

Pembrokeshire County Council Cyngor Sir Penfro



Pembroke Dock Conservation Area Character Appraisal and Management Plan

**Adopted
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Abbreviations

CA	Conservation Area
HLF	Heritage Lottery Fund
LB	Listed Building
LDP	Local Development Plan
PCC	Pembrokeshire County Council
SPAB	Society for the Protection of Ancient Buildings
TAN	Technical Advice Note – Welsh Government Planning Policy
THI	Townscape Heritage Initiative
TPO	Tree Preservation Order
T&CP Act	Town and County Planning Act 1990

Contents

Executive Summary	5
Part 1: Conservation Area Character Appraisal.....	9
1. Pembroke Dock Conservation Area Character Appraisal	9
1.1 Introduction	9
1.2 Background	10
1.3 Pembroke Dock Conservation Area	11
1.4 Purpose and Scope of the Appraisal	12
1.5 Methodology	12
2. Planning Legislation and Policy Context	14
2.1 National Legislation, Policy and Guidance.....	14
2.2 Local Planning Policy and Guidance	15
2.3 Enforcement Strategy	16
3. Definition of Special Interest	17
4. Assessing Special Interest	17
4.1 Location and Setting	17
4.2 Historic Development and Archaeology: Origins and Historic Development	19
4.3 Spatial Analysis	23
4.4 Character Analysis	37
Character Area 1: The Royal Dockyard and Hobbs Point	37
Character Area 2: The Grid Pattern Planned Town	42
Character Area 3: Llanion Hill	50
Character Area 4: Expansion Areas	52
4.5 The Buildings of the Conservation Area	57
4.6 Summary of the Character of the Conservation Area	64
Identification of Conservation Issues	64
4.7 General conditions (SWOT Analysis)	64
4.8 Positive Issues and Assets	66
4.9 Negative issues and problems	67
5. Boundary Review and Recommendations	68
6. Summary of Issues	71
7. Monitoring.....	74

Part 2: Pembroke Dock Conservation Area Management Plan 75

1. Summary of special interest of the Conservation Area	76
2. Management Proposals	76
3. Policy guidance and design principles	80
3.1 Design Principles	80
3.2 Conservation Area development context	80
3.3 Conservation Area Development Policy and Design Principles	81
3.4 Design Guidance for the Enhancement of Existing Buildings	81
3.5 Policies for New Development within Heritage Areas	88
4. Specific guidance for buildings, key sites and public realm	89
4.1 Design of the public realm	89
4.2 Satellite Dishes and Antenna	90
5. Management Recommendations	92
<i>Decision making including listing/local listing, boundary changes and Article 4 Directions</i>	92
5.1 Local Listing in the Conservation Area	92
5.2 Reassessment of the Conservation Area boundary	92
5.3 Article 4 Directions and Permitted Development	93
5.4 Monitoring and Enforcement:	93
5.5 Conservation Understanding	94
5.6 Resource Needs	94
5.7 Equality impact assessments	95
5.8 Sustainability	95
6. Implementation Programme	97
6.1 Resources for implementation in the Conservation Area	97
6.2 Action Plan Summary	97
6.3 Monitoring	98
6.4 Formal Review	98

Appendix 1 Conservation Area Maps

Appendix 2: Useful Information

Executive Summary

- i This combined Conservation Area Character Appraisal and Management Plan has been prepared to define the special interest of the Pembroke Dock Conservation Area in order to help preserve and enhance its character, and to provide a basis for making sustainable decisions about its future.
- ii Part 1 sets out the Conservation Area Character Appraisal, and Part 2 sets out the Management Plan, proposals and implementation and arrangements for monitoring and review of both Conservation Area Character Appraisal and Management Plan.
- iii This document supports the Pembrokeshire Local Development Plan (LDP) 2013-2021, and will be a relevant consideration for any subsequently adopted development plan, in relation to the protection and enhancement of the historic environment within the Conservation Area. It is a material consideration for determination of planning and listed building applications along with relevant Supplementary Planning Guidance.

The policy context for the appraisal is provided by

- **Technical Advice Note 24** 'The Historic Environment' May 2017 which states that Conservation Area designation provides the basis for policies designed to preserve or enhance all the aspects of character or appearance that define an area's special interest; this might include the pattern of settlement and the organisation of space and routes as well as the style and type of building, and the use of materials and detail.
 - **Planning Policy Wales Edition 9, November 2016** (para 6.5.21) states 'There will be a strong presumption against the granting of planning permission for developments, including advertisements, which damage the character or appearance of a conservation area or its setting to an unacceptable level..... Preservation or enhancement of a conservation area can be achieved by a development which either makes a positive contribution to an area's character or appearance or leaves them unharmed'.
- vi Summarised below are the key elements that contribute to the special interest and character of the Pembroke Dock Conservation Area requiring preservation and enhancement.
 - Long maritime history with the establishment of a Royal Naval Dockyard and the subsequent Victorian development initiated by the Admiralty.
 - The only Royal Dockyard in Wales
 - Historic former admiralty buildings in the former dockyard.
 - Military base established at Llanion Hill from 1905-67.

- Strategic position in relation to links to Ireland.
- Architecturally distinctive landmark buildings.
- Significant views into, out of, and within the Conservation Area.
- Mix of building styles with the majority comprising 19th century buildings.
- Listed Buildings and many other buildings which add to the interest and character of the Conservation Area.
- Grid pattern street layout, which adds to the 'special interest' of the town.
- A number of well-preserved Victorian shops with living accommodation over.
- The presence of buildings relating to the three armed forces gives the town added significance in a regional and a national context.
- Military cemetery – unique to Wales.
- Mediaeval tower which is a vestige of the former Paterchurch Farm on which Pembroke Dockyard stands.
- Defensible Barracks structure of national architectural importance.

Key Issues

- v A number of key issues have been identified that have a negative impact on the character of the Conservation Area. These form the basis for the Management Proposals outlined in section 7 of this document and are summarised below.

i Negative/neutral sites and buildings

There are a number of 'negative' buildings and sites which detract from the special character and appearance of the Conservation Area. More modern development has often contributed little to the character of the area, neither preserving nor enhancing it.

ii Loss of architectural detail and minor alterations to historic buildings

Most of the unlisted – and many of the listed – buildings in the Conservation Area have been adversely affected by the loss of original architectural details and building materials.

iii Building maintenance and repair (Buildings at Risk)

Some of the buildings in the Conservation Area are showing signs of deterioration due to lack of maintenance and their state needs to be monitored and funding prioritised accordingly.

iv Control of new development

Many modern developments do not harmonise with the historic character and appearance of the Conservation Area.

v Public realm

There are many examples where the public realm has been poorly designed, constructed and maintained. Original historic details have been removed and replacement methods and materials are largely inappropriate or unsympathetic. The dominance of on street car parking within the Conservation Area adversely affects its character.

vi Open/ green spaces, landscaping and tree management

Many streets and spaces within the Conservation Area have little or no landscaping. Despite the Conservation Area being distinctly urban in character, appropriate landscaping offers opportunities to enhance many of the public spaces and streets by adding texture, colour and increasing biodiversity.

vii Shopfronts, signage and advertisements

Many traditional shopfronts have been spoiled by insensitive alterations or inappropriate signage.

viii Traffic impact

Much of the traffic in the vicinity of the Conservation Area is local in nature. Traffic attractors include retail developments and vehicles accessing the ferry services.

