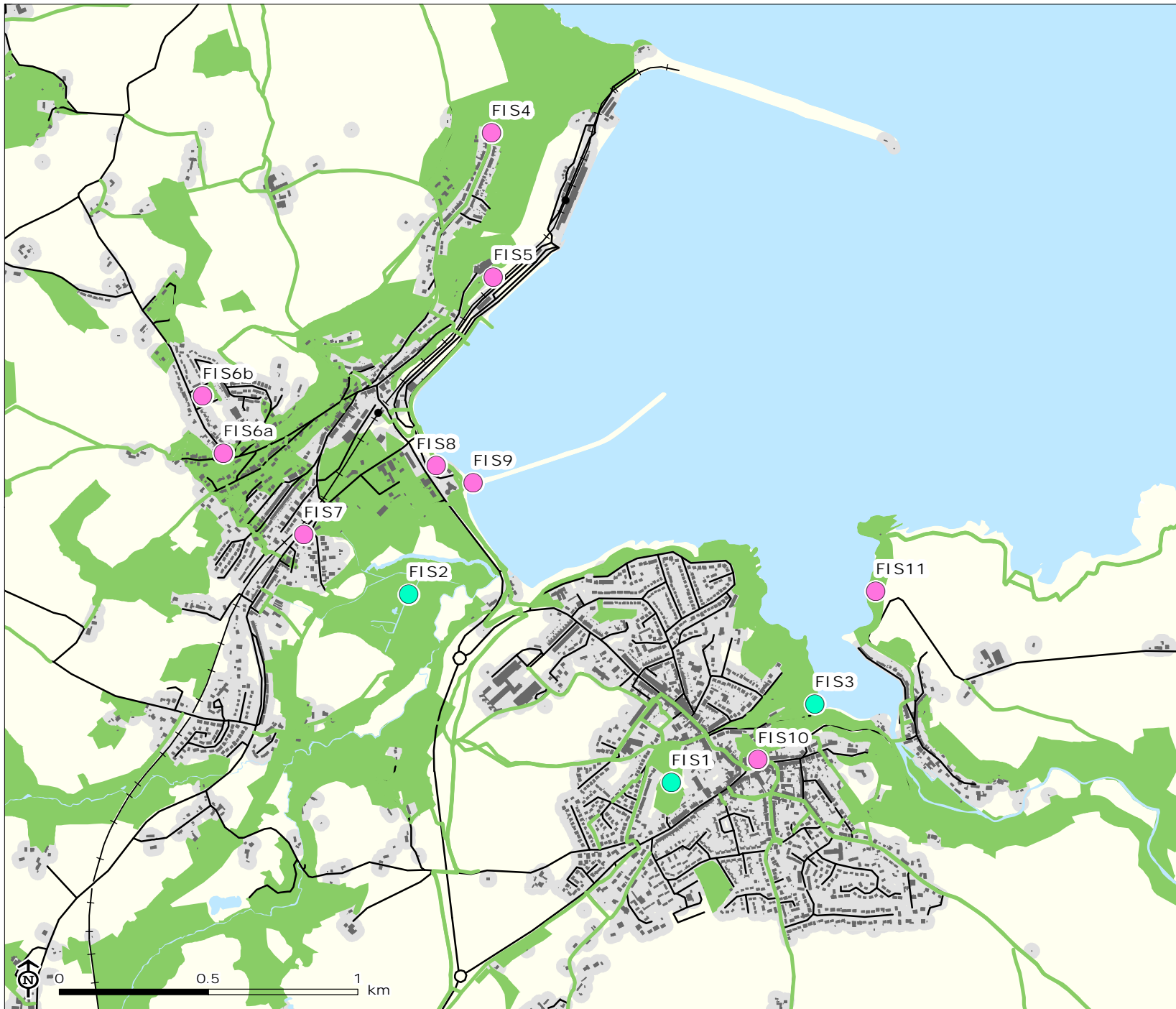
Opportunity Reference	Opportunity Description
FIS4	This location is the start of the coast path around the headland. Additional wayfinding could be added to attract visitors and heritage and viewpoint interpretation boards could be added to attract people to this destination. This project could be delivered in conjunction with the nearby Fishguard Bay Hotel and the National Trust who manage the headland.
FIS5	There is an opportunity to create a right of way from Fishguard Bay Hotel to the headland through the woodlands. This would provide an alternative to the existing on-road route the coast path currently takes.
FIS6a and FIS6b	The existing open spaces at Stop and Call in Goodwick could be enhanced. Trees, shrubs and wildflowers could be planted to provide containment of the open spaces, contribute to habitat connectivity and improve their appearance. Play equipment could also be added within the northernmost open space for recreation.
FIS7	The community has undertaken some management within this open space, including areas of wildflowers and planting. This management

Opportunity Reference	Opportunity Description
	could be further expanded in this location to contribute to habitat connectivity and townscape improvements, and raised beds for community food growing could also be added.
FIS8	The planting and landscaping outside the information centre could be updated, with additional species planned for biodiversity and to enhance the appearance of this area.
FIS9	The harbour wall provides good access to the waterside, offering waterside recreational space at its northern end. The path along the headland is uneven in places and could be resurfaced to improve access along its length for recreational walking and accessing the waterside open space.
FIS10	The Parish Church of St Mary has relocated headstones within their ground to provide space for events. This open space could be enhanced with wildflower and scrub planting in locations to create connected pollinator habitats and seating added to enhance the usability of this open space for people. Wayfinding to this open space could be improved to increase its use.
FIS11	There is an opportunity to create an off road right of way connecting Lower Town Fishguard to Castle Point and Fishguard Fort on the headland. Only road access is currently available. A staircase, ramped board walk or winding path could be created up the cliff.

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Figure 6.1: Green
Infrastructure Overview,
Key Green Infrastructure
Projects and Green
Infrastructure
Opportunities within
Fishguard and Goodwick

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:18,200



Haverfordwest

Table 6.3: Key green infrastructure projects identified within Haverfordwest.

Key Project Reference	Opportunity Description
HAV1	Create a circular footpath along the river corridor, expanding the existing Rights of Way network and enabling access to the countryside to the north and south of Haverfordwest Town. New crossing points could be facilitated at both the north and south of the main river corridor. Flooding could be alleviated by widening the leat in the north of the corridor and the flood plain to the north of the town could be managed to improve biodiversity value by eradicating invasive weeds and encouraging lost species (Sand Martin/Lamprey). Additionally, the old mill site in the northern part of the river corridor could be repaired with heritage interpretation added. A country park typesetting to the south of the town on what was the town tip (The Saltings) could create new opportunities for biodiversity, as well as recreational opportunities and access to nature. The central part of the river corridor could be softened to become a green corridor by the addition of planters, hanging baskets and trees where possible. A green wall could also be established on the eastern wall of the County Sports building and rain gardens installed where feasible to help alleviate surface water flooding. Small water features could also be created at points along the urban river corridor to enhance the aesthetic appeal of the corridor and provide habitats for species using the riparian zone. The river could also be utilised in locations for water based recreation, such as pedalos and canoes. Using this main river corridor as an economic link, this will help to support footfall in the town and provide an impetus for the regeneration of the town, bringing nature back into Haverfordwest centre.
HAV2	There are opportunities to improve the area designated as an Air Quality Management Area (AQMA) within the town (Picton Place, Victoria Place, High Street, Dew Street and Albert Street). Street trees and planters could be added along the length of this route to contribute to mitigating air pollution, as well as contributing to biodiversity and townscape by creating a green corridor. In the long term, traffic management measures could be investigated.
HAV3	There is the opportunity to improve pedestrian connectivity by creating a pedestrian footpath between the north-western corner of Castle Square and Castle Lake Car Park and the castle itself down Castle Back, attracting visitors to both the town centre and the castle. The square itself could be enhanced through the addition of medium height street trees around the edges of the square. These, in conjunction with the existing seasonal planters in the square, would reduce the urban feel of the square, soften its appearance and provide shade, as well as contribute to pollution mitigation. Gravel beds surrounding the base of trees could soften the appearance of the square and the tree lines could assist in directing pedestrians to the link to Castle Lake Car Park. If public realm enhancements were perused as part of the town masterplan, the existing paving of the square could be replaced in places with varying textures and colours to direct pedestrians around the square, to the link to Castle Lake Car Park and to the town centre, as well as providing some variation in the appearance of the square. The existing street furniture could also be updated and could reflect the heritage of the town through the use of materials.

Table 6.4: Additional green infrastructure opportunities identified within Haverfordwest.

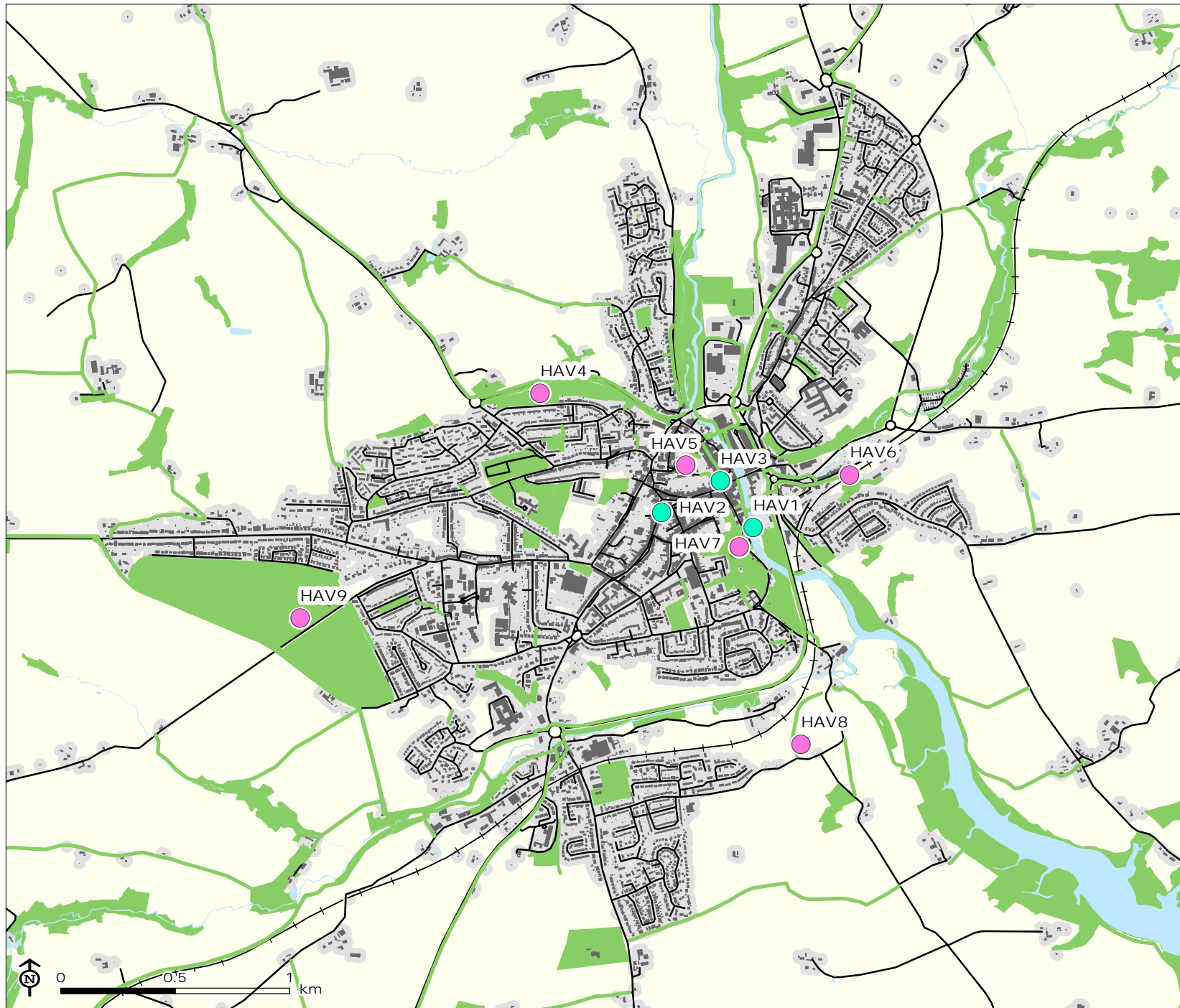
Opportunity Reference	Opportunity Description
HAV4	Fleming Woodland contains good quality well used paths and has good access from the south. Access could be provided from the north of the woodland to enable through walks as well as circular walks. A road crossing could be added at this point to facilitate continuous access to the woodland to the north. Additional wayfinding to the woodland and benches within the woodland could be added to enhance its use for people, encouraging access and offering rest stops. An additional Orchard Mawr site could also be located on part of the open

