Chimney's Link Masterplan

Design and Access Statement

Draft for pre-application consultation

Pembrokeshire County Council

30 September 2016
Notice

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This document has 33 pages including the cover.

Document history

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<th>Revision</th>
<th>Purpose description</th>
<th>Originated</th>
<th>Checked</th>
<th>Reviewed</th>
<th>Authorised</th>
<th>Date</th>
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<td>For consultation review</td>
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<tr>
<td>Document title</td>
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</tr>
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<td>Job no.</td>
<td>5150117-002</td>
</tr>
<tr>
<td>Copy no.</td>
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1. Introduction

1.1. Preamble
Pembrokeshire County Council - Transportation, Housing & Environment, in consultation with the Co-op, is seeking to redevelop a part of Fishguard Town Centre which has become known as Chimney's Link. As such, a masterplan has been formulated (the “scheme”) to achieve the following principal objectives:

- Introduce a one-way system to the Town Centre to improve traffic flow and safety;
- Provide a mixed-use development comprising retail, residential, hotel and open space uses and landscaping in the Town Centre; and
- Provide additional transport related infrastructure to encourage multi-modal travel.

1.2. Purpose of this Report
The purpose of this report is to provide an assessment of the scheme in regards to Design and Access considerations for pre-planning application statutory consultation. Following the 28-day consultation period, comments received will be assessed and, if appropriate, incorporated in the scheme.

It is intended that an outline planning application will be finalised and submitted shortly after this statutory consultation period ends.

This Design and Access Statement has been prepared in accordance with the guidance provided by the Welsh Government's Technical Advice Notice 12.

1.3. The Proposal
The Chimney’s Link Masterplan is being produced and, once finalised, will establish a preferred option for mixed use development of 1.5 hectares (ha) of land within Fishguard Town Centre. The masterplan will also include development of a new link road providing access through the development site while creating a one-way gyratory system.

The key elements of the Chimney’s Link development (‘the scheme’) are likely to include:

- Development of an approx. 238m long, one-way, link road through the development site;
- Associated footpaths and tactile crossing along the new link road;
- New non-motorised user routes through the development site linking Lota park with local routes to the south of the site;
- New junction at High Street/A487;
- New mini-roundabout at West Street/A487;
- New accesses to the link road from within the development site;
- New bus/coach lay-by area and taxi rank, including associated bus shelters to reduce the time buses wait on the Square which will generally reduce traffic congestion;
- New road signage and road pavement markings;
- Street lighting;
- Appropriate and low-maintenance landscaping;
- New low-maintenance public open space;
- Provision of approx. 0.46ha of land for new retail/hotel uses and approx. 0.44ha of land for new residential use;
- Demolition of buildings, namely: Fishguard Junior School and property no. 44 High Street;
- Partial demolition of the Ship & Anchor Public House and the library building;
- The existing Co-op supermarket store will remain on site and its parking area is to be relocated.

A Site Location Plan and Masterplan are available on Appendix A.
1.4. Site Description

The site is located within Fishguard Town Centre, along the A40 Trunk Road, Pembrokeshire County Council. It is generally bound by High Street to the South, West Street to the north and east and Lota Park to the west. The proposed link road will connect the A487 Trunk Road at West Street and A40 Trunk Road at High Street and once constructed will form part of a one-way clockwise gyratory system through the centre of Fishguard.

The site is currently occupied by the Co-op supermarket, the former Fishguard Primary School and playing grounds, the Ship & Anchor Public House and Transition Bro Gwaun building (property no. 44 High Street). The site is considered to be part of a wider regeneration area in Fishguard Town Centre.

To the eastern and southern boundaries of the site lie commercial town centre properties, most of which are in retail use. To the north of the site there are commercial premises in motor trade use and to the west is Lota Park, an attractive town centre public open space.

![Site Location](image)

**Figure 4-1** Site Location

The scheme does not fall within a designated landscape, however the Pembrokeshire Coast National Park is located approximately 600m to the northeast of the site, and again approximately 2.5km to the northwest. The Creigiau Abergwaun (Fishguard Cliffs) SSSI is located approximately 350m to the northwest at its closest point.

There are no trees covered by tree preservation orders (TPOs) within the site, although there is a linear belt of semi mature trees and large shrubs at the western edge of the site along the boundary with Lota Park and a row of mature conifers to the boundary with the adjoining garage.