Part 2. The Management Plan identifies current Conservation Area issues and sets out Management Proposals and arrangements for implementation, with the following actions identified for early implementation:

Planning Policy & Strategy:

- PCC to adopt the Pembroke Dock Conservation Area Appraisal and Management Plan;

Community involvement:

- Training and Development of Conservation Staff;
- Briefing for Members and Officers;
- Increase conservation awareness;
- PCC Conservation website development;
- Publication of Pembroke Dock Conservation Bulletin(s); and
- Local availability of the Conservation Area Character Appraisal and Management Plan.

Planning Measures:

- Finalisation of draft Local List to inform the adopted Local Development Plan;
- Implementation of Buildings at Risk Strategy for those Listed Buildings at risk or vulnerable
- Identify Archaeologically Sensitive Areas as appropriate

Framework for Design Standards:

- Prepare programme for preparation of additional planning guidance notes on conservation issues;
- Ensure opportunities for, and importance of, enforcement measures are understood and implemented throughout PCC;
- Promotion of Planning Guidance Notes and Cadw's web based 'Maintenance Matters'
- Prepare site specific development briefs where appropriate

Part 1: Conservation Area Character Appraisal

1. Pembroke Dock Conservation Area Character Appraisal

1.1 Introduction

1.1.1 The original Conservation Area was designated in 1995 concentrating mainly upon the Royal Dockyard. The remainder of the Conservation Area was designated in 1999 and extends into the Victorian development which took place following the opening and expansion of the Royal Dockyard and recognises the architectural and historic interest of the Dockyard and town. Much of the building style of Pembroke Dock is Georgian in style and reflects the preference of the Admiralty despite being early Victorian.

1.1.2 Conservation Areas, designated under the provisions of Section 69 of the Planning (LB & CA) Act 1990, are defined as an area “...of special architectural or historic interest, the character of which it is desirable to preserve or enhance”¹.

1.1.3 The designation confers protection on the area as a whole, on buildings / groups of buildings, on spaces between and on trees.

1.1.4 The Pembroke Dock Conservation Area has the protection of an Article 4 Direction for its historic core. It has been in place since 30th October 2008.

1.1.5 This appraisal defines and records the special architectural and historic interest of the Pembroke Dock Conservation Area, considers current issues and the current statutory and policy context and identifies opportunities for enhancement to provide a framework for sustainable decisions on its future and local involvement in implementation. It meets the requirements of the legislation, ‘to formulate and publish proposals for the preservation and enhancement’² and, ‘in making a decision on an application for development special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area’³, provides a firm basis on which applications for development and proposals for enhancement within the Pembroke Dock

¹ The Planning (Listed Buildings and Conservation Areas) Act 1990

² Section 71 The Planning (Listed Buildings and Conservation Areas) Act 1990

³ Section 72 The Planning (Listed Buildings and Conservation Areas) Act 1990

Conservation Area will be assessed.

1.1.6 The statutory and policy context is provided by:

- Planning (Listed Buildings and Conservation Areas) Act 1990 ⁴
- Town and Country Planning (General Permitted Development) Order 1995
- Planning Policy Wales, Edition 9, 2016⁵
- Technical Advice Note 24 'The Historic Environment' May 2017. The Historic Environment (Wales) Act 2016⁶
- Pembrokeshire County Council Local Development Plan (LDP) 2013 – 2021.

1.2 Background

1.2.1 Conservation Areas were created by the Civic Amenities Act of 1967 when it was decided that listing historic buildings individually was not enough to protect groups of buildings, which although not individually listed contributed to the character of the place as a whole, and their setting. It was also realised that the spaces between buildings and trees were also important elements. These whole areas were to be protected and designated as Conservation Areas.

1.2.2 Conservation Area designation should be seen as the prime means of recognising, protecting and enhancing the identity of places with special character. Quality of place should be the prime consideration in identifying Conservation Areas although there can be no standard specification for Conservation Areas. Designating a Conservation Area does not prevent future changes to buildings and their surroundings. It does mean, however, that the local planning authority, when considering planning applications, including those which are outside a Conservation Area but would affect its setting, must pay special regard to whether the proposed changes “preserve or enhance the character or appearance of the Conservation Area”.

1.2.3 The Act has now been incorporated and expanded into the Planning (Listed Buildings and Conservation Areas) Act 1990 which provides the statutory

⁴ which replaced the former Civic Amenities Act of 1967

⁶ The Historic Environment (Wales) Act 2016 received Royal Assent on the 21 March 2016. Additional provisions came into force on the 31 May 2017. It was enacted to make important improvements to the existing systems for the protection and management of the Welsh historic environment and requires Welsh Ministers to maintain a historic environment record including details of every Conservation Area designated.

basis for planning control within Conservation Areas. This Act imposes a duty on local planning authorities to regularly review their designated areas, to designate new areas if appropriate and following designation draw up and publish preservation and enhancement proposals, and to exercise their planning powers for preservation and enhancement.

1.2.4 The designation of a Conservation Area is normally based on a detailed assessment of the special architectural and historic interest of the area. These assessments are known as Conservation Area Appraisals.

1.2.5 Conservation Area Appraisals are important for the local authority, for developers and for the public. They can be used in conjunction with existing planning policies and guidance; they can assist in the ongoing management of Conservation Areas; form the basis for enhancement programmes; and provide a sound basis, defensible on appeal, for local plan policies and development control decisions. Appraisals also have wider applications as educational and informative documents for the local community.

1.3 Pembroke Dock Conservation Area

1.3.1 The County of Pembrokeshire (excluding the Pembrokeshire Coast National Park) has 24 Conservation Areas, one of which lies within Pembroke Dock. Pembroke Dock Conservation Area was designated by the former South Pembrokeshire District Council in 1995 and extended in 1999.