Opportunity Reference	Opportunity Description
	space to the south of the woodland, contributing to the projects target of planting 1,000 fruit and nut trees by 2020.
HAV5	The castle is a great heritage asset however it is underused. Access routes to the castle could be enhanced, including through Castle Square, and the entrance to the Castle could be clearer. Additional maps and signage within the castle grounds itself could enhance access and provide heritage interpretation. The castle is successfully used for the annual Haverfordwest Beer and Cider Festival and therefore could be used for recreation and heritage attractions. Dedicated picnic areas could be added and advertised. The car parking within the ground could be restricted and access encouraged and enhanced from Castle Lake Car Park, providing additional open space within the castle grounds. The open space within the castle grounds and on the castle banks could be planted with wildflowers and trees to enhance their appearance and habitat connectivity. The castle paddocks adjacent to Castle Lake Car Park could be repaired and enhanced as miniature gardens and picnic areas, and be included within the castle wayfinding and maps. Such opportunities complement the adopted masterplan for the town.
HAV6	The train station and the main route connecting this and the town centre could become connected through greening, comprising of trees, planters, window boxes and enhanced wayfinding.
HAV7	The existing wayfinding to the parade could be enhanced to become clearer and encourage more people to use the access route through this woodland. Additional routes could also be created through the Parade to create recreational walking opportunities, as done within Fleming Crescent Woodland. Bat and bird boxes could be installed to enhance biodiversity within the woodland.
HAV8	Haroldston House and Gardens Scheduled Ancient Monument to the south of Haverfordwest is privately owned, however public rights of way pass through it. Links could be made between these rights of way and the Saltings and riverside area. Enhanced wayfinding and heritage interpretation could attract visitors to this asset.
HAV9	The old race course is a registered town green and is well used for walking. The existing Orchard Mawr project in the east could be expanded in its existing location and replicated elsewhere on the site, to continue to plant the targeted 1,000 fruit and nut trees by 2020. Parts of the racecourse could be permitted to grow wilder and additional trees planted to provide habitats and natural play space. Additionally, hedge laying around the entire circuit would be beneficial in providing connected habitats, as the existing hedge is likely to be lost soon due to maturity. It is noted that interventions could not interfere with access across the land or interfere with its primary function as being laid out for various activities of public recreation and enjoyment. The Haverfordwest Race Course Trust currently manages the site and could potentially deliver these enhancements.

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Figure 6.2: Green
Infrastructure Overview,
Key Green Infrastructure
Projects and Green
Infrastructure
Opportunities within
Haverfordwest

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:23,700



Milford Haven

Table 6.5: Key green infrastructure projects identified within Milford Haven.

Key Project Reference	Opportunity Description
MIL1	There is an opportunity to restore the Water Gardens to their former quality. The terrace area could be renovated by integrating seating, new paving, refurbishing railings, adding planters, and adding an interpretation board for the Haven. There is an opportunity to create a new safe terrace wall and a community mural. Ramps could be added for accessibility and pathways resurfaced. If feasible, the leaking basins could be repaired to allow water to flow through disused channels and basins. Alternatively, a planting strategy could be implemented to infill these areas. There is already evidence of some restoration of the Water Gardens and this activity could be continued. The Water Gardens could become a destination and attract visitors, as well as a recreational resource for local people.
MIL2	Castle Pill Wood was formerly owned and managed by the Mount Community Association who carried out conservation projects that worked with young people. There are existing remnants of these projects, including wood-carved signs, picnic benches, bridging points and pavilions. Mount Community Association is no longer in operation and therefore the ownership and management of the woodland is unclear, with trees and man-made structures requiring management. Ownership of the woodland could be established and a management plan created, including a coppicing and planting strategy. The existing dam structure at Deadman's Lake could be reinforced, as it is prone to erosion during heavy rain. Access routes and footpaths could be repaired and improved and heritage interpretation of the woodland could be added e.g. the origin of the Deadman's Lake name. There is some evidence of ongoing management within the woodland being undertaken by the new Myrtle Community Association and this could be expanded.

Table 6.6: Additional green infrastructure opportunities identified within Milford Haven.

Opportunity Reference	Opportunity Description
MIL3a and MIL3b	A 'green walkway' of planted verges could be created along the gravel eastern edge of Gelliswick Bay. A viewpoint and picnic benches could be added at the southern end of the path and heritage and viewpoint interpretation boards added of Gelliswick Bay. The open space to the northwest could also be enhanced in combination, creating a continuous green route from the housing estates on the hill to the beach and waterside. Tree avenues could be planted along the footpath and areas could be allowed to grow wilder to provide habitats.
MIL4	There is an opportunity to create continuous access along the waterside of Milford Haven. Existing rights of way could be extended and restrictions to access, such as a cliff fall and access around the marina would need to be investigated and addressed. There is potential to divert the coast path to this waterside route. This is a council aspirational route.
MIL5	A good quality flat wide path is present here, which is well used for dog walking and is very accessible. Additional bins could reduce the amount of dog waste left along this route, which makes it unappealing to use. Additional wayfinding and maps could potentially encourage path users to walk from home to use this route rather than driving. Flooding partway along this route prevents access and could be addressed to permit continuous access, for example by the addition of a riverside bund to prevent the river overtopping onto the path. The emerging Active Travel Plan identifies this route and the council aspires to incorporate this into a wider circular route around Milford Haven. The Milford Haven Port Authority owns this route and could deliver such enhancements.
MIL6	The Meads playing field is a well-used open space. Where the land is boggy, there are opportunities to manage these areas to enhance their biodiversity, such as by adding wetland species and creating rain gardens.

Opportunity Reference	Opportunity Description
MIL7	The old railway line presents the opportunity to provide a green link incorporating planting and biodiversity enhancements from the train station to the town centre.
MIL8	This is a good quality park, however many of the access gates are permanently locked. These should be replaced with operational gates. Additional tree planting could be added to enhance the appearance of the park and provide natural play. Sections of the park could also be permitted to grow wilder or planted with wildflowers to contribute to expanding and enhancing habitat networks.
MIL9	There are opportunities to improve existing access and provide additional access routes down the steep bank to the marina. For example, ramped access could be provided from the centre of Hamilton Terrace to the marina. An alternative lower cost measure could include improving wayfinding to the marina, directing people to either end of the terrace for ramped access and making the routes to the marina and the marina itself feel more publicly accessible.
MIL10	The green areas along Hamilton Terrace could be enhanced, including more planting such as wildflowers and shrubs to provide habitat connectivity and help mitigate traffic pollution. This could also enhance the appearance of the promenade and its use as an open space. This would complement the emerging masterplan for Milford Haven, which plans to expand the Marine Terrace Gardens with enhanced pedestrian links to the waterfront.
MIL11	Additional wayfinding to could be added to attract people to make use of the open space of the beach.
MIL12	The open space along The Rath could be allowed to grow wilder in places to provide additional habitats. This is a scheme in development by the council. Additional planters and hanging baskets could also be added to the bandstands along this route to enhance their appearance. Information boards about the historic landscape could also be added to contribute to the bandstands becoming visitor destinations.
MIL13	There is an opportunity to create a circular route to the east of the waterfront to Castle Pill, behind the town and along Hubberston Pill. This is a council aspirational route.
MIL14	There is interest in this area becoming a development site and this provides the opportunity to create highly demanded access across 'Black Bridge' and develop a continuous coastal path. The feasibility of this development is unknown at present.
MIL15	There is need for a woodland management scheme for the woodland along the west of Castle Pill in order to maintain safety of the recreational paths. There is evidence that residents may have cut some trees themselves and have not left the remains in a safe condition.
MIL16	There is no access along the woodland to the east of Castle Pill. Therefore, there is an opportunity to create access to the other side of the pill and create a circular route around the pill. There is interest in the waterside area to become a development site and this provides the opportunity to create this access, however the feasibility of this development is unknown at present
MIL17	The existing village green in Steynton could be enhanced by tree planting around its borders to improve its appearance and define its boundaries. Sections of the green could be allowed to grow wilder and planted with wildflowers to create habitats and contribute to the surrounding pollinator networks.

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Figure 6.3: Green
Infrastructure Overview,
Key Green Infrastructure
Projects and Green
Infrastructure
Opportunities within
Milford Haven

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:21,600



Narberth

Table 6.7: Key green infrastructure projects identified within Narberth.