Part of the site, to the eastern side, falls within the Fishguard Conservation Area, with over 100 Listed Buildings within 200m of the site. (Figure 4-2 Built form and landscape features)
Visual receptors include the residents along the surrounding roads, along High Street, West Street, Penbanc and Ropewalk, with occasional glimpses from residents in Penslade, Main Street, Wallis Street, where there are views along the road between buildings, allowing very limited glimpses. Many of the buildings along West Street and High Street are listed, and are within the Conservation Area.

As indicated on Figure 4.3 Topography, the Site (outlined in red) generally falls southwest to northeast from 69m - 58m Above Ordnance Datum (AOD). The majority of the Site is building or hard surfacing, but there are also areas of grassland, remnants from former school playing fields.
2. **Design**

2.1. **Site Principles**

The illustrative concept presented in Appendix 1 provides one example of what that masterplan might show for different land uses.

Further aspects of the application (i.e. the appearance, layout, scale, landscape/open space treatment, and sustainability of the Proposed Development) are described in Chapters 2.3 to 2.6 in this Design and Access Statement. Design principles relating to access are dealt with in Chapter 3.

An illustrative masterplan (Appendix 1) demonstrates the following principles:

- The new link road is designed as a vibrant and pedestrian friendly street within Fishguard Town Centre, with wide footpaths, active frontages and good quality public realm.
- The site is zoned into two main land use types (Use Classes A and C) and arranged in such a way that the proposed retail and hotel development will form active frontages along the proposed link road.
- The south-east part of the site will comprise retail with accompanying parking, service areas and high quality public realm. Proposed rain gardens, tree planting and permeable paving will provide sustainable drainage solutions for that area.
- The north-west part of the site, located between the new link road and Lota Park will accommodate a new hotel with car park, retail use, residential use, good quality open space and attenuation pond, supporting sustainable drainage and allowing for smooth transition between park and proposed development.
- Proposed masterplan takes into account existing challenging topography of the site and works with it, providing fully accessible public areas and linking the proposed development to the rest of Fishguard Town Centre.

- Good quality entrances to the site will be created by framing the interchanges with well-designed buildings, sympathetic in scale and appearance to the surrounding conservation area character.

- New proposed corner building of up to two and half storeys will form a strong high quality frontage on High Street and tie in with the existing Ship and Anchor Pub at the main entrance to the site. It will be slightly set back from the current building to emphasise the distinctness of the pub building as a separate entity. The new build will assist in providing screening to the development from the listed buildings opposite.

- Pedestrian and cyclist movement will be encouraged by providing good quality public realm and linkages and ensuring good permeability through the site.

- Demolition of property no. 44 High Street, currently occupied by Transition bro Gwaun.

- Demolition of the former school building.

- Demolition of the library building to the rear of the Ship and Anchor pub.

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**Figure 4-4** Constraints and opportunities.
2.2. Options Analysis

2.2.1. Starting Point

During the design and pre-consultation stages, a variety of options for the redevelopment of the site were considered. As PCC and the Co-op own the majority of the development site, they have together identified the following requirements for the masterplan:

Highways:

- A new road, designed to meet SWTRA’s highway standards, needs to be constructed within the development site in order to provide access to the proposal and enable the creation of a one-way system to improve traffic flow and safety conditions for all motorised and non-motorised users in the centre of Fishguard;
- Historical and on-going discussions with the Welsh Government (WG) and SWTRA have established that a link road connecting West Street and High Street is necessary as the WG and SWTRA would object to a single two-way access onto West Street to/from the development site;
- The proposed highway alignment has therefore been provided to meet the requirements above and is a starting point for the masterplanning exercise;
- Demolition of the former School Building and Transition Wales buildings is required to enable development of the new link road;

The Co-op Store:

- The Co-op owns strategically located land within the development site and, in order for them to support the regeneration scheme and ensure its deliverability, their commercial considerations must be taken into account in devising the scheme, accordingly new food retail floorspace in the masterplan is limited to 4,500 ft²;
- The Co-op store is to remain in its current location but the layout of the building will be reoriented with entry from High Street and proposed the parking area;
- The Co-op is satisfied with its location and trading position and proposes to retain its property asset but has no intention of expanding or redeveloping its current building in the foreseeable future;
- Glazing along the western elevation, facing the new road, would significantly compromise the internal layout of the Co-op store and would inevitably reduce the food offering. Further, an entrance facing the new road would not integrate the Co-op with the rest of the proposed retail zone and would be inconvenient to customers.