1.3.2 Much of Pembroke Dock Conservation Area has the protection of an Article 4 Direction. This has removed specific existing permitted development rights, and brought in a requirement for planning permission to be obtained for all specified repairs and extensions, to ensure that traditional buildings methods and materials are used. This is intended to halt the erosion and loss of essential architectural detail which gives the Conservation Area its 'area of special interest' status.

1.3.3 A Townscape Heritage Initiative Scheme existed within Pembroke Dock between September 1999 and 31st March 2014. It aligned closely with the Conservation Area boundary at the time. The intent was to preserve and enhance heritage by addressing threats such as the deterioration of vacant buildings and loss of character due to inappropriate redevelopment and repair. The boundary of the THI Scheme is shown in Appendix 1.

Previous initiatives have aimed to improve the townscape quality in Pembroke Dock, specifically through House Renovation Grants and Townscape Improvement Scheme.

1.4 Purpose and Scope of the Appraisal

1.4.1 On designation in 1995 the Pembroke Dock Conservation Area was recognised as being of special architectural and historic character which warranted preservation and enhancement.

1.4.2 The purpose of this study is to undertake a character appraisal⁷ for the Conservation Area as part of the County Council's rolling programme of Conservation Area review. It describes the special architectural and historic interest of the Conservation Area and provides a detailed analysis of its character and appearance, concluding that designation as a Conservation Area is clearly justified.

1.4.3 This Character Appraisal supports the policies of the Local Development Plan for Pembrokeshire. It is to be used as a material consideration in the assessment and determination of applications for development within the Conservation Area and to help guide its future management.

**This document will be a material consideration in the determination of planning applications.
Unlawful developments may result in enforcement action being taken.**

1.5 Methodology

‘A conservation area appraisal is the foundation for positive management. It provides a detailed picture of what makes an area special and can be used to identify opportunities and priorities for action. The appraisal offers a shared understanding of character and importance, and highlights problems and potential, which can be used as the basis for a more detailed management plan supported by a robust local policy framework’

(Cadw 2017⁸)

1.5.1 The aim of this Character Appraisal is to reassess the designated area in terms of reviewing its boundary and to record its special architectural and historic interest in a concise manner, isolating the important elements of an area's character. This appraisal will consider the Conservation Area

⁷ follows the general guidance set out in the former English Heritage “Conservation Area Appraisals”

⁸ Managing Conservation Areas in Wales, Cadw, May 2017 Section 3.1

using 'Managing Conservation Areas in Wales, Cadw, May 2017 as a guide, and the following objectives:

- I. Outline and explain the historical development and evolution of the area;
- II. Define and analyse the special character and interest of the Conservation Area and its surroundings, in relation to its architecture, topography, open spaces and landscape and the relationship between them;
- III. On the basis of the assessment, review the existing Conservation Area boundary, and
- IV. Identify potential opportunities and management proposals for the preservation and enhancement of the area.

2. Planning Legislation and Policy Context

2.1 National Legislation, Policy and Guidance

2.1.1 The Town and Country Planning Act 1990 and the Planning (Listed Buildings and Conservation Areas) Act 1990 (England and Wales) have consolidated earlier conservation legislation.

2.1.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires local authorities to designate as Conservation Areas “any area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”.

2.1.3 Under section 69 of the Act there is a duty on local planning authorities to review Conservation Areas from time to time by preparing and publishing proposals for the preservation and enhancement of Conservation Areas and to consider whether further designation of Conservation Areas is called for. It is worth noting that the Historic Environment (Wales) Act 2016 received Royal Assent on 21 March 2016.

2.1.4 This Appraisal should be read in conjunction with national planning policy and guidance such as Planning Policy Wales, Edition 9 November 2016 amplified Technical Advice Note 24 ‘The Historic Environment, May 2017. These documents provide advice and guidance on the designation of Conservation Areas and in particular guidance for assessing their special interest.

2.1.5 Technical Advice Note 24 ‘The Historic Environment’ May 2017 which states that Conservation Area designation provides the basis for policies designed to preserve or enhance all the aspects of character or appearance that define an area’s special interest; this might include the pattern of settlement and the organisation of space and routes as well as the style and type of building, and the use of materials and detail.

2.1.6 The current context for land use planning policy in Wales is contained in Planning Policy Wales Edition 9 which provides guidance for locally specific policies for Conservation Areas within Local Development Plans. Planning Policy Wales explains the role of local planning authorities in formulating Conservation Area policies and exercising development control functions within Conservation Areas. Specific reference is given to the preparation of Conservation Area

character appraisals which can assist planning authorities in the exercise of their planning and development management functions.

2.1.7 Welsh Government has undertaken consultation on 'Managing Conservation Areas in Wales' as part of a wider consultation on secondary legislation to support the Historic Environment (Wales) Act 2016 and has issued best practice guidance documents. . Managing Conservation Areas in Wales includes guidance on designation, management and review of Conservation Areas.

2.1.8 Planning Policy Wales Edition 9 (para 6.5.21) states that there will be a strong presumption against the granting of planning permission for developments, including advertisements, which damage the character or appearance of a conservation area or its setting to an unacceptable level

2.1.9 Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs). 'TAN 12: Design' is relevant to Conservation Areas as it outlines a number of objectives of good design including the need for development to respond to character and context. TAN24 'The Historic Environment' was published in May 2017 and provides specific guidance in relation to Conservation Areas.

2.2 Local Planning Policy and Guidance

2.2.1 This Appraisal will strengthen policies by providing greater detail on the special elements that give the Conservation Area its character and therefore provide a firm basis on which applications for development within the Pembroke Dock Conservation Area can be assessed. It should be read in conjunction with the wider development plan policy framework produced by the County Council.

2.2.2 In terms of local planning policy relevant to this appraisal, the Local Development Plan for Pembrokeshire (LDP) was adopted in February 2013 and sets out the Council's policies for protecting and enhancing the historic environment. Of particular importance are the specific policies relating to the historic built environment, including:

- SP 1 Sustainable Development
- SP 14 Hub Towns
- SP 16 The Countryside

- GN.1 General Development Policy
- GN.2 Sustainable Design
- GN.3 Infrastructure and New Development
- GN.4 Resource Efficiency and Renewable and Low-carbon Energy Proposals
- GN.11 Conversion or Change of Use of Agricultural Buildings
- GN.37 Protection and Enhancement of Biodiversity
- GN.38 Protection and Enhancement of the Historic Environment

2.3 Enforcement Strategy

2.3.1 In terms of direct action within a Conservation Area, the powers available to Local Authorities include:

- Enforcement action against unauthorised development – planning contravention notices / breach of condition notices / enforcement notices / stop notices / and injunctions;
- Serving Repairs, Urgent Works and Section 215 notices⁹;
- Compulsory Acquisition orders;
- Building Preservation Notices which extend Listed Building control over unlisted buildings for an interim period; and
- Identification and designation of Archaeologically Sensitive Areas as part of the preparation of the Local Development Plan such designation should ensure consideration of potential archaeological issues at an early stage.