Key Project Reference	Opportunity Description
NAR1	Narberth Castle is a fantastic heritage asset and open space. The entrance could be replaced with a welcoming pedestrianised entrance incorporating wayfinding and heritage interpretation. Heritage interpretation could also be enhanced to include the links between the castle and The Mabinogion Stories. These interventions could attract visitors. Biodiversity within the castle grounds could be enhanced through planting trees and wildflowers around the edges of the site, which could contribute to enhancing the pollinator network. Additionally, access could be created between the site and the County Council owned woodland to the south and east of the site. A community project could be delivered to create woodland trails for recreation and bat and bird boxes for wildlife within the woods, and access could connect to the existing right of way to the east.
NAR2	Towns Moor is a registered village green and a well-used recreation space. The informal areas adjacent to the houses in the northwest of the Moor and social club to the west could be planted with hedgerow and shrubs to define the boundary and enhance the appearance of the Moor. Additional wildflowers could be added to contribute to the pollinator habitat network and rain gardens could be installed in the waterlogged parts of the Moor. Planting could also be added around the Car Park and unit buildings to improve the setting of the Moor, though vehicular access from the Car Park to the Moor should be retained for event usage. Tree avenues could be planted along the paths crossing the Park to enhance these routes. These routes are also part of the emerging Active Travel Plan for the town. The existing orchard to the south of the Moor and existing areas of fruit and nut trees on the Moor could be expanded in other parts of the Moor.

Table 6.8: Additional green infrastructure opportunities identified within Narberth.

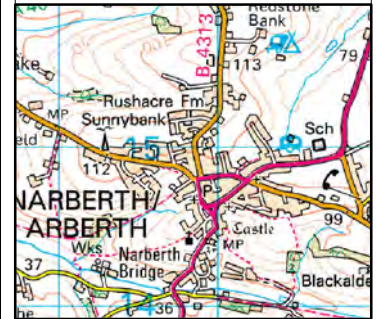
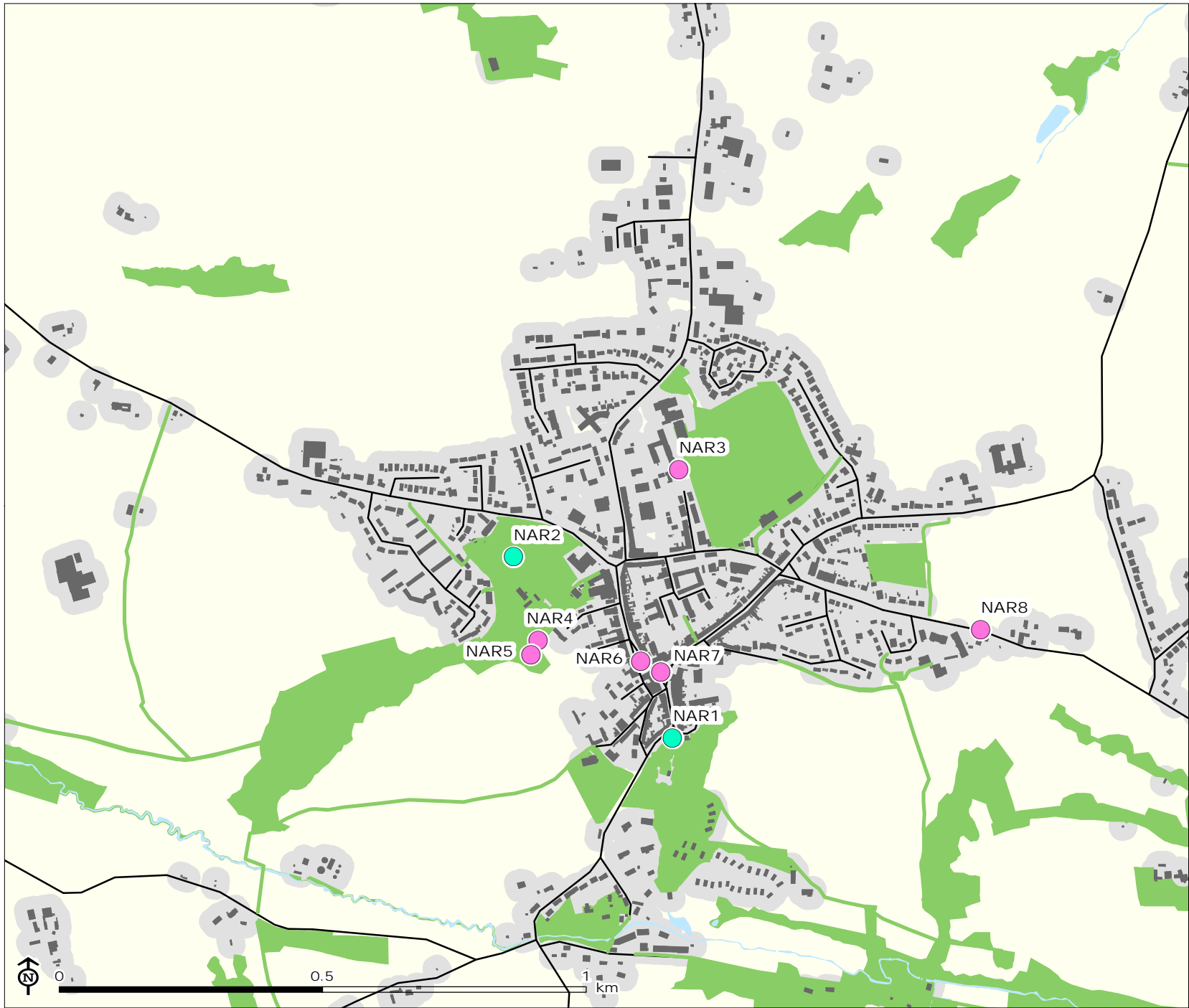
Opportunity Reference	Opportunity Description
NAR3	Williams Court provides retirement housing for those aged over 60. There may have been a historic connection between Williams Court and the Old Mart Ground site that could be reinstated to improve access between the retirement housing and the main town. There is also an opportunity to increase the biodiversity of the site via additional planting of the land surrounding the retirement apartments. Additionally, there is an opportunity to develop community food growing at this location in conjunction with the activities of the complex.
NAR4	Carding Mill Lane extends south from Town Moor and is a key route being developed to connect Narberth to the countryside and Haverfordwest. There are flooding issues along this path due to leaching from the adjacent Moor hill. Rain gardens could be installed to help manage this and either the path raised or composed of permeable material in this location to permit drainage. Links via this route to Canaston Woods could also be enhanced and a circular route created and promoted.
NAR5	An additional open space is present in the far south of Town Moor on the other side of Carding Mill Lane. Additional wildflower and tree planting could be added in this location for habitat connectivity and wild play. Additional picnic benches and wayfinding to this area and to the path itself could also be added.
NAR6	The existing green next to the former town hall could be enhanced visually and for biodiversity connectivity by planting wildflowers and additional shrubbery. The bin could be relocated and the seating rotated to make this a more appealing place to sit.
NAR7	The missing tree adjacent to the war memorial could be replaced, improving the appearance of this area. In conjunction with this, additional trees could be planted and planters added to enhance the appearance of this area through greening, contribute to pollution mitigation and enhance biodiversity.

Opportunity Reference	Opportunity Description
NAR8	There is no continuous footpath present along Station Road, connecting the train station to the town centre. There is an opportunity to create a continuous safe path and the adjacent permitted housing site plans to deliver part of this route. However, the majority of people drive to the station to take luggage and therefore there is not a significant demand for this route. Moreover, an alternative right of way, although slightly longer, is present to the north connecting the town to the train station and therefore there is less need for such a route.

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Figure 6.4: Green Infrastructure Overview, Key Green Infrastructure Projects and Green Infrastructure Opportunities within Narberth

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:10,300



Newport

Table 6.9: Key green infrastructure projects identified within Newport.

Key Project Reference	Opportunity Description
NEW1	Part of the land designated as Newport Business Park has not been developed and is unlikely to be developed in the near future. There is a high demand for allotments within the town and this land could be converted into allotments for community use. Additionally, ponds could be created along the field margins to provide additional connected habitats for wildlife and contribute to water retention and flood alleviation.
NEW2	There is an opportunity to extend the path along the north of the river to the east and north as the 'Llwyngwair Continuation', linking to the 'Pilgrims Path' to Nevern, as well as an opportunity to extend the 'Poachers Path' along the south of the river to the east, creating a circular route and connecting to the existing easterly footpaths. The southern path would pass through woodlands that have bat habitat value and therefore interpretation of the nature of the woods could be added. Additional heritage interpretation could be added along the routes and there is an opportunity to connect these to the emerging route along the A487 to create a circular walk. These routes are being developed by local councillors and landowners.

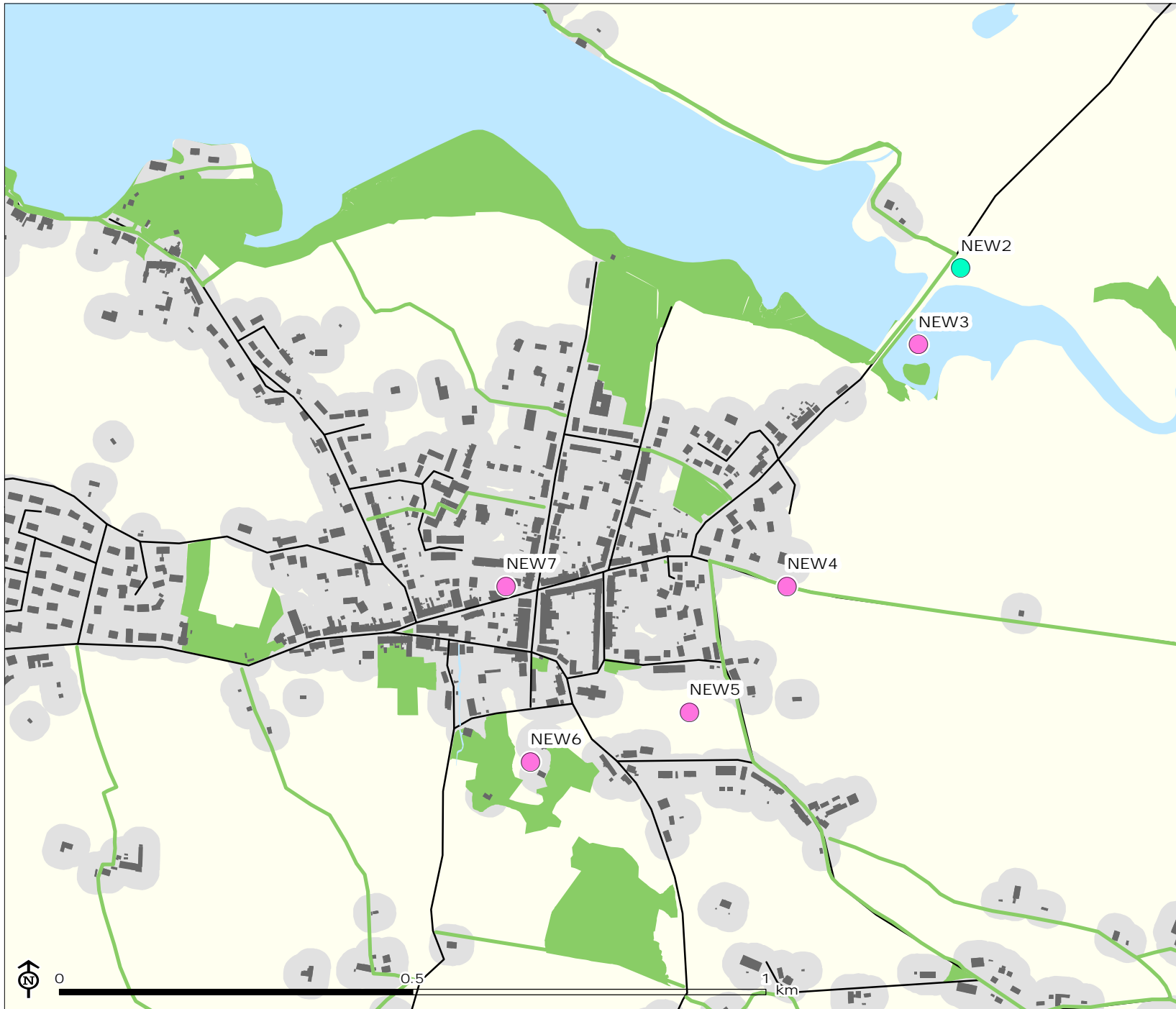
Table 6.10: Additional green infrastructure opportunities identified within Newport.