Commercial Viability:

- None of the three previously granted planning permissions for the site (for additional food-retail floorspace) have ever been implemented. This is due to: land unavailability, lack of 3rd-party land access and costly rights of access;
- The provision of multi-functional road infrastructure for developer-led schemes has been one of the impediments to previously approved permissions. The current proposal seeks to resolve this matter by offering a compromise between the WG, SWTRA, PCC and existing land-owners to resolve access, funding and implementation matters;
- The proposed land uses are expected to attract market interest in this site.
2.2.2. Options Description

Based on the starting parameters listed above, four masterplan options were prepared to meet the objectives of this scheme:

Option 1 provides two additional retail buildings to the east and south of the Co-op and two residential blocks to the west, across from the proposed highway link road.

Figure 4-5 Concept plan option 1
**Option 2** provides one additional large retail building to the east of the Co-op and two residential blocks to the west, across from the proposed highway link road.

**Figure 4-6** Concept plan option 2
Option 3 provides a small retail building to the south of the Co-op, linked to the Co-op via a first-storey connection. This Option also provides three mixed-use buildings across the site.

**Figure 4-6** Concept plan option 3
Option 4 provides two retail buildings east of the Co-op and one retail extension to the Ship & Anchor Public House. This Option also provides one mixed-use buildings to the west, across from the proposed highway link road.

**Figure 4-7 Concept plan option 4**

### 2.2.3. Options Assessment

A detailed options assessment (Appendix B) addresses the four masterplan options in relation to the Conservation Area, Urban Design/Public Realm, Local Development Plan Policy, Permeability of the site, and Co-op and PCC Property Considerations.

In summary, the preferred masterplan was selected based on the following considerations:

- Option 4 (preferred) provides the most amount of landscaping and public spaces;
- Options 1, 3 and 4 (preferred) equally mitigate impacts to the Conservation Area by providing adequate landscaping and set-backs, in addition to retaining the original portion of the Ship & Anchor pub, while extending it along High Street;
- Options 3 and 4 (preferred) would provide the most active frontages onto the new Chimneys Link road, as required by PCC Local Plan policy GN12 (primary retail frontage). Option 4 (preferred) would provide additional vibrancy into the site through the two eastern retail units fronting onto the new road and the new pedestrian route passing through the site;
- None of the options would meet the requirement of the PCC Local Plan Retail allocation (Policy GN13) for an additional convenience/ food-store on-site. This is due to the presence of an existing food-store (The Co-op) located within the Masterplan site, immediately adjacent to the Allocation site. The Co-op has no plans to vacate the site in the foreseeable future or during the Plan period which would allow delivery of the Plan Allocation in its current form; and
In all options, the proposed building to the west could be impacted by noise and visual effects from the Co-op loading/delivery bay. In Option 4 (preferred), there is potential for increased noise and visual effects as a result of a combined loading area for the Co-op and adjacent retail building.

2.3. Appearance

The proposed scheme consists of both the existing Co-op on site and proposed retail, residential and hotel units to be developed. The existing Co-op is proposed to consist of an active frontage on the southeastern elevation of the building; to face the planned parking area. Spaces adjacent to the existing building and the proposed buildings will be landscaped to mitigate any potential effects associated with the development.

The new mixed-use building and two eastern retail units’ front onto Chimney’s Link along with the new pedestrian route through the site, provide increased vibrancy. It is envisaged that new buildings will be sympathetic both in appearance and in scale to the surrounding development in Fishguard Town Centre.

The street corner is a critical element in the townscape giving definition to space and helping people navigate using local landmarks.

Traditional housing, based on established precedents found in local towns and villages, can inspire contemporary housing design. It is proposed that the form and style of many of the built form will create a contemporary interpretation of traditional buildings, incorporating a simple palette of locally prevalent materials and detailing.

A variety of wall structures and materials could be used, including stone cladding and plastered finishes. As irregularity is a strong feature along the High Street, there is wide palette of façade colour and cladding that could be applied to new build.