2.3.2 Buildings and sites, just outside the Conservation Area but adjacent to the boundary, must be considered as part of its setting and therefore similar planning considerations need to be applied.

⁹ Town and Country Planning Act 1990

3. Definition of Special Interest

3.1 Although not an exhaustive list, this character appraisal concludes that the special interest of the area derives from the following key characteristics:

- Long maritime history with the establishment of a Royal Naval Dockyard and the subsequent Victorian development initiated by the Admiralty.
- The only Royal Dockyard in Wales
- Historic former admiralty buildings in the former dockyard.
- Military base established at Llanion Hill from 1905-67.
- Strategic position in relation to links to Ireland.
- Architecturally distinctive landmark buildings.
- Significant views into, out of, and within the Conservation Area.
- Mix of building styles with the majority comprising 19th century buildings.
- Listed Buildings and many other buildings which add to the interest and character of the Conservation Area.
- Grid pattern street layout, which adds to the ‘special interest’ of the town.
- A number of well-preserved Victorian shops with living accommodation over.
- The presence of buildings relating to the three armed forces gives the town added significance in a regional and a national context.
- Military cemetery – unique to Wales.
- Mediaeval tower which is a vestige of the former Paterchurch Farm on which Pembroke Dockyard stands.
- Defensible Barracks structure of national architectural importance.

4. Assessing Special Interest

4.1 Location and Setting

4.1.1 Pembroke Dock lies at the southern side of the Milford Haven Waterway at West Llanion Pill some 10 miles south the County town of Haverfordwest and can be accessed via the Cleddau Bridge which spans the Haven Waterway. It sits approximately 2 miles northwest of the historic medieval walled town of Pembroke and six miles from the open sea thereby providing acceptable access to the Admiralty.

4.1.2 The Royal Dockyard was initially formed on the level ground adjacent to the Haven waterway, and following this the built form of the town has been dictated by the area’s natural landform and heavily influenced by the Admiralty. Domestic development took place in Commercial Row and Front Street, skirting the eastern boundary of the Dockyards walls and expanding the town eastwards into the broad,

low lying valley between the now Llanion Hill and Presely view. Subsequent development took place in a grid pattern for the remainder of the town in the valley and eventually to its present extent.

4.1.3 The Military influence is the key to the development of Pembroke Dock. The Defensible Barracks structure, built by the precursor to the M.O.D. between 1841- 46, (key stone over entrance reads 1844) is sited at the top of a steeply wooded hill overlooking the town from the south, and was constructed to overlook the Royal Dockyard in order to guard and defend it from land attack or sea bombardment.

4.1.4 There is a large area of land to the west of the Defensible Barracks which was part of the military land ownership, and was kept free of development for the purpose of mobilisation of troops, but is now utilised as a golf course with a series of public footpaths around the periphery.

4.1.5 The other elevated area is Llanion Hill where military buildings sit across the slopes and enjoy strategic views west along the Waterway and southwards across the rest of the town. The strategic advantage of good water access, level land for the Dockyard to develop as well as higher ground to position military defence barracks has significantly influenced both the initial and continuing development of the town.

4.1.6 Its location, at the natural deep waters of the Milford Haven waterway is the main reason for its development as a Royal Naval Dockyard and continuing success as ferry port.

General character and plan form

4.1.7 The character of the town is a reflection of its growth outward from the waterside location, the great variety of listed and non-listed buildings, and the formal grid street pattern laid out by the Admiralty. It is largely urban in form comprising the developed area of the Royal Dockyard and precisely arranged grid street pattern forming long terraces of largely residential premises with retail uses at the town centre and outside it, reflecting to some extent its former prosperity. The grid pattern is punctuated with key buildings, largely at street junctions including places of worship, former schools and many public houses reflecting both the religious fervour of the 19th Century and the bustling seafaring role of the Dockyard. Areas of more recent redevelopment exist, in part as reconstruction following bomb damage during World War II.

4.1.8 Within the Dockyard there is the former Garrison Chapel, Market building, and a number of grand former admiralty properties to include numbers 1-5 The Terrace, The former Commodore Hotel, the Guard House, The Captain Superintendents Offices and Sunderland House. Two mid 19th century Martello towers (Cambridge Gun Towers) were built as low tide access defensive structures following the Napoleonic wars. Waterside activity extends to the north as far as Hobbs Point with its slipway.

4.1.9 Two imposing World War II Sunderland flying boat Hangars provide a more

modern setting for the Ferry Port activity and buildings. Consistent with Victorian religious fervour and the rapid population influx, places of differing denominational worship were constructed at key locations within the town, standing proudly amongst rows of terraces or at street corners.

4.1.10 Within the 1999 boundary of the Conservation Area, there also lie areas of modern retail development, the former Llanion Barracks and Guardhouse building, a business estate, care home, library, healthcare centre, local hospital and modern bungalow development for example.

Landscape setting

4.1.11 Pembroke Dock sits on the southern side of the Milford Haven Waterway and is considered to be one of 58 'Landscapes of Outstanding Historic Interest in Wales'. Pembroke Dock forms an urban historic landscape character area which includes the 19th century naval dockyards and grid patterned planned town, many of the 19th century worker houses.¹⁰

4.1.12 The Royal Dockyard was constructed first and sits mainly along a flat valley adjacent to the water side. As the town developed it spread east and up slope to the south running up to the ridge running east to west along High Street.

4.1.13 The hill to the north east of the Conservation Area called Llanion Hill contains the former Llanion Barracks where army garrisons were based, and the buildings are orientated to have panoramic views across the town and the waterway. Near here access to Hobbs Point, a former ferry departure point for the 19th Century steam packet to Ireland, provides access to the water. Links to London were via Thomas Telford's turnpike road (now A477).

4.2 Historic Development and Archaeology: Origins and Historic Development

Viking – 11th Century

4.2.1 It is likely that the natural harbour at the Haven sheltered from the prevailing south westerly winds was used as shelter for sea farers for thousands of years, including Vikings, although Haverfordwest and Pembroke were the major towns within the medieval period. The land on which Pembroke Dock stands had been claimed by the Normans when the fourth son of the Earl of Shrewsbury, Arnulph de Montgomery arrived in 1093. In 1172 having readied his fleet and army in the mouth of the River

¹⁰ Dyfed Archaeological Trust <http://www.dyfedarchaeology.org.uk/HLC/milford/area/306.htm>

Pembroke, Henry II sailed to Ireland from the Haven.