Opportunity Reference	Opportunity Description
NEW3	The 'Pilgrim's Stepping Stones' are an interesting heritage asset to the east of the Iron Bridge. Access to these may not be suitable due to safety concerns; however heritage interpretation could be added in the form of information boards on the Iron Bridge where safe to do so.
NEW4	A shared foot and cycle path could be created along the A487 to the east of Newport, providing safer access towards the caravan site and encouraging active transport.
NEW5	Additional waymarkers could be added to attract people up the hill to Carningli Common. The existing routes to the common include narrow country lanes with no capacity for safe paths to be added. The permitted housing site south of Feidr Eglwys could provide an off-road stretch of path towards the common to enhance access.
NEW6	The castle is privately owned with no public access. A dedicated viewpoint could be created with an information board provided alongside to provide heritage interpretation. A suitable location may be the cross roads of East Street.
NEW7	This existing open space includes a bench and shading by a tree and surrounding vegetation. The space could be enhanced with additional benches and a couple of street trees or planters added, making the space feel less urban and providing additional habitats.

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Figure 6.5: Green Infrastructure Overview, Key Green Infrastructure Projects and Green Infrastructure Opportunities within Newport

- Green infrastructure
- Opportunity
- Key Project (the location of NEW1 had yet to be determined)



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:7,700



Neyland

Table 6.11: Key green infrastructure projects identified within Neyland.

Key Project Reference	Opportunity Description
NEY1	Brunel Quay could be enhanced to deliver a range of biodiversity functions and become a destination to attract visitors. Part of the hardstanding currently used for car parking could become designated green space with additional shrubs and trees planted to provide habitats, and picnic benches added for visitors and to attract informal recreation in this space. The existing hardstanding of the promenade and old benches could be repaired and play equipment could be added to the existing open space which reflects the heritage of the quay, such as incorporating the use of boat and railway materials. Connectivity between Neyland Marina and Brunel Quay could also be improved by formalising a public right of way through the boatyard to allow people to continue along the waterside. This could take the form of a painted pathway along the former railway track. Bike racks could also be added to the area to attract cyclists using the Brunel Trail.
NEY2	The access to the Park could be enhanced through additional wayfinding, particularly to the northeast, and through the creation of a formal entrance from the footpath to the northwest. Tired play equipment could be replaced with new play equipment and natural play areas could be created through tree and wildflower planting. The edges of the Park could be cleared and planted with hedgerows and wildflowers to enhance habitat connectivity and the appearance of the Park. The access to the north of the Park could be widened and connections and inter-visibility created with the open space to the north. Trees and hedgerows could be planted around the edges of this open space to enhance its appearance, provide shelter and habitats, and limit the ability for walls to be vandalised.

Table 6.12: Additional green infrastructure opportunities identified within Neyland.

Opportunity Reference	Opportunity Description
NEY3	This open space is well used by dog walkers and children. The damaged fence could be replaced with additional hedgerows, shrubs and trees to buffer the noise and air pollution caused by the road behind, as well as provide additional habitats. Individual large species trees could also be planted, however consideration would need to be given to the existing views and natural light obtained by the surrounding houses.
NEY4	Honeyborough Green is designated common land and could be enhanced further through tree planting and planning ahead for tree succession. Parts of the green could also be planted with wildflowers to provide connected pollinator habitats and enhance the appearance of the open space.
NEY5	The wetland pond located at Neyland Vale is overgrown and the fencing around it broken. This pond could be cleared and returned to its former quality to enhance its value for biodiversity and as an amenity open space. An information board could be added to provide interpretation of the wildlife in this location.
NEY6	This informal open space is well used for dog walking however there is currently relatively poor access to this area. Access routes into this area could be provided with clear wayfinding and some paths and benches could also be added to enhance access for the less able. The north-south route through this space is part of the emerging active travel plan for the town.
NEY7	The open space surrounding the church could be planted to enhance its setting and provide additional habitats. Benches could also be added for people to make use of the open space.
NEY8	The open space with benches on the high street could provide additional planting to enhance its biodiversity value and appearance all

Opportunity Reference	Opportunity Description
	year round. This is also a good example of a welcoming seating area that could be replicated elsewhere.
NEY9	Although narrow, the high street could be enhanced through the addition of planters, window boxes and hanging baskets to create a green corridor. This would improve the appearance of the high street and contribute to pollinator habitat connectivity.
NEY10	Steps could be added to the northernmost end of this open space to improve access to it. Additional wayfinding to the community orchard nearby could also be added to improve access.
NEY11	This is a very steep access route. Additional wayfinding could be added to direct people to an alternative route along the High Street and Cambrian Road, as well as to attract people to the view at the top of the path. In the long term, a gently sloping boardwalk meandering up the hill could also be added in this location to provide access from the marina to the town centre.
NEY12	A consistent waterside path could be created along the length of the promenade, preventing users to have to cross the road. Additional wayfinding could be added to attract visitors to the town centre and Brunel Quay. The grass verges could be planted with wildflowers to provide additional connected pollinator habitats and enhance the appearance of this route. Existing hedgerows and planting surrounding the benches to the east of the promenade could be enhanced to be more visually appealing and biodiverse. These hedgerows could also be replicated on the waterside verge along the western part of the promenade to provide shelter from the road. This could enhance this part of the promenade for recreational use, such as crab fishing and supervising children playing on the beach.

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Figure 6.6: Green Infrastructure Overview, Key Green Infrastructure Projects and Green Infrastructure Opportunities within Neyland

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:11,500



Pembroke

Table 6.13: Key green infrastructure projects identified within Pembroke.

Key Project Reference	Opportunity Description
PEM1	There are opportunities to support addressing the Air Quality Management Area (AQMA) present along part of Main Street in the town centre. As the street is relatively narrow, window boxes and hanging baskets may be the most appropriate intervention. Planters and street trees could also be added where the path is wider. This would contribute to mitigating the pollution caused by traffic within the AQMA, as well as providing connected pollinator habitats and enhancing the appearance of the town.
PEM2	Upper and Lower Common Parks are part of the Pembroke nature trail and could be further enhanced for biodiversity and habitat connection. Scrub zones could be defined, allowing wilder habitats to be developed and connected. Large trees could be planted in appropriate locations, enhancing biodiversity as well as supporting natural play areas and providing shade. Rain gardens could be added, particularly in locations where the Parks become water logged, to contribute to flood management and provide habitats. Additional paths could be added to provide access along the length of the Parks and provide access to the more underused western and eastern extents of the Park. Wayfinding including signage and maps could also be added throughout the Parks and along the town walls in the north. Community food growing beds and fruit and nut trees could be added to parts of the Park, such as around the community centre.
PEM3	There are opportunities to enhance The Green. The access paths into the Park could be improved and new benches and recreational facilities could be added. A safe crossing to the Park could also be added. The recently felled trees could be replaced with smaller trees and shrubs to provide an appealing boundary around the Park without blocking the views and natural light to the surrounding houses (an assumed reason for their felling). Parts of the Park could also be permitted to grow wilder to create additional habitats as well as natural play space.

Table 6.14: Additional green infrastructure opportunities identified within Pembroke.

Opportunity Reference	Opportunity Description
PEM4	This existing green could be further enhanced through planting for biodiversity and screening of the garage to make the open space more appealing to use.
PEM5	There are opportunities to provide recreation on Castle Pond, such as boating, kayaks and radio controlled boats. Boats could be launched from the Car Park and pontoon adjacent to the castle and could utilise the disused boathouse. Safety measures would need to be considered and life rings provided. Ownership and insurance would require agreement, as Dwr Cymru Welsh Water may operate the west side of the pond.
PEM6	The existing metal viewpoint on the east side of bridge could be enhanced to encourage its use. The viewpoint could be rebuilt and constructed of materials that reflect the heritage of the bridge and be wide enough to permit easy access by wheelchairs and pushchairs. Seating could also be added to allow viewpoint users to rest and heritage and wildlife interpretation boards added to attract people to it. This would be especially beneficial for those less able to walk around the ponds.
PEM7	The council owned gardens could be made publicly accessible via the door in the Car Park as a 'secret gardens' attraction. This could include planting for habitats as well as seating for people. This could become an additional attraction to the visitor attractions around the castle.
PEM8	Access could be improved to the good quality open space of the churchyard. Additional access could be provided to the east via the