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**Fig.4-8.** Preferred renders colours for new building facades, as found along the High Street.

**Fig.4-9.** Preferred stone cladding for new building facades, as found along the High Street.
The design of hard landscape elements (including paving, street furniture, signage and lighting) will aim to create a locally distinctive environment that is robust, lends itself to easy management and promotes ease of mobility for all.

The selection of paving materials and detailing of the public realm will reflect the function of the spaces and their intensity of use and scale, for example:

- The main streets could have concrete slab/sett footways with conservation kerbs and bitumen macadam carriageways.

- Parking courts could be paved with permeable block paving or bitumen.

To avoid clutter, sparing use of strategically placed street furniture is proposed. Similarly, the position and type of street lighting will be designed to minimise the number of columns. The choice and selection of street furniture (seats, bins, bollards, signposts and lighting) should reflect the intended character of the space and surrounding uses – with items chosen from a neutral palette to complement both contemporary and more traditional architecture.

2.4. **Sustainability**

2.4.1. **Sustainable Water**

The increasingly frequent heavy rains brought about by climate change pose a challenge for drainage and floodwater management systems. As the climate changes and summer droughts become more frequent, it is more important that water is used efficiently and recycled. Supplies to new buildings are to be automatically metered, encouraging more careful use of water. Also, all buildings in the Proposed
Development will be fitted with water efficient fittings and appliances, such as low-flush dual-flush toilets and aerated showers and taps. It is envisaged that rainwater will be harvested and used for the irrigation of landscaped areas. All parking areas are to be paved with permeable paving to minimise the run off of rain water. Additionally, rain gardens are proposed for car park areas, public realm and street planting. Certain key buildings (potentially some of the retail buildings) could be provided with a green/brown roof – in addition to managing rainwater, green roofs help reduce building heat loss in winter, prevent heat gain in summer.

Fig.4-13 Proposed sustainable drainage solutions.
Fig.4-14  Examples of rain gardens within public realm and parking areas.

Fig.4-15  Examples of permeable paving for public realm and parking areas.
2.4.2. Local Materials

It is envisaged that construction materials will be selected to balance aesthetic and environmental issues and that optimum use will be made of reclaimed, recycled, natural and locally-sourced products. Reclaimed building products, such as block pavers, can have an up to 90% lower ecological footprint than similar products made with virgin materials. The use of local materials can also help to ensure that the buildings complement aspects of the local vernacular style.

2.5. Layout

The layout of the development ensures that impacts on the adjacent Conservation Area is a minimalistic as possible, through mitigation measures being adapted in the form of planting and active frontages, creating a positive public realm for people using and passing the site. The layout integrates retail, hotel and residential use within the scheme and development of parking and loadings bays have been located to reduce potential noise impacts.

Whilst the detailed layout of the Proposed Development is reserved for consideration until the reserved matters stage, an illustrative masterplan demonstrates the following principles:

- New link road is designed as vibrant and pedestrian friendly street within Fishguard Town Centre, with wide footpaths, active frontages and good quality public realm.

- The site is zoned into two main land use types (Use Classes A and C) and arranged in such a way that the proposed retail and mixed-use development will form active frontages along the new proposed link road.

- South-east part of the site will comprise retail with accompanying parking, service areas and high quality public realm. Proposed rain gardens, tree planting and permeable paving will provide sustainable drainage solutions for that area.

- North-west part of the site, located between new link road and Lota Park will accommodate mixed use comprising residential, retail, new hotel with car park, good quality open space and attenuation pond, supporting sustainable drainage and allowing for smooth transition between park and proposed development.

- Proposed masterplan takes into account existing challenging topography of the site and works with it, providing at the same time fully accessible public areas and linking proposed development to the rest of Fishguard Town Centre.

- Good quality entrances to the site will be created by framing the interchanges with well-designed buildings, sympathetic in scale and appearance to the surrounding conservation area character.

- New proposed corner building of up to two and half storeys will form a strong high quality frontage on to High Street and tie in with existing Ship and Anchor Pub at the main entrance to the site. It will be slightly set back from the current building to emphasise the distinctness of the pub building as a separate entity. The new build will assists in providing screening to the development from the listed buildings opposite.