4.2.2 During this time the area was mainly farmland with hamlets and forming part of larger estates. Llanion, Pennar and Paterchurch were the main hamlets with Paterchurch occupying what is now the western part of the town and the area called Paterchurch Point. The site was described as an area of '*broad fields and fertile meadows against which waters splash their ceaseless spray in undisturbed tranquillity*'.

12th – 18th Century

4.2.3 A tower 'Paterchurch Tower' which stands within the Dockyard walls is the sole remnant of the period and whilst the building may have given its name to the area, its original use remains unclear. By the 15th Century the tower was occupied by David de Patrickchurch, with a house of some size attached to it. The original use of the tower is uncertain but may well have been used by the Knights Hospitallers in the 12th century and used as a church or hospital, or alternatively as a watchtower over the haven later in the 13th century.

19th and 20th Century

4.2.4 In 1814 a small Dockyard operation moved from the north bank of the Haven to Pembroke Dock having been surveyed in 1810 and bought from local landowners. The Royal Dockyard launched its first ships The *Ariadne* and the *Valorous* in 1816. During the next twenty years the town of Pembroke Dock grew rapidly and was essentially a Victorian new town growing out of the sole purpose of building ships for the Royal Navy. The defensible Barracks were built to ensure the defence of the dockyard and housed soldiers and marines. Trades men from all over Britain came to work in the dockyard and by 1871, the town has a population of nearly 12,000¹¹ with the economy depending upon the dockyard and in turn the shops, schools, public houses and railway station that serviced the town.

4.2.5 When the dockyard was closed and reduced to Care and Maintenance in 1926, the economy of the town suffered and continues to struggle. In modern times, the ferry terminal provides passage to Rosslare and maintains a tenuous link to the sea.

4.2.6 The flying boat station at Pembroke Dock came into existence in the 1930s taking advantage of the shelter afforded by the Haven. It continued to expand in the 1930s and wooden structures were replaced and concrete slipway provided along with elegant Georgian style officers mess, brick quarters and new workshops. Two

¹¹ P Carradice and R MacCallum, Pembroke Dock Through Time

B type hangers were built to accommodate three Sunderland flying boards initially for No. 210 squadron. In the mid 1950's the flying boat was replaced by land based maritime patrol aircraft, and the station was returned to Admiralty control in 1959 and eventually sold for redevelopment.¹²

4.2.7 The present retail centre is sited along Dimond Street, Queen Street and Meyrick Street, and extended between 1960 and 2009 to include modern retail units off Gordon Street, Water Street, Pier Road and Western Way.

4.2.8 The old Railway Station built in Great Western Railway style in the late 19th century is considered to be an important part of the town's history. The first train to run out of Pembroke Dock in 1864 and later the line was extended into the Royal Dockyard, although it now terminates at the Station.

Archaeology

4.2.9 There are three Scheduled Ancient Monuments at Pembroke Dock, and all lie within the Conservation Area. In addition to Scheduled Monuments there are 345 historic environment assets recorded within the regional Historic Environment Record for Pembroke Dock Conservation Area. They include a diverse range of assets including listed buildings, buildings and structures and underline the rich historic record into modern times.¹³

4.2.10 A further monument is currently being considered for inclusion within the schedule of monuments of national importance¹⁴. The proposed scheduled monument enjoys interim protection as if it were a scheduled monument.

The Bomb stores at west end of Fort Road

4.2.11 The monument comprises a small complex of structures at the west end of Fort Road, Pembroke Dock. The remains of two bomb store buildings with earth embankments are set in scrubby woodland behind a blast wall which is sited just above the mean high water mark of Fort Road beach. The form of the buildings are brick-built, square and flat-roofed with three openings to the front. The cut-off remains of steel girders provide evidence for the former presence of bomb handling gantries, and the surviving metal doorframes confirm the original inclusion of steel doors. The arrangement of buildings, earth revetments and blast-wall is not typical of an aerodrome plan, most probably reflecting restricted space and the adaptation of a

¹² B.A. Phillips, 'Pembrokeshire's Forts and Military Airfields 1535 - 2010

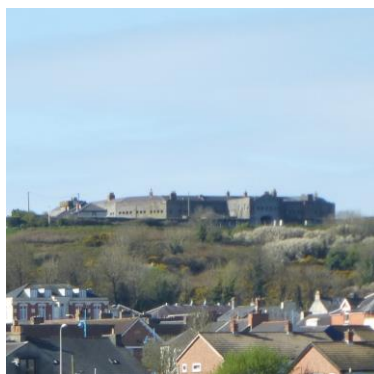
¹³ Dyfed Archaeological Trust Historic Environment Record provides information on individual sites and objects <https://www.cofiadurcahcymru.org.uk/her/chi1/arch.html?county=Pembrokeshire&lang=eng>

¹⁴ "the schedule" under section 1 of the Ancient Monuments and Archaeological Areas Act 1979.

standard aerodrome plan to accommodate the needs of the Pembroke Dock flying boat station.

- The Defensible Barracks
- Paterchurch Tower
- Southwest Dockyard Tower

Defensible Barracks (SM960030)



4.2.12 Modern (Victorian) fortification and defence structure. Built in the 1840s to house the Royal Marines based in the Pembroke Dockyard and to protect it. Built of dressed limestone with slate roofs, the fortress has an almost unique plan similar to fortifications on the south coast of Britain and has a dry moat, bastions, basement, and parade square, four storey barracks accommodation plus a range of ancillary buildings and a bridge link over the dry moat. It is believed to be the last remaining example of a renaissance style fortification in Europe with the form of the design dating back to the 17th century.

4.2.13 The building's structure is in reasonable condition but the roofs, windows, rainwater goods and internal layouts require restoration which will be a major undertaking financially, so it is hoped that as restoration continues a viable use can be found, although partial restoration to accommodation has taken place.

4.2.14 The Paterchurch Tower (SM957035) is mediaeval in origin, and the Cadw listing notes that it was originally part of a substantial farm settlement on which the later town development now sits. The tower has three rooms with fireplaces, and a connecting spiral staircase.



The medieval tower, like nearby eighteenth and nineteenth century fortifications, may have served as a lookout post. The 3 rooms have fireplaces, and a connecting spiral staircase.

By the seventeenth century, additional domestic and farm buildings stood close by.

It stood outside the Dockyard walls until they were re-aligned in 1844, and subsequently admiralty workshops were built around it. As work on these new buildings progressed, human bones were found around the tower.