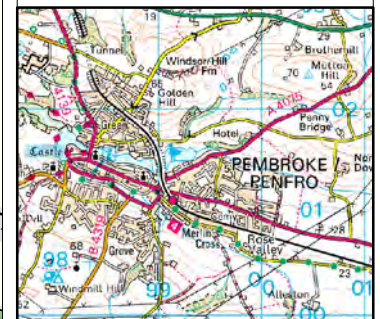
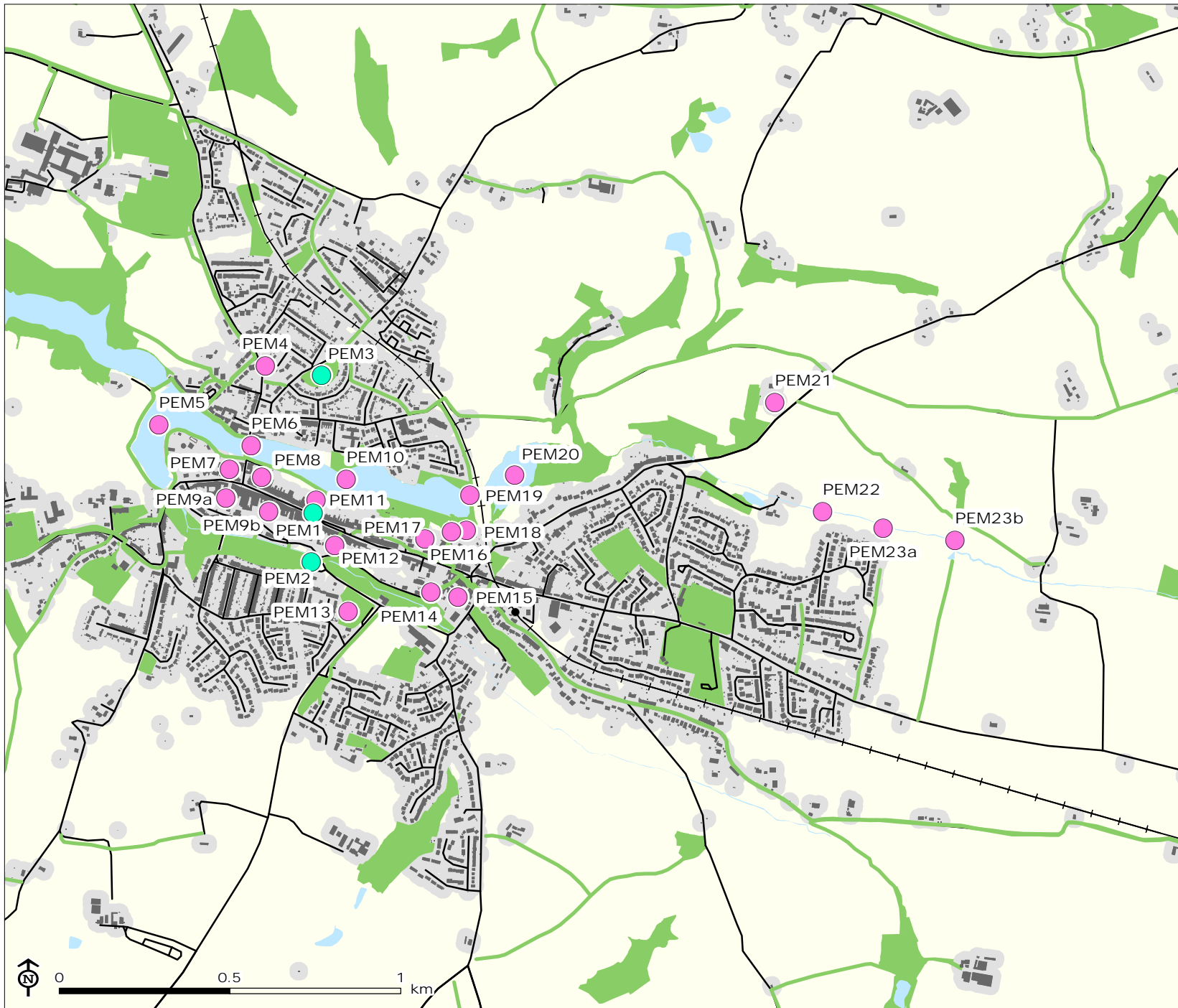
Opportunity Reference	Opportunity Description
	alleyway. This route connects to Mill Pond and could also be enhanced to become more attractive and well used, such as via increasing wayfinding and accessible connections to the churchyard. Moreover, this could be supported by the emerging masterplan for the town, which currently plans to improve the pedestrian route between Main Street and the waterside at this point, as well as develop a 'town square' in this area.
PEM9a and PEM9b	There are opportunities to increase connectivity between Upper and Lower Common Parks and the town centre. A gentle slope is present connecting the west of the Park with The Parade. From here however, pedestrians are required to walk through the narrow and private-feeling Trewent House Passage or through a Car Park. There is potential to create a continuous green corridor from the Park to the castle and the town centre, and wayfinding to these routes could be enhanced. These enhanced connections are supported by the emerging masterplan for the town.
PEM10	Mill pond is owned by Pembrokeshire County Council and managed under a lease with the community group 21C. There are opportunities to further enhance this space for biodiversity and heritage value. Floating wetlands could be added to the pond using native plants, helping to improve water quality and provide suitable habitat for aquatic life, as well as improving the visual aesthetics of the water body. Additionally, a dedicated viewpoint could be created to look through the tunnel to the wildlife in Upper Mill Pond, with additional signage and maps directing people to this. Dedicated viewpoints could also be added around the pond to view the castle, with interpretation boards provided alongside. Tree succession along the pond should be planned for, with additional tree planting taking place along its length, and parts of the path verges could be permitted to grow longer with rain gardens installed in places to create additional habitats and contribute to flood management. A fountain, such as in the shape of a dragon, could also be added in the centre of Mill Pond to enhance the setting of the pond and reflect the heritage of the town.
PEM11	An enhanced pedestrian route could be created connecting the town centre to the waterside. This is supported by the emerging masterplan for the town.
PEM12	The middle pedestrian route connecting the town centre and park could be enhanced by adding additional benches, as the steepness of the route may require users to rest, and clearer wayfinding. The route could become a more appealing green corridor via the incorporation of planters containing wildflowers to enhance pollinator habitat networks.
PEM13	This open space could be connected to Upper and Lower Common Parks. A pathway connection could be created across this space linking the housing to the south to the Parks to the north; however a safe road crossing may also be required. Parts of this space could be planted with trees, shrubs and wildflowers to provide additional habitat connectivity and to shelter the space from the adjacent roads. A community orchard could also be created in this space.
PEM14	Goose Lane is a key well used route from Lower Common Park to the town centre and is part of the heritage trail. It is a steep route however, and therefore signage and maps of the route could identify alternate routes. Benches could also be added along this route to provide rest stops in locations where it is safe to do so. There is no path present and instead a walkway could be painted onto the road to increase safety, as done in Narberth. Additional signage to this walkway could also be added.
PEM15	The land adjacent to the Hope Inn burgage plot appears to be unused. This could be used for allotments.
PEM16	The grounds of the church could be further planted for biodiversity value and to cover the vandalised walls, as well as prevent additional graffiti.
PEM17	This access route to Mill Pond feels private. Clearer signage could be added to make the route feel more accessible. Parts of the route could also be allowed to grow wilder to provide additional habitats.
PEM18	Interpretation could be added about Barnard's Tower as well as the church. The surrounding open space is well used and could be enhanced to provide additional biodiversity benefits and enhance the setting of the tower and church, such as by plating.
PEM19	The access route connecting Mill Pond with the north of Pembroke and Upper Mill Pond to the east could be enhanced. The surface of the route could be improved and additional wayfinding connecting the ponds could be added to attract people to the nature reserve at Upper

Opportunity Reference	Opportunity Description
	Mill Pond. This route is part of the emerging Active Travel Plan for Pembroke and additional northern access to Upper Mill Pond is part of the Wildlife Trust's plans for the site in the future.
PEM20	Upper Mill Pond is a nature reserve managed by the Wildlife Trust. There is an opportunity to increase access to this site via improvements to the pathway extending north from Mill Pond and additional wayfinding. This would complement the Wildlife Trust plans to increase access to the north of the site. Additional access could also be provided through Holyland Wood.
PEM21	The existing Car Park area at Golden Lane / Holyland Hotel is managed by the community group 21C. There is an opportunity to further expand this management, enhancing the wider area for biodiversity, and an opportunity to open up access to the public.
PEM22	Opportunity for enhanced management of the flood zone to the east of Pembroke for biodiversity and flood management, such as by planting particular species and limiting cutting. Further feasibility studies would be required to inform such management.
PEM23a and PEM23b	There is an opportunity to provide access across the river at this location and to improve the footpath link.

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Figure 6.7: Green
Infrastructure Overview,
Key Green Infrastructure
Projects and Green
Infrastructure
Opportunities within
Pembroke

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:15,900



Pembroke Dock

Table 6.15: Key green infrastructure projects identified within Pembroke Dock.

Key Project Reference	Opportunity Description
PED1	The existing youth centre playground is becoming worn out and appears to be underused. The existing equipment could be replaced where it is becoming worn and the skate ramp could be replaced with one embedded within the landscape to become more visually appealing, as done in Haverfordwest. The walls surrounding the playground could be lowered and additional entrances added, with links made to the adjacent open space and smaller playground. Planting could be added around this open space to provide enclosure from the Car Park and connected pollinator habitats. Sections of this open space could be planted with trees and allowed to grow wilder for natural play space, access to nature, and to provide additional habitats.
PED2	The wide streets in Pembroke Dock offer the opportunity to provide greening. Trees could be planted along the length of the streets and, in combination with the existing planters and hanging baskets, could provide green corridors of shade and connected pollinator habitats, as well as enhance the appearance of the town. Additional benches could be added to improve access along the street by providing rest points for pedestrians.
PED3	The existing green space adjacent to Western Way Car Park could be extended to occupy the stretch of Car Park closest to the waterside. This space could be raised and planted, as well as incorporate rain gardens to help alleviate waterlogging of this space due to flooding. This planting could also provide a natural play area, enhance biodiversity and enhance the open space for the dog walkers who currently use it. Additional benches could be added in this area to make it a destination, utilising its waterfront location, and there is potential for the coast path to be diverted through this area following approval by PCNPA and NRW. Wayfinding in this location could be updated, as it is currently incorrect, and additional wayfinding and access could be improved in incorporation with the emerging town masterplan plans; including a new pedestrian crossing and a town square on the other side of the road.

Table 6.16: Additional green infrastructure opportunities identified within Pembroke Dock.

Opportunity Reference	Opportunity Description
PED4	There are opportunities within Ferry Wood for wildlife and recreation. Wayfinding should emphasise the public access of these paths as at present they feel private and part of the business park. Existing old interpretation boards could be updated, bird and bat boxes could be installed within the woods and a nature trail could be defined. Part of the woodland could be dedicated as an activity space for school groups and bush skills, as done in the Fleming Crescent Woods in Haverfordwest.
PED5	A safe public right of way connection is required in this location to allow a continuous walk around the coast. Continuous rights of way around Pembroke Point are council aspirations.
PED6	There is an opportunity to provide desired footpath links along the waterside and link with the existing footpath connecting Connacht Way and Pembroke Ferry. This section is part of the emerging Active Travel plan for the town and rights of way around Pembroke Point are council aspirations.
PED7	There is an opportunity to connect the Military Cemetery to the emerging housing site to the east to provide active transport connectivity and access to open space. This space could also be enhanced to incorporate additional planting for habitat connectivity and seating for amenity value.
PED8	This location used to contain a small play area with a see-saw. It has since become damaged and is associated with antisocial behaviour.