- Pedestrian and cyclist movement will be encouraged by providing good quality public realm and linkages and ensuring good permeability through the site.
2.6. Scale and development amount

The approach to scale, building height and density will help to integrate the development with the existing built form in Fishguard Town Centre and with the Lota Park to the west of the site. Within the retail area it is envisaged that no building will exceed two storeys.

![Diagram](image)

**Fig.4-16.** Proposed land use and development scale diagram.

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<tr>
<td>Proposed retail</td>
<td>1888sqm</td>
</tr>
<tr>
<td>Proposed hotel</td>
<td>1000sqm/ 25 bedrooms</td>
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<tr>
<td>Open space</td>
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<td>Provision of 142 car parking spaces, including 10 disable spaces, and 16 bicycle parking spaces, as stipulated by Council policy requirements.</td>
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**Table 1.** Development amount.
2.6.1. Proposed Mixed-Use Building

- New mixed-use building with hotel, residential and retail uses;
- Due to variation in topography across the site, the building will have a different number of stories along the frontage (Chimneys Link) versus the rear (onto the landscaped area and Lota Park);
- It is proposed 2 and ½ storeys (max 8m) along Chimneys Link. The ½ floor reflects the fact that modern commercial buildings have higher ground level ceiling (when compared to residential properties);
- As the rear of the site slopes down, and this building needs to fit within the topography of the site, parts of the rear of the building will have 3 and ½ storeys (max 11m at the highest). One of these storeys would be a semi-basement;
- Pitched roof, to match roof profiles along High Street and in the Conservation Area;

2.6.2. Proposed Retail Units

- The proposed retail units to the east of the Co-op would be 1 and ½ storeys (max 6m);
- This means the new retail units would be slightly higher than the Co-op building but lower than the existing 2-storeys buildings located along High and West Streets;
- The two eastern retail units will front onto the new road as well as the new pedestrian route through the site, providing increased vibrancy through the site;
- The distribution, design and scale of the proposed retail units complement the existing Co-op store and the Ship & Anchor Public House;
- Provision of a flat roof for the units within the site to ensure the building height complements that of existing buildings and a pitched roof for the southerly unit.

2.6.3. Proposed Ship & Anchor Pub Extension

- The pub extension would match the height of the existing Pub and other buildings along High Street (2-storeys), but certain variety should be allowed to match the current high street character.
- The new extension should be slightly set back from the current building to emphasise the distinctness of the pub building as a separate entity.
- Pitched roof, to match the existing Pub and other buildings along High Street and within the Conservation Area;

2.7. Landscape and open space

The overall vision is the creation of a multi-functional open space network. It is envisaged that the main open space will be located at the boundary with Lota Park, in the north-west part of the proposed development. It will provide linkages and gentle transition from the open area of the park to urbanised town centre character. Retention, wherever possible, of existing trees and additional tree planting is recommended.

Good quality public open space in the form of a public plaza between the proposed retail and transport hub will be created, with new tree planting and green rain gardens. Also, a new and small public area (with landscaping and benches) will be provided immediately adjacent and to the right of the Ship & Anchor Public House, along High Street. Formal street tree planting will be proposed, wherever the width of the street would allow, to screen the western façade of Co-op building.

A new pedestrian route through the site and pedestrian/cyclist links to Lota Park provide for vibrancy and permeability through the site.
3. Access

3.1. Meeting planning policy
This scheme seeks to provide safety improvements for vehicles and pedestrians in line with LDP policy GN.39 Transport Routes and Improvements as well as create additional capacity on the trunk road network in the town centre. GN.39 establishes the principal of providing a link road between the A487 and A40, referring specifically to the Chimney’s Link Road scheme as a County Council programmed highway scheme. Additionally the principle of the Link Road is supported by Table 6 of the South Wales Joint Transport Plan (JTP). The JTP describes a scheme of ‘Access Improvements in Fishguard Town Centre’, formed of a link road, one way system, Bus Focal point and pedestrian provision. The Chimney’s Link proposal ensures the delivery of all of these components.