4.2.15 South West Dockyard Tower (SM964038) Modern Maritime tower (19th



Century) Built between 1848- 51 by J & C Rigby and now a privately owned Grade II* Listed Building. Records show that when built It contained a basement powder magazine, water store, and accommodation for up to 24 people (in hammocks). Armaments were located on the roof.

The irregular octagonal fort has a limestone ashlar exterior with small windows doubling as gun loops with a small opening above for smoke ventilation. The purpose was to command the land rather than provide protection from the sea.

4.3 Spatial Analysis

Character and Interrelationship of Spaces within the Area

Routes

4.3.1 The former Dockyard now contains the Sealink Irish Ferries terminal connecting Pembroke Dock to Rosslare.

4.3.2 The main road into Pembroke Dock is via London Road which links to the end section of the A447 from Carmarthen and gives access to the wider road network and M4 and beyond. This route forms part of secondary Trans European Transport Network. There is a rail link to London and Ferry service to Ireland.

4.3.3 The Cleddau Bridge runs from Neyland on the north side of the Haven across the Haven to a mile east of the town. There is a link to Pembroke via the A478 which lead south towards Tenby.

4.3.4 The main channels of movement within the town reflect the street pattern and public rights of way criss-crossing open areas. The town's grid pattern and wide streets make the town easy to navigate by vehicle as well as by foot although traffic calming measures have introduced a one way system within the grid pattern streets and the openness of wide streets is impacted by considerable on-street parking.

4.3.5 Many of the terraces are linked by rear alley ways which contain a diverse range and style of boundary walls, sheds and garages. These would have been created to allow rear access to properties for fuel deliveries and storage for wood or coal etc., during the late 19th and early 20th Century many people kept animals, (ponies, pigs, goats, chickens) in their back yards. Before roads were made up, it is likely that mud and dirt were also a consideration in creating back access ways to garden plots.



Views of rear lanes (2017)



4.3.6 The railway station opened in 1864 and tracks originally served the Dockyard, carrying munitions trains across local streets along the short freight branch line. The tracks passed the present station on Appley Terrace (and part now converted to the 'Station Inn') continuing to the eastern entrance to the Royal Dockyard, bisecting Water Street, Gordon Street and running past the bottom of Meyrick Street and the north side of Dimond Street. The track was

lifted following the line closure in 1969.



4.3.7 The route remains as two neglected and underutilised lanes which are narrow, restricting servicing opportunities to the rear of commercial properties and leading to issues of littering, fly tipping and overgrowth.

4.3.8 The roundabout at Western Way contains a small well detailed brick building which was originally built as a pump house, and later used as a Quaker meeting house and as headquarters of the Pembroke Dock Angling Club. It is Grade II listed and was restored by the County Council in 2005 is now owned by the Town Council.



Former Pump House (2017)

Nodes

4.3.9 The principal spaces, meeting areas or nodes within the Conservation Area include:

- Recreational space at Criterion Way containing green space, play areas and walkways
- Seating areas and slipway access to the water at the Hobbs Point provides a meeting place
- Open areas at the Memorial Park, off Bush Street contain informal areas to meet and sit as well as skateboard, tennis, and play facilities.
- Informal areas to the south of Gwyther Street and Victoria Road and contain footpaths and open space
- Cumby Park provides an area of open space for game playing
- Barrack Hill containing public rights of way, trees and the south Pembrokeshire golf course.

Public spaces open areas

4.3.10 The focus of the Conservation Area is mainly the former Royal Dockyard and grid street pattern. Green areas for community use are limited within these areas, however there are informal open spaces largely at the periphery of the grid street pattern.

1. The play area and viewing point adjacent to the water side car park off Criterion Way.



Criterion Way amenity area

This area is re-claimed land, and in 1992 a sea defence wall was constructed as well as a car park, slipway, children's play park and amenity area.

The trees and shrubs have been maintained over the years and the grassed areas are cut, but the hard landscaping such as the play equipment and the bandstand the lighting columns, railings and brick setts are only intermittently maintained.

2. Cumby Park – a former cemetery on Park Street and now a park with the historic grave stones now arranged back to back along the path which runs around the periphery and at the centre of the park as a focal point.

(Cumby Park April 2017)



3. A playing field at Charlton Place and formerly the site of two reservoirs supplying water to the Dockyard and houses built on Government land which were filled in the 1970s.
4. Memorial Park in the far south east of the Conservation Area on Bush Street and Gwyther Street is a large community park built as a memorial to service men lost during World War One. There are concrete parking areas, two fenced tennis courts, skateboard area and a variety of trees along the boundary as well as along the paths to the central axial point. A formal entrance remains at Bush Street.



5. Royal Dockyard Avenue is lined with two stands of mature trees fronting numbers 1-3 Terrace and form a focal point from the old Dockyard entrance through to the Garrison Chapel.

Key Views

Panoramic and Long views

4.3.11 From the streets which traverse the higher ground to the south of the town and which run in an east to west direction, there are panoramic views north and west across the town and the waterway, particularly from Prospect Place, where there is a steep gradient from upper Meyrick Street zig zagged by footpaths.



Views from Prospect Place over the town and across the water to Neyland (2017)





*Meyrick
(2012) and
Church St
2017)*

4.3.12 The undeveloped nature of the northern side of Presely View affords panoramic views over the Haven Waterway, Cleddau Bridge and Pembroke Dock town.



View from Presely View (2017)

4.3.13 There are also a number of panoramic views across the Haven and views to the west from the elevated area of Llanion, located at the north east of the Conservation Area which sits on a steep south west facing slope, and also from Llanreath.



View from Llanion (2017)



View to Cleddau Bridge from Llanreath (2012)



Views across Royal Dockyard (2012)



View from Paterchurch Tower (2017)

4.3.14 West Llanion Business Park sits on the hill between Pier Road and the former Barracks, accommodating light-industry. It was developed in the 1960's on surplus land. Many of the former army buildings located near here are orientated so as to maximize the panoramic views to the west along the waterway.

Long views



4.3.15 There are long views through the grid pattern streets of the town. They are characteristically wide and straight and take the eye into the distance. Where they gently slope north to south, the staggered roofline provides visual interest and highlights the landform.