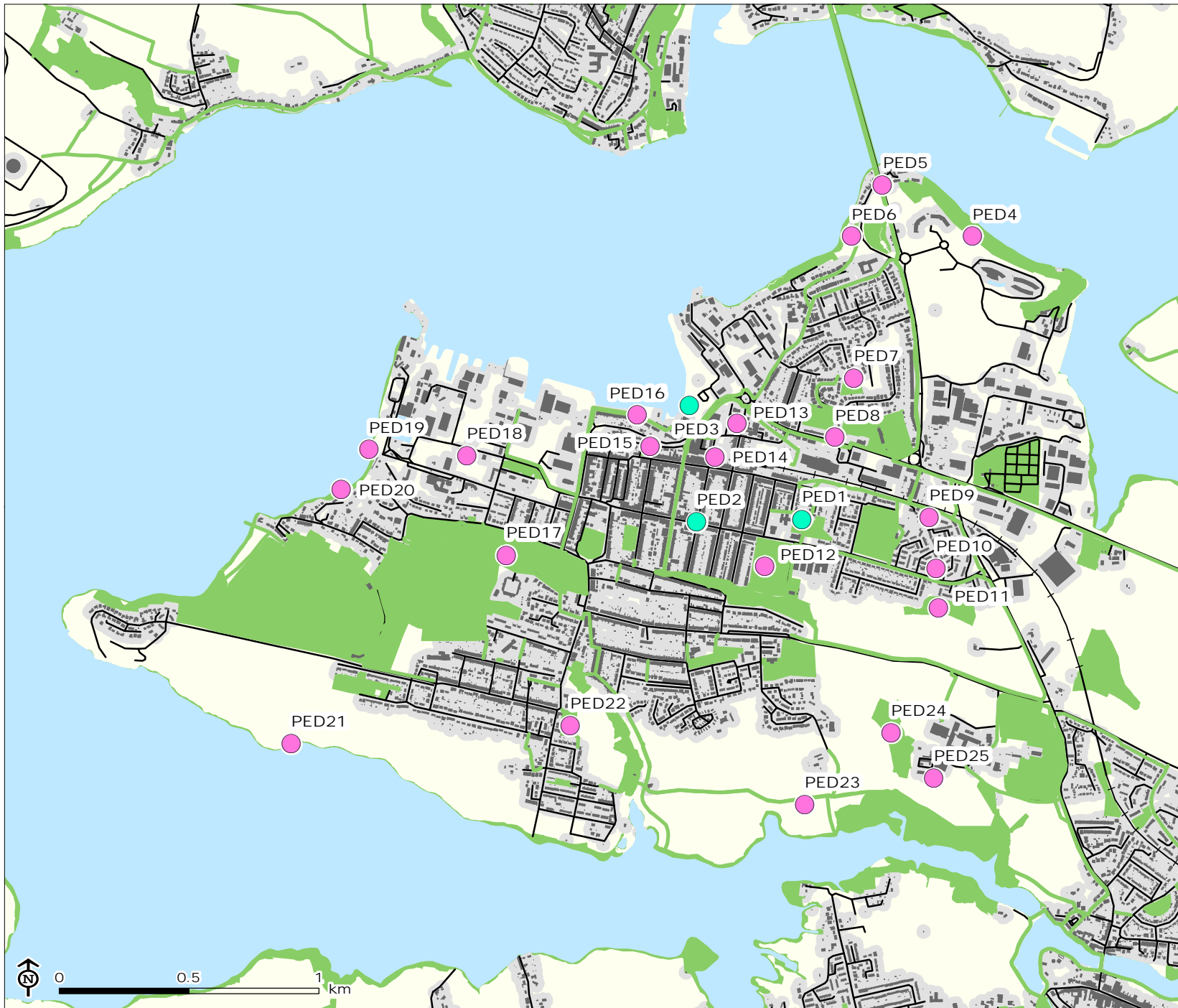
Opportunity Reference	Opportunity Description
	This area could be planted with vegetation for biodiversity or a community orchard could be planted, providing green infrastructure benefits and utilising the unused space.
PED9	There is a lack of community allotments and an opportunity to introduce more in this location.
PED10	Additional planting could be added around the playground to enhance its appearance and provide enclosure. Parts of the playground could be permitted to grow wilder and trees planted to provide natural place space and access to nature.
PED11	There are no paths within Threelakes Wood. Access could be provided through the adjacent open space and the woodlands could then be used for recreation. The biodiversity of the woods could also be enhanced through interventions such as bat and bird boxes. Wayfinding could acknowledge the name of the woodland to increase awareness of the site and any heritage connections it may have.
PED12	Memorial Park is a good quality open space including key routes from the town centre to the surrounding housing areas. There is an opportunity to enhance this open space through additional planting to enhance its appearance and biodiversity value. More play equipment could also be added for recreation and heritage interpretation could be added to acknowledge the history of the Park.
PED13	The existing open space adjacent to library could be enhanced for habitat connectivity and its appearance improved via the planting of shrubs and wildflowers. Rain gardens could also be created to contribute to flood management in this area.
PED14	Permanent building along the route of the old tram line is not permitted in case it is required to be opened again. This provides the opportunity to create a green corridor along its route. Planters containing wildflowers could be added to enhance pollinator habitat connectivity and community growing facilities could be added along its length. Parts of it could become pocket parks incorporating planting, seating and informal play space. Sections which have already become overgrown could be managed to enhance their appearance and biodiversity value. The tramlines themselves could be preserved and interpretation of them added.
PED15	The existing open space could be enhanced with tree and shrub planting around its perimeter, providing enclosure, shade and enhancing its appearance, and a footpath could be added across it to enhance connectivity between the adjacent housing area and the waterside. Sections of the open space could also be planted with wildflowers and cut less frequently to expand habitat networks.
PED16	There is good access to the waterside from Front Street and the coast path travels along it. Additional planters and trees along the length of the promenade and within the Car Park could enhance the setting of this area, creating a green corridor and providing connected pollinator habitats. Information boards could be added to interpret the heritage of the Martello Tower and docks and the existing landscape interpretation could be replicated elsewhere along the waterside. Cadw are considering re-opening the tower as museum and this could help deliver these interpretation boards. Interpretation of the biodiversity value of the estuarine area could also be added and attract visitors.
PED17	Barrack Hill is a good quality existing green infrastructure asset that could be promoted for further use. The bottom entrance to the woodland could be improved to make it more formal, safer and welcoming. Additional wayfinding, including signs and maps, could direct people to make use of the woods to then access the golf club open space, viewpoint, and visit the Barracks. Although the Barracks are privately owned, heritage interpretation could be provided outside it to make it a destination. Additional benches could also be added outside the Barracks to allow people a rest after walking up the hill and to appreciate the view. The woodlands themselves could be improved for biodiversity, including through the installation of bat and bird boxes.
PED18	There is an opportunity to utilise the garden space in this area and create a green corridor to the beach. Interpretation could be added of the surrounding heritage assets and related accessible Pembroke Dock features to attract visitors.
PED19	The Martello Tower is inaccessible and under private ownership. Additional heritage interpretation could be added, as well as additional wayfinding to this asset and the docks. This could also improve access to the beach for recreation. Additional tree planting in this area could also provide shelter and make it a more appealing open space. The grass, particularly against the dock wall, could be permitted to grow longer to enhance habitats for wildlife.
PED20	The footpaths along this stretch are well used however are not public rights of way. Better linkages from the town centre to these coastal

Opportunity Reference	Opportunity Description
	routes are required, as well as long term maintenance of the paths.
PED21	Rights of way could be extended around Pennar Point. This is a council aspirational route and could provide accesses to the open space overlooking the coast.
PED22	This is the only play area in this part of the town and there is an opportunity to enhance it by the addition of new equipment. Additional benches could also be added to this area and additional and painted paths could be added for children to cycle on. Trees, shrubs and wildflowers could also be planted around the park to enhance its appearance and contribute to habitat connectivity.
PED23	There are opportunities to improve the existing right of way between Pembroke Dock and Pembroke to ensure this is a well-used active transport connection. Further assessments would be required to determine what improvements are required and are feasible along the route.
PED24	There is an opportunity to connect the east of Pennar with Cuckoo Woods and encourage the use of this for recreation, including by providing additional wayfinding to the waterside to the south.
PED25	Pembroke School Farm is run by Greenlinks. There may be potential her to help deliver the high demand for allotments in this location.

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Figure 6.8: Green Infrastructure Overview, Key Green Infrastructure Projects and Green Infrastructure Opportunities within Pembroke Dock

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:20,900



Saundersfoot

Table 6.17: Key green infrastructure projects identified within Saundersfoot.

Key Project Reference	Opportunity Description
SAU1	This pocket park could be enhanced to make it a more attractive usable amenity open space and to increase its biodiversity value. Aspects of the nearby sensory garden could be replicated, including the variety of planting. Additional shrubs and trees could also be planted to provide shelter and containment of the park from the surrounding roads and enhance habitat connectivity. Flower planting around the central tree could enhance the appearance of the park, and a pathway encircling the park could increase access to the picnic benches. Wayfinding identifying the park as a picnic area could also increase its use.
SAU2	Access could be improved to 'The Incline' via additional wayfinding. The path itself could be improved through surfacing to increase connectivity between the town centre and the housing at the top of The Incline, encouraging residents to walk or cycle to the town centre rather than drive. Heritage interpretation could be added to acknowledge this Scheduled Ancient Monument and attract visitors. PCC own this asset and therefore would need to lead on the project.