A key component of the scheme is the provision of the Chimney’s Link Road joining the A487 High Street with the A40 West Street. The Link Road will be one-way with a new bus stop and pedestrian and cycle provision. The delivery of this transport infrastructure will increase accessibility by sustainable modes within the town centre as required by LDP policy SP.10 Transport Infrastructure and Accessibility. The Link Road is identified as a County Council programmed highways scheme by LDP policy GN.39 Transport Routes and Improvements. In accordance with GN.39, the scheme proposes an alignment that maximises the use of the town centre location, creates new retail frontages. The proposed road infrastructure incorporates a shared-use path for pedestrians and cyclists and creates new, dedicated pedestrian links within the town centre between A40 West Street and A487 High Street.

The proposal include provision of 142 car parking spaces, including 10 disable spaces, and 16 bicycle parking spaces meeting the objectives of the Parking Standards SPG and LDP policy SP.10 Accessibility. The site is categorised as lying within Parking Zone 2, this reflects the nature of this mixed-use development and the town centre location within acceptable walking distance and a choice of facilities and services. The parking provision accords with LDP policies GN.1 General Development Policy and GN.39 Transport Routes and Improvements in ensuring an appropriate scale and sufficient capacity for the adjacent road network. Further, the scheme meets the intent of TAN4 (Paragraph 11), which states that provision of car parking should prevent excessive supply and, where possible, serve the centre as a whole.

3.2. Details of Access
Today, there are long standing concerns with regards the suitability and safety of the existing transport network within Fishguard, specifically in relation to the narrowness of the highway network, lack of adequate pedestrian footways, on-street parking and the high occurrence of near misses (albeit based on anecdotal evidence).

The masterplan includes development of a new link road providing access through the development site while creating a one-way gyratory system.
The extents of the one-way gyratory system will be created by introducing a mini-roundabout where the new link road meets the A487 Trunk Road at West Street. It will then continue in a south-easterly direction towards the existing roundabout within the main square of Fishguard Town Centre; from there, it will take a south-westerly direction along the A487 Trunk Road at High Street to the proposed junction located adjacent to the Ship & Anchor Public House where the proposed link road will start. This one-way gyratory would operate in a clock-wise direction with Chimney’s Link providing a new north-south connection between the existing Cooperative Store access junction and the West Street Priority junction with Ropewalk and Pensilade.

The proposed scheme would significantly reduce existing levels of conflict between vehicular traffic and cyclists / pedestrians; providing a safer environment that should encourage sustainable transport choices for local trips. The scheme would also enable a new bus focal point and interchange to be provided.

The proposal to develop a new link road within the site aims to address long-term concerns by both the Welsh Government and SWTRA in regards to the A487 High Street and West Street: the pavements are not to standard, there are safety concerns regarding non-motorised users, and the roads are narrow and difficult to negotiate under the current system. Should permission for this scheme be granted, there would be an opportunity to redesign the current A487 High Street and West Street to improve safety, streetscape and meet highways standards.

### 3.3. Non- Motorised Users

There are no public rights of way (PRoW) across the site, but several intersect with the adjoining roads. The scheme is not expected to directly impact any adjoining PRoWs.
The proposal would create additional footpaths along the new road as well as in between the new retail units in the site, therefore enhancing the pedestrian environment. This network will be designed to be legible, direct, convenient and safe for all types of user.

Footpaths will have smooth surfaces and will be provided with appropriate lighting. Adjoining properties will help provide natural surveillance and increase security.

Cycling access will be provided and cycling parking will be accommodated on the site.

3.4. **Access for All**
The following principles will be adopted to ensure ease of access for all user types, in particular catering to the needs of those with disabilities:

- Ramped access to buildings will be provided in accordance with the building regulations.
- The design of streets and footpaths will take account of the needs of the disabled in terms of design speed, crossing points and placement of street furniture.
- The site will be levelled adequately to ensure no steep slopes or ramps are provided.
- Tactile paving will be provided at defined pedestrian crossing points to guide the visually impaired.

3.5. **Parking**
Pembrokeshire County Council’s Parking Standards Supplementary Planning Guidance (SPG), adopted with effect from 28th June 2013, aims to ensure future developments provide sufficient parking that will not result in on-street parking congestion. By implementing this approach it is also important that there is not over provision of parking that would result in the inefficient use of land.

The site is categorised as lying within Parking Zone 2 as per the Parking Standards SPG, this reflects the nature of this mixed-use development and the Town Centre location within acceptable walking distance and a choice of facilities and services.