View south up Meyrick St to Prospect Place (2017)



View from top of Laws St with Llanion Hill in the distance (2017) and along Dimond Street (2017)

Landmark and Key Buildings

4.3.16 Many street corners have interesting statement buildings which add to interest and diversity the street scene and reflect the prosperity and rapid growth of the town. Most were built as schools, public houses and churches and many remain in their original use. In addition, landmark buildings sit within the Royal Dockyard and contribute to the character of the town which is unique in Wales. Residential properties within the Dockyard and town make a significant contribution to overall character. Grey limestone dominates the Dockyard whilst within the grid pattern planned town locally quarried limestone with lime based renders and decorative finishes dominate. Further detail on residential property can be found at Section 4.4 within the Character Analysis.

Churches and Chapels

Include –

- St John's, Bush Street
- St Mary and Patrick, Meyrick Street
- Bethany Baptist Chapel, High Street
- Bethel Baptist Chapel, Meyrick Street
- St Andrews Presbyterian Chapel, Bush Street
- Trinity United Reformed Church, Meyrick Street
- Zion Free Church, Meyrick Street
- Dockyard Chapel



4.3.17 The Dockyard Chapel was situated within the walls of the Dockyard and whilst now housing the Pembroke Dock Heritage Centre. It was constructed in the early 1830s for servicemen to attend Church of England Services and is the only surviving Georgian Military chapel in Wales. Initially, Pembroke Dock came under the parish of St Mary's in Pembroke and it was not until 1848 that St John's Church in Bush Street opened. It wasn't long however before chapels were appearing through the town and following Welsh non-conformist approach, and Wesley Chapel in Meyrick Street of 1848 and Bethel Baptist Church of 1874 provided additional opportunities for worship.

Garrison Chapel, Royal Dockyard (2012)



Bethany Baptist Chapel 2017, High Street (now Pennar Community church); St John's Church Bush Street, Trinity United Reformed Chapel Meyrick Street (recently painted from the original dull render and replacement windows losing the small pane detail), and Bethel Chapel Meyrick Street (2017) and Zion Free Church Meyrick Street (2012) and St Marys, Meyrick Street, St Andrews Presbyterian Chapel, Bush Street (2012).

Ecclesiastical Architecture¹⁵

4.3.18 Following the building of the Dockyard, Pembroke Dock saw rapid growth in population, and a number of chapels of different denominations were built to accommodate the diversity of religious worship. In the rapidly growing town, early meeting houses were replaced by large and prominently sited chapels later in the 19th Century and are largely still in use today. The Gothic Albion Square Congregational Chapel, with a seating capacity of 1600 was demolished in 1989. These chapels were largely built by the community and are an intrinsic part of the history and development of the town. They also form a prominent role in forming the character and special interest of the street scene. Consistent with Victorian development and the rapid population influx, places of differing denominational worship were constructed and hold important locations in the town.

4.3.19 By contrast the Garrison Chapel was built to cater for the religious needs of the workforce, located on the south eastern corner of the Dockyard, an elegant 'palladian' style building which sits at the end of a formal avenue of trees in front of a fine terrace of dressed limestone 3 storey buildings known as 'The Terrace'. During WW2 the building was used by the armed services as a cinema, later in the 60s it became a motor museum (*run by Chester Smith*), and was fully restored in 2009 under the Townscape Heritage Initiative.

St Johns Church Bush Street

4.3.20 Built in thirteenth-century of lancet style in 1845-8 to designs of architect J.P.Harrison, the first church in south-west Wales to be built on Ecclesiological principles and also looking to local sources in the design. It is constructed of grey, squared Pembrokeshire limestone with slate roofs. It consists of triple-gabled nave, aisles, chancel, south-east chapel and north-east vestry, gabled north porch, tower between north aisle and vestry, and coped gables and cross finials. The tower is sheer but low (apparently not completed as intended) with a north-west stair tower, corbelled flat parapets, lancet bell-openings, and 1865 iron clock faces.

Zion Free Church Meyrick Street

4.3.21 Built between 1846-48 as the Wesleyan Chapel and currently the Zion Free Church, probably by John Road. Large-scale classical chapel with painted stucco two-storey facade and slate roof, with five-window front, 1-3-1, the centre broken forward under raised pediment dated 1848, the wings with plain parapets. High ground floor with four plain piers, band over and four upper pilasters (formerly with Ionic capitals) carrying deep entablature with coved corned. Windows are arched, 30-pane with intersecting tracery heads, and ground-floor centre has three large arched doorways with triple folding panelled doors and iron radiating tracery to fanlights. 3-storey 5-window side elevation. Front iron railings on low coped stone wall with cast-iron piers were installed and forecourt in 1857. Five Grecian-style railings to areas flanking doorways. The pedimented stuccoed facade was altered in 1857 and has lost some detail since, the ground floor was originally rusticated, with Ionic pilasters above. The chapel was extended to the rear in 1865-67. In 1882-85 a new entrance lobby

¹⁵ Including source : http://www.capeli.org.uk/uploads/local_33_docpenfro.pdf

was created and new pews installed.

Bethel Chapel Meyrick Street / Bush Street

4.3.22 Bethel Baptist Chapel was built in 1845 and rebuilt in 1875. The later chapel was designed by architect Hans Price of Weston-Super-Mare and built by M.R. Jones. It is built in the Romanesque style with a gable-entry plan, two storeys, a huge round-headed doorway and an elaborate interior. Bethel is now Grade 2 Listed. The pedimented exterior is a bold mixture of neo-Grecian and Romanesque detail.

St Andrews Calvinistic Chapel Bush Street

4.3.23 The previous chapel was rebuilt in 1865 by K.W.Ladd, a prominent town architect. The style is Venetian Gothic with matching pyramid-roofed towers flanking a stepped triplet, with polychromic heads and pointed hoods. The fine stained glass window depicting the Prodigal Son was inserted in 1882, and donated by Captain J.P. Cox.

Trinity United Reformed Chapel, Meyrick Street

4.3.24 The foundation stone of Trinity was laid in 1851 and the chapel opened in December 1852. The designed was John Road, a Dockyard draftsman. The porch was added in 1889. The facade with pedimental gable is fairly plain, the glazing altered.

St Marys Church, Meyrick Street

4.3.25 Roman Catholic Church in 1847 and the first to be built in this part of Wales in the 19th century, essentially to accommodate workers in the town.

Pembroke Dock Market



The Market, Melville Street (2017)

4.3.26 Sited just outside the Dockyard with an imposing series of cast iron roof frames over a sloping floor, the Pembroke Dock Market sits at the corner of Commercial Road and Bush Street. Constructed of limestone and dated back to 1826 it became the commercial hub of the town, part of the building was once an abattoir (the sloping floor was for the blood to be channelled away), butchers, fishmongers, fruiterers and grocers from the local farming community, and probably with many other goods and services on offer to military personnel stationed in the town and residents during the late 1800's and early 1900's.