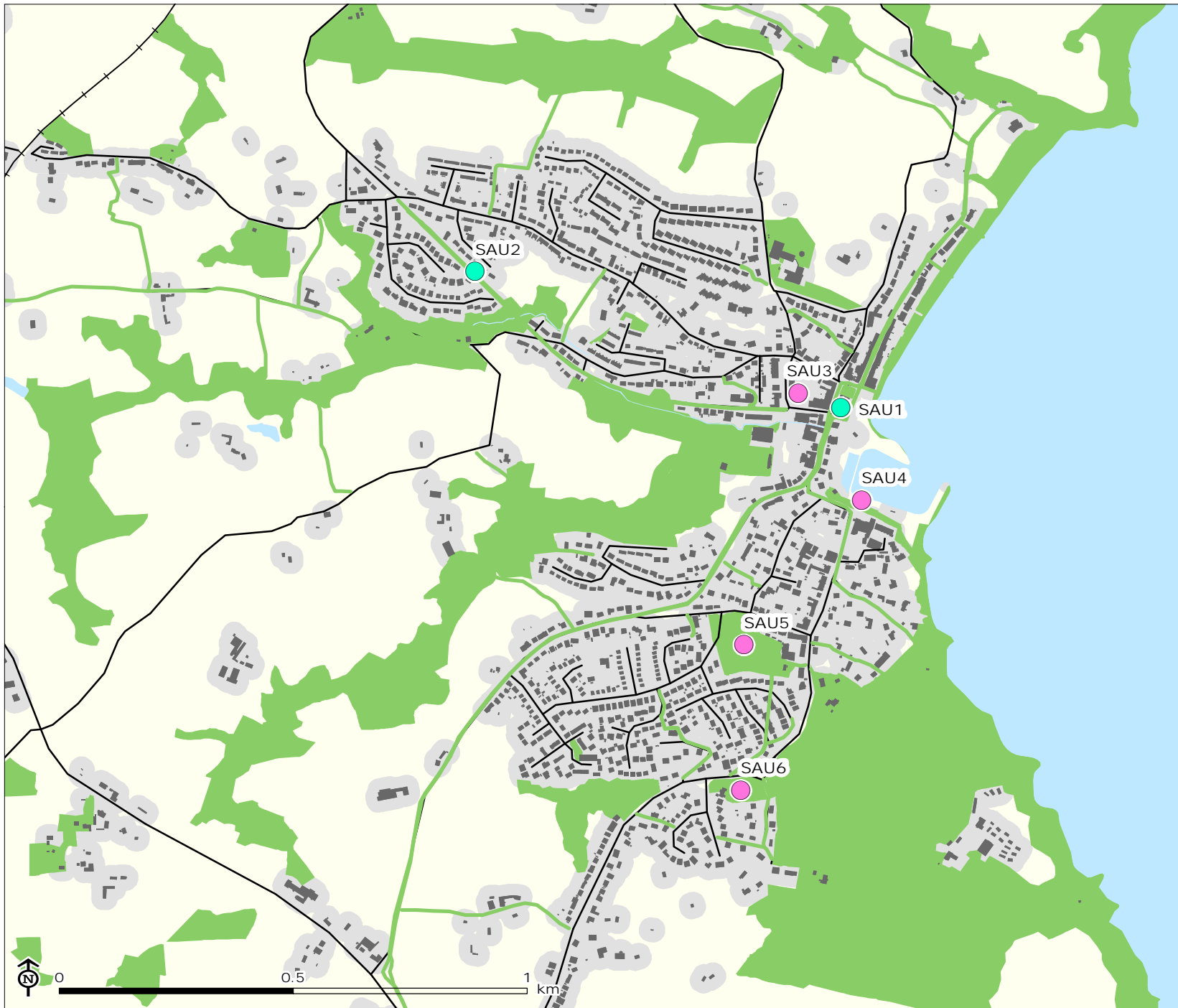
Table 6.18: Additional green infrastructure opportunities identified within Saundersfoot.

Opportunity Reference	Opportunity Description
SAU3	This brownfield site is currently used as a car park. If unlikely to be developed in the long term, it could be developed into a pocket park, including trees for shelter and shade, wildflower beds and rain gardens to enhance habitat networks and contribute to flood management, and play equipment and benches for recreation. The park could also incorporate community food growing areas, which may be a more suitable temporary solution if it is likely this site will be developed in the near future.
SAU4	There is some planting present along the back of the harbour and next to a bench. This planting could be extended along the length of the harbour side with additional planters and benches added to make this location an attractive open space and destination for people to visit, as well as contribute to biodiversity.
SAU5	The Plantation is a small woodland with a good quality path. Access could be improved by the addition of additional wayfinding and safe access across the B4316 to the east. Wayfinding could also acknowledge the name of the woodland to increase awareness of it and any heritage connections it may have. The woodland could also be managed to support additional wildlife, such as by installing bat and bird boxes.
SAU6	Dungeon Wood is a small pocket woodland that currently does not contain public rights of way. Access could be created in this woodland, similar to that through The Plantation in the north. The woodland could also be managed to support additional wildlife, such as by installing bat and bird boxes. Wayfinding could acknowledge the name of the woodland to increase awareness of it and any heritage connections it may have. This woodland is owned by PCNPA and therefore the sites and estates manager would need to advise on this.

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Figure 6.9: Green Infrastructure Overview, Key Green Infrastructure Projects and Green Infrastructure Opportunities within Saundersfoot

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:11,600



St Davids

Table 6.19: Key green infrastructure projects identified within St Davids.

Key Project Reference	Opportunity Description
STD1	There is a high demand for allotments within the town and the land within this field could be converted into allotments for community use. Additionally, ponds could be created along parts of the field margins to provide additional connected habitats for wildlife and contribute to water retention and flood alleviation.
STD2a and STD2b	A planting strategy could be created to inform greening interventions across 1960s / 1970s housing estates. This strategy should utilise the generic projects identified within this action plan, such as tree planting and wildflower planting, to enhance habitat connectivity, provide shade for pedestrians, and enhance the townscape of residential areas and settings of heritage assets.

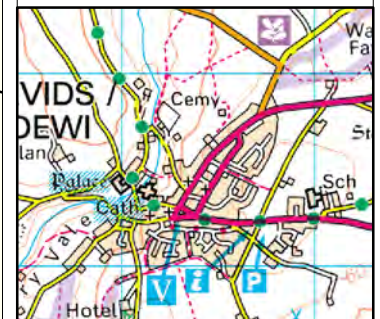
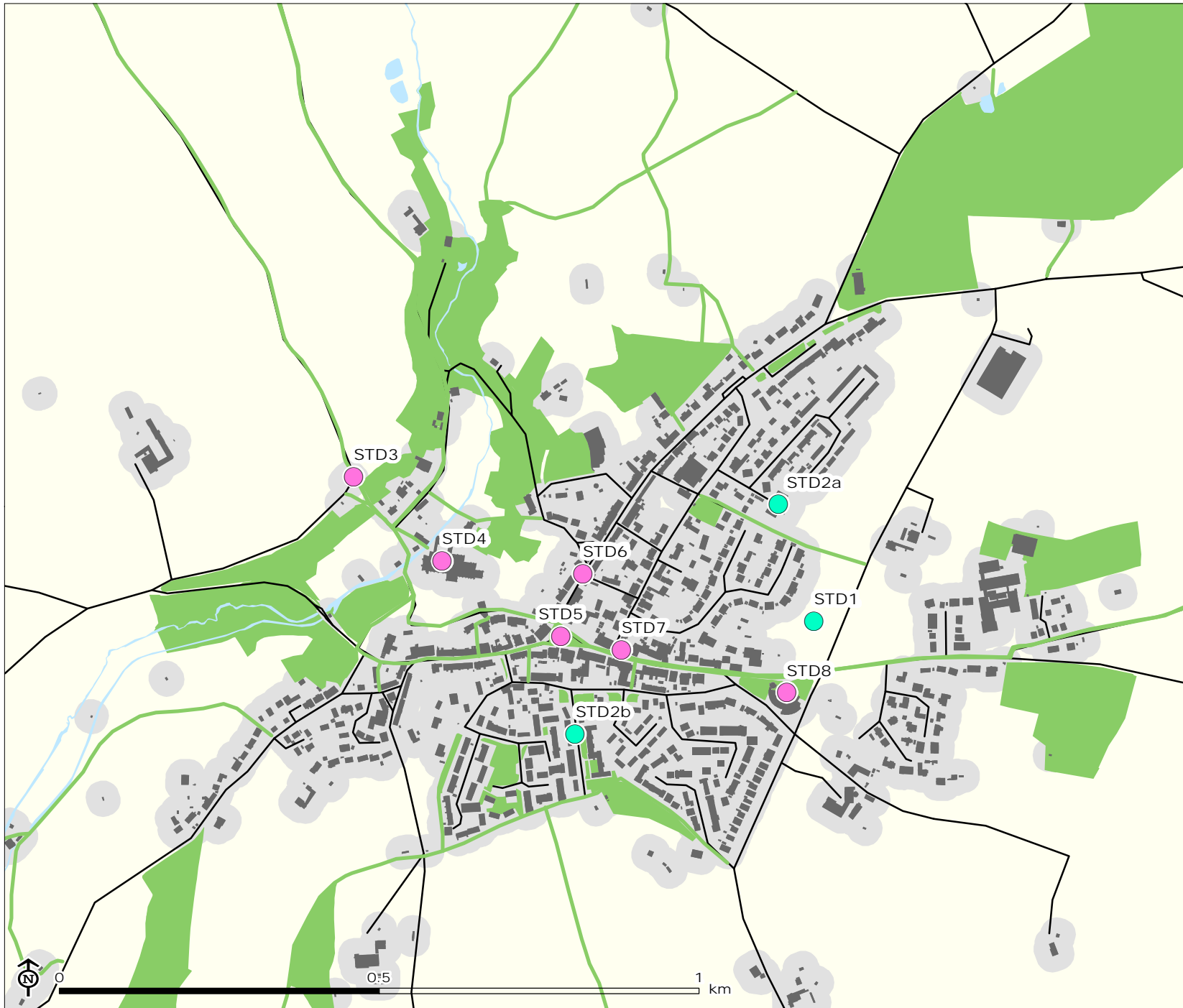
Table 6.20: Additional green infrastructure opportunities identified within St Davids.

Opportunity Reference	Opportunity Description
STD3	This is one of the main road links to St Patrick's Chapel, a pilgrimage chapel and burial ground Scheduled Ancient Monument. There are opportunities to enhance this area for biodiversity, by allowing grassland areas to grow wilder, and cultural heritage, by planting wildflower corridors that link with the pilgrimage, enhancing habitat connectivity and recreational routes. Additional signage and heritage interpretation within St. Davids could also attract visitors to this asset.
STD4	St Davids Cathedral could be enhanced to provide a range of benefits. The parkland surrounding the cathedral could be enhanced for biodiversity, with parts of the grounds dedicated to being wild, as well as contributing to flood management for the cathedral centre. These areas could also be utilised for wild play and access to these could be increased through additional wayfinding and maps, as well as inclusion of these within the St Davids Cathedral App. Existing views of the cathedral could be enhanced with dedicated viewpoints and interpretation boards added. Fishpond field adjacent to the southwest of the cathedral area could be incorporated within the complex and utilised as a picnic or wild play area. Additional wayfinding could also be added to attract visitors to the town centre.
STD5	The open space at this junction is very neat and well kept. Additional planting for pollinators could enhance habitat connectivity and additional tree planting could provide shade and shelter, making the seating in this open space more attractive for people. Additional planters surrounding the war memorial could also be added, including flowers for pollinators.
STD6	The city contains a variety of heritage assets including the cathedral complex and numerous listed buildings within the St Davids Conservation Area. A heritage trail could be created throughout the town to encourage visitors to engage with the city's heritage and undertake recreational walks around the city. The trail could comprise of maps on information boards and signage, such as numbered plaques on the trail path.
STD7	The area of benches here could be enhanced through the addition of planters to make the seating area more appealing for people. The planters could include wildflowers and enhance the existing pollinator habitat network.
STD8	The existing art and trees adjacent to west of the Oriol y Parc and visitors centre could be utilised for wild play, however this would require safety improvements along the roadside such as fencing. The enclosed open space to the east of the centre could also be enhanced for wild play and biodiversity. The incorporation of greenery around the Car Park adjacent to east of the centre could be further enhanced through additional wildflower planting on the embankments to enhance biodiversity and habitat connectivity.