The proposal includes provision of 142 car parking spaces, including 10 disable spaces, and 16 bicycle parking spaces meeting the objectives of the Parking Standards SPG.
Appendices
Appendix A. Masterplan
# Appendix B. Detailed Masterplan Options Assessment

<table>
<thead>
<tr>
<th>Option</th>
<th>Impacts to the Conservation Area</th>
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<td>1</td>
<td>- Impacts to the Conservation Area to the east are minimized by landscaping and setback of the proposed retail building. Further mitigation may be required depending on the height of the proposed retail units to the east and the south, as these overlook the Conservation Area and may cause a detrimental impact on the setting of heritage assets.</td>
<td>- The retail unit to the east of the site would have two active fronts: one towards the public space to the north and another facing parking area. A frontage towards the parking area can heighten the sense of safety, as the parking area would be overlooked by the retail unit. - The smaller retail unit to the south of the development site would provide an active frontage onto the existing (High Street) and proposed highways. - The distribution, design and scale of the proposed retail units complement the existing Co-Op store. - The existing uses of the land outside the Co-op loading/delivery area is relocated to the rear of the store, where site levels allow.</td>
<td>- The boundary of the retail allocation (Policy GN13) varies in relation to the boundary of the development. - The Retail allocation (Policy GN13) highlights the need for an additional convenience/food-store on-site. This option does not meet this requirement. - The retail unit to the south, which is outside the allocation boundary, complies with the Development Plan, meeting the guidelines in policy GN12. This unit would also create an active frontage on the highway and therefore adhere to Paragraph 6.59 of the Local Plan (A1 uses are necessary to Provision for a separate loading bay to the easterly retail unit would have a limited noise impact on the proposed residential development, but may need screening to avoid impacts to the Conservation Area.</td>
<td>- This option provides a pedestrian route through the central point of the site, in a north-south direction. - This pedestrian route provides a safer alternative for pedestrians walking around Fishguard Town Centre. - Access to Lota Park is encouraged through implementation of a diagonal footpath behind the proposed residential buildings. - Absence of a pedestrian crossing over Chimneys Link between the new residential and retail areas is detrimental to the development.</td>
<td>- The Co-op is concerned that retention of the Ship &amp; Anchor Pub along High Street would block views to the new development; Glazing along the western elevation, facing the new road, would significantly compromise the internal layout of the Co-op store and would inevitably reduce the retail offering; - Store entrance facing the new road will not integrate the store with the rest of the retail zone and will be highly inconvenient to customers; - Financial viability concerns related to the high-proportion of retail uses.</td>
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|        | masterplan area are mostly residential and commercial, therefore the proposal would be in-keeping with surrounding uses.  
   - The entrance of the existing Co-op building would be relocated to face the internal parking area. As such, the Co-Op would not have an active frontage onto Chimneys Link.  
   - The rear loading/delivery area of the Co-Op faces the new highway and the proposed residential building. Mitigation measures may be needed to minimize any effects associated with this. | conserve vitality of town centres). | The retail unit to the south would potentially require a loading bay which may be visible from High Street and the adjacent Conservation Area. | | |
| 2      | Impacts to the Conservation Area to the east are minimized by landscaping and setback (greater than Option 1) of the proposed retail building.  
   - The retail unit to the east of the site provides an active frontage onto the public space adjacent to the new link road.  
   - The distribution, design and scale of the proposed retail | The Retail (GN13) allocation highlights the need for an additional convenience/food-store on-site. This option does not meet this requirement. | Relocation of the entrance and loading bay to the Co-Op remains the same as Option 1.  
   - Provision for a separate loading bay to the easterly retail unit would be similar to Option 1.  
   - The location of the pedestrian routes would be similar to Option 1.  
   - Absence of a pedestrian crossing over Chimneys Link between the new residential and retail | | Glazing along the western elevation, facing the new road, would significantly compromise the internal layout of the Co-Op store and would inevitably reduce the retail offering; |
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|        | • The replacement of an existing building with a proposed southerly parking area would require landscaping to minimize visual impacts to the Conservation Area with loss of building having historical and/or architectural interest, affecting the special character of the High Street.  
• A large gap would exist along High Street, not in-keeping with the character of the Conservation Area. | units complement the existing Co-op store.  