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Figure 6.10: Green Infrastructure Overview, Key Green Infrastructure Projects and Green Infrastructure Opportunities within St Davids

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:8,500



Tenby

Table 6.21: Key green infrastructure projects identified within Tenby.

Key Project Reference	Opportunity Description
TEN1a and TEN1b	The train station and multi-storey Car Park and the main routes connecting these to the town centre are urban and unclear. Green corridors could be created along these routes, comprising of planters, window boxes and enhanced wayfinding, as well as tree planting where feasible. The open space adjacent to the Car Park could be enhanced via tree planting to provide habitats as well as shade for people sat at the bus stops. A multi-story green wall could be created on the side of the Car Park, contributing to the connected network of pollinator habitats and enhancing the appearance of the Car Park.
TEN2	The town walls could become a green corridor via tree planting and additional planters and benches. Public realm enhancements in this area are being considered as part of the emerging Tenby Masterplan.

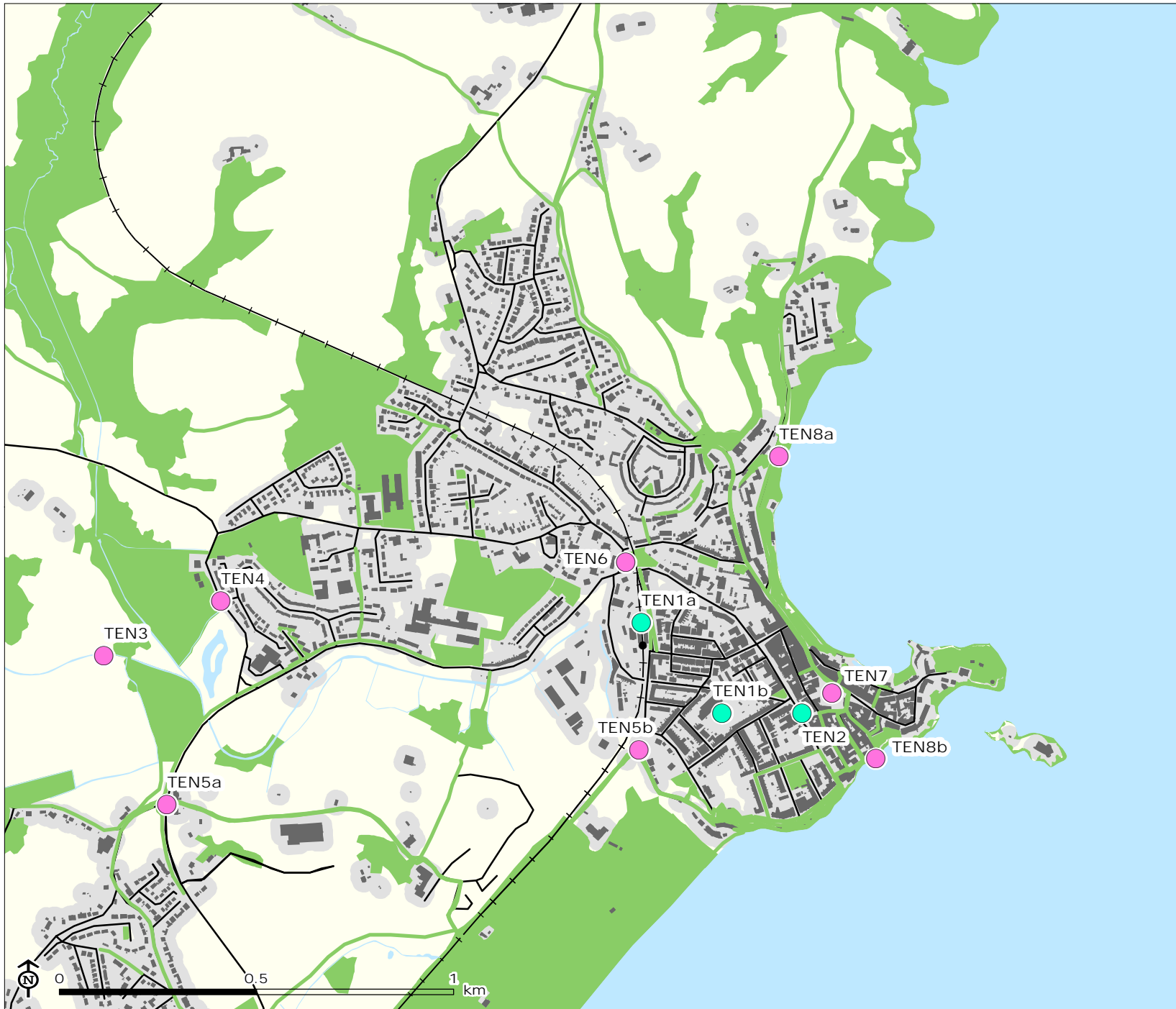
Table 6.22: Additional green infrastructure opportunities identified within Tenby.

Opportunity Reference	Opportunity Description
TEN3	There is an opportunity for enhanced management of the flood zone to the west of Tenby for biodiversity and flood management, such as by planting particular species and limiting cutting. Further feasibility studies would be required to inform such management.
TEN4	There is an opportunity to extend the footpath along the entire length of this road, creating safe continuous access to the leisure centre. This is being considered by the Council as part of the emerging Active Travel Plan for Tenby.
TEN5a and TEN5b	There is an opportunity to enhance links to and from Tenby to the Ritec Walk and common land, and to the Coast Path through additional signage and inclusion of Tenby on the Ritec Valley Walk map, to encourage people to visit the town and pursue the walks. The Park Discovery Team could help to deliver this.
TEN6	This is a good quality open space but observations indicated it is likely underused due to the dominance by the surrounding roads. Additional vegetation and trees could be planted around the open space to provide shelter and mitigate noise and air pollution, as well as provide additional biodiversity value. Vegetation could also be 'wilder' in places to provide additional biodiversity value.
TEN7	The church is very green on the southern side but could be greened further around its other sides to enhance its value for biodiversity and as an open space for people, providing shade and shelter. Additional planters and trees could be added around the benches outside the front of the church to enhance this space. A fountain was previously present outside this area however removed due to traffic damage. A new fountain could be added here or elsewhere in the town centre, enhancing the open space and townscape.
TEN8a and TEN8b	Cliff gardens to the northeast and south of the town, where not privately owned, could be further enhanced with additional and improved planting and benches to encourage people to use these open spaces.

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Figure 6.11: Green
Infrastructure Overview,
Key Green Infrastructure
Projects and Green
Infrastructure
Opportunities within Tenby

- Green infrastructure
- Key Project
- Opportunity



Source: FC, LUC, NRW, OS, PCC, PCNPA, Sustrans, WWBIC

Map Scale @ A4: 1:13,800



7 Embedding green infrastructure delivery in development plans and other strategies

7.1 The Action Plan provides key information on project delivery suitable for a wider audience. This section presents further advice on embedding green infrastructure in development plans and other strategies.

The role of development plans

- 7.2 As outlined in **Section 3** of the report, the national policy and legislative context provides strong support for enhancing Wales' green infrastructure because of the wide range of benefits it affords.
- 7.3 Development plans should give further expression of this by setting an overarching vision of green infrastructure delivery during the plan period. Ideally this should include spatial expression of priority areas, drawing on relevant evidence (including this Technical Report).
- 7.4 By definition, green infrastructure is 'cross-cutting'. For example, current policies promoting green infrastructure within the Pembrokeshire County Council Local Development Plan (PCC LDP) include:
- SP 10: Transport Infrastructure and Accessibility
 - GN.33 Community Facilities
 - GN 34: Protection and Creation of Outdoor Recreation Areas
 - GN 35: Protection of Open Spaces with Amenity Value
 - GN 36: Green Wedges
 - GN 37; Protection and Enhancement of Biodiversity

7.5 Similar policies are also incorporated in the Pembrokeshire Coast National Park Authority Local Development Plan (PCNPA LDP) and include:

- Policy 8: Special Qualities
- Policy 11: Protection of Biodiversity
- Policy 16: Open Space and Green Wedges
- Policy 29: Sustainable Design
- Policy 32: Surface Water Drainage
- Policy 48: Community Facilities and Infrastructure Requirements
- Policy 52: Sustainable Transport
- Policy 54: Cycleways

Recommendations on future policy development

7.6 Green infrastructure can form part of the overall mitigation for planned development and associated population increases, which will result from the Local Development Plans for PCC and PCNPA. Local authorities also have a duty to act on climate change, generate employment, maintain healthy functioning ecosystems, maximise physical and mental well-being, protect and promote cultural and heritage under the Health and Well Being of Future Generations Act. The green infrastructure opportunities identified in this strategy will help achieve these aims.

7.7 There is potential to strengthen some of the existing policies within the extant LDPs, for example:

- to require all development to deliver a net gain for biodiversity;
- to define what type of green infrastructure is required, how much should be provided and where (in line with the priorities in this report); and
- to specify the micro-green infrastructure features which are expected to be integrated within new built development.

7.8 It is recommended that the green infrastructure policy within the replacement LDPs should be a strategic policy, cross-referencing specific policies on related topics such as biodiversity, landscape and flooding. This would give additional weight to these policies and clearly demonstrate the need for investment in green infrastructure within Pembrokeshire's towns.

- 7.9 The existing GI network should be clearly defined and mapped within the Local Development Plan to ensure that these GI features are protected. A digital version of this should be included on the Council's website, so that it can be updated as new GI features are created.
- 7.10 The Local Development Plans should also provide guidance on the green infrastructure features that are expected to be incorporated within a new development. These will vary depending on the nature and type of development, however some examples of what is expected include:
- street trees;
 - space for nature, e.g. meadow/long grass on verges;
 - swales and SUDs;
 - space for natural play;
 - permeable surfaces;
 - enhancement of streams and other water features; and,
 - green roof systems and roof gardens.
- 7.11 We recommend that the Action Plan and this Technical Report are adopted by the Councils as Supplementary Planning Guidance (SPG). It is noted that further work may be required to finalise a formal Green Infrastructure layer to be adopted within PCC's and PCNPA's Local Development Plans, to ensure any relevant sites and features that have not been considered within this project are included. As such it would be treated as a material consideration in planning decisions, adding weight to the GI opportunities and increasing the potential for their delivery through future development.
- 7.13 To this end we recommend also that the Action Plan is formally adopted by the Council, as a cross-cutting Plan that should inform all relevant Council activities. This should include a commitment to update the Plan every two years. The information contained in this Technical Report will provide a helpful starting point for updating the Action Plan.

The wider role of the Action Plan

- 7.12 Crucially, it should be recognised that development plans are only part of the overall administrative and policy framework required for successful green infrastructure delivery. Local authorities and their partners can also facilitate delivery of the Action Plan by reflecting green infrastructure opportunities and priorities in their own plan and strategies (e.g. housing strategies and plans, highway maintenance, landscape management).

8 Appendices