• The entrance of the existing Co-op building would be relocated to face the internal parking area. As such, the Co-op would not have an active frontage onto Chimneys Link.  
• The location of the residential units are the same as Option 1 and so are the potential noise and visual effects from the Co-Op loading area. | | | areas is detrimental to the development. | • Store entrance facing the new road will not integrate the store with the rest of the retail zone and will be highly inconvenient to customers;  
• Financial viability concerns related to the high-proportion of retail uses. |
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| 3      | • Extension of the existing Co-Op building towards High Street and the Conservation Area creates an integrated retail development and logical evolution of the site. This may lead to potential negative visual impact on the nearby Conservation Area and the setting of the heritage assets.  
• The mixed-use unit to the east is located closer to the Conservation Area when compared to Options 1, 2 and 4.  
• A loading bay for the southerly unit may be needed, in proximity to the Conservation Area, similar to Option 1. This would  
• The retail allocation (Policy GN13) highlights the need for an additional convenience/food-store on-site. This option does not meet this requirement.  
• The extended retail unit to the south, which is outside the allocation boundary, complies with the Development Plan similarly to Option 1.  
• The combination of retail uses and mixed-uses within the allocated portion of the development site may not meet the Local Plan policy to provide no more than 1/3 non-retail uses within the allocation area.  
• Relocation of the entrance and loading bay to the Co-Op remains the same as Options 1 and 2.  
• Provision for a separate loading bay to the easterly retail unit may need screening to avoid impacts to the Conservation Area, same as Option 1.  
• The southerly retail extension would potentially require a loading bay, which may be visible from High Street and the Conservation Area.  
• The location of the pedestrian routes would be similar to Options 1 and 2.  
• Absence of a pedestrian crossing over Chimneys Link between the new residential and retail areas is detrimental to the development.  
• The retention of the Ship & Anchor Pub, along with an overpass to connect the Pub to the Co-Op store, would block views to the Co-Op, being detrimental to their business;  
• Glazing along the western elevation, facing the new road, would significantly compromise the internal layout of the Co-Op store and would inevitably reduce the retail offering;  
• Store entrance facing the new road will not integrate the store with the rest of the retail zone and will be highly inconvenient to customers. |
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<td>4 ‘Preferred’</td>
<td>• Impacts to the Conservation Area to the east are minimized by landscaping and setback (same as Options 1 and 2). • Retention of the original portion of the Ship &amp; Anchor pub, and western extension along High Street, will minimize impacts to the Conservation Area while addressing the High Street frontage; • Provision of landscaping and public realm improvements to the east of the Ship &amp; Anchor pub will help minimize impacts to the Conservation Area.</td>
<td>• This option provides an additional small area of landscaping and public realm to the east of the Ship &amp; Anchor Pub, when compared to Options 1, 2 and 3. Additional landscaping has been applied to the eastern and southern boundaries of the site. • The two eastern retail units front onto the new road as well as the new pedestrian route through the site, providing increased vibrancy. • The proposal for a mixed-use building with hotel and retail uses at ground level, and residential uses on the remaining floors, will contribute</td>
<td>• Same considerations as Option 2.</td>
<td>• Same considerations as Option 2. • This Option also allows for the Co-op and the attached new retail unit to share one loading bay, potentially reducing the traffic within the site.</td>
<td>• The location of the pedestrian routes would be similar to Options 1, 2 and 3. • Absence of a pedestrian crossing over Chimneys Link between the new mixed-use and retail areas is detrimental to the overall development.</td>
<td>• The Co-op is concerned that retention of the Ship &amp; Anchor Pub may block views to the new development; • Entrance to the Co-Op on the south-east corner façade, facing the relocated car park, is more convenient for customers, especially disabled customers; • Provision of a mixed-use building (including hotel, residential and retail uses) addresses the concern about financial viability of sole retail provision.</td>
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<td>to the creation of active frontages onto the road. This provides more vibrancy when compared to Options 1 and 2.</td>
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<td>• The entrance of the existing Co-op building would be relocated to face the internal parking area. As such, the Co-Op will not have an active frontage onto Chimneys Link.</td>
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<td>• The rear loading/delivery area of the Co-Op and adjacent middle retail building faces the new highway and the proposed mixed-use building. Mitigation measures may be needed to minimize any effects associated with this.</td>
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