Drinking Establishments

4.3.27 At the height of the ship building period the town had many drinking

establishments to cater for the large work force employed in the ship building activities during the second half of the 19th Century, and later the service personnel of the forces that were stationed in the Dock. The first were established along King Street and Front Street. The first pub is estimated to have been built in 1814¹⁶ as the first terraces were being built and seven new licences were granted in 1848 alone. By the 1950s there were nearly 60 hosteleries. In many cases the pubs were built first at the corners of streets and served the builders whilst they constructed the rest of the street. Many were built with a doorway set to the corner of the building and long bar inside. As opportunity and demand peaked many small ale houses sprung up from the front rooms of dwellings.

4.3.28 The Wine and Beer House Act of 1869 imposed greater regulation and the number of public houses began to fall. In addition as the names Brewery Row and Brewery Street indicate that the town had its own brewhouse and malthouse and Richard Lilwall's Royal Pembroke Dock Brewery was up and running at Albion Square. When the dockyard closed in 1926 struggling pubs closed. Further, the air raids of WWII saw the loss of a further eight public houses although some were rebuilt.



*The
Shipwright
on Front St
(2017)
The
Charlton
on Bush St
(2017)*



*The
Prince of
Wales
(2017)
The
White
Hotel
(2017)*

¹⁶ The pubs of Pembroke Dock, Keith Johnston



The Bush Inn, Bush St(2017) and The launderette, Queen St was once the Milford Arms. The



In-between, the Three Crowns, Laws St (2012) and The Naval Club, Pembroke Street

Public Realm

4.3.29 Throughout the Conservation Area there are cases where the public realm has been poorly designed, constructed and badly maintained. Loss of historic detail in the public realm and replacement methods and materials can be either inappropriate or unsympathetic.



(areas of tarmac within the granite setts)



4.3.30 Small element granite setts form a large part of the surfacing along Dimond Street and Meyrick Street, and street works necessitating the upheaval of materials, has resulted in poor re- reinstatement work and inappropriate alternative materials have been used.

4.3.31 Within the Conservation Area public realm elements such as street furniture,

bollards and railings where a modern addition to the street scene have been colour co-ordinated and generally comprise metal goods. Large areas of public realm within and near the Conservation Area are devoted to car parking and hard landscaping, although parks and informal open space contribute soft landscaping.

Open/ Green Spaces, Trees and Landscaping



4.3.32 There are few street trees and they are largely confined to Fort Road and Meyrick Owen Way. Whilst the streets are wide within the grid pattern area, they are largely dedicated to roadway and unplanted paved areas. Elsewhere there are trees within open space, parks and rear gardens and on overgrown land and make a significant greening contribution.

4.3.33 There is a general absence of front gardens within the grid pattern area, although in some cases re-development following war damage has been set back allowing small courtyards but entirely out of character with the surrounding terraces. A few terraces benefit from basements and railings to the front adding a rich character to the street scene particularly where original detailing has been retained.



Open spaces (see also 4.3.10 Public Spaces Open Areas) largely at the periphery of the Conservation Area including land at Llanion Hill, South Pembrokeshire golf course, Military Road and incidental open space within the Royal Dockyard.

4.4 Character Analysis

4.4.1 The Pembroke Dock Conservation Area can be roughly divided into 4 separate character areas each with its own characteristics. Whilst the boundaries of each are neither fixed or precise there is a noticeable difference between each character area in terms of current and past land uses and activities, building form, layout and individual qualities and detailing.

There are four general character zones which merit more detailed consideration:

1. The Royal Dockyard and Hobbs Point
2. The Grid Pattern Planned Town
3. Llanion Hill
4. Expansion Areas

4.4.2 The full extent of each character area is shown on the Character Areas Map at Appendix 1. Each section below briefly considers their historic development and principal features.

Character Area 1: The Royal Dockyard and Hobbs Point



View onto the former Royal Dockyard (2017)

4.4.3 Pembroke Docks greatest asset and the focus of her prosperity was her thirteen ship building slips, many more than in any other yard, and these made Pembroke Dockyard the nation's principal building yard for over a century. Nearly 250 warships and other vessels were launched from the Dockyard in the 106 years and separated the launching of the little sister frigates HMS Ariadne and Valorous in 1816 and that of the fleet oiler Oleander in 1922.

4.4.4 The buildings within the Dockyard walls have largely been retained, although tangible evidence of the ship building activity has been much reduced as the slips, graving docks and quays were gradually dismantled from the 1950's onwards. The buildings served a range of functions and included store house, machine shop, test-house and boiler house built between 1880s- 1908 and reflect the activity of the

shipbuilding dockyard.

4.4.5 The limestone buildings within the Dockyard walls were once in a derelict state but have now all been fully restored since 2005 under the Townscape Heritage Initiative operated by the County Council and are occupied by small business enterprises and residents.



Former Commodore Hotel (2017)

4.4.6 The former Commodore Hotel and originally the Captain Superintendent's House it is currently vacant and suffering from fire damage.



Captain Superintendent's office.

4.4.7 The building has a severe grey stone front with cornice and parapet. Military-looking iron railings guard the basement areas. Restoration in 2000 revealed very fine iron roof, a composite with wrought and cast iron, the compression struts in the shape of a tree.



The Guard House, Sunderland House and the Old Store (in distance) 2017.



4.4.8 The former Guardhouse of 1850, has a cast iron veranda (now derelict). The Sunderland House was the first office building of 1822 by E Holl, with additional bays added in 1880s to match the existing. The exterior is of limestone and granite dressings with plain cornice and parapet and restored iron roof structure. The old

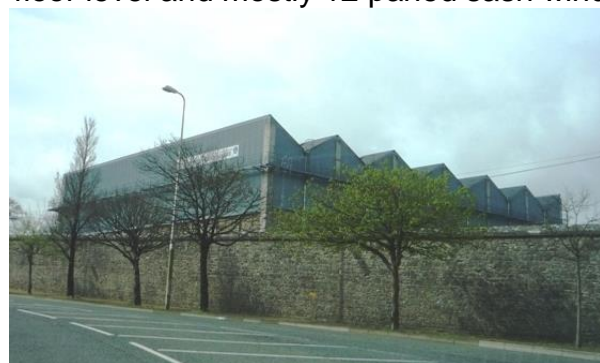
Storehouse, also by Holl matches the detail although it was formally enlivened by a tall domed clock tower. The exterior of rubble with granite dressings suggests that the building was stuccoed.



Nos 1, 2-3 and 4-5 (in distance), The Terrace)



4.4.9 The Terrace 'lodges' constructed in 1817 and designed by Edward Holl, were later added to (No 4-5) in 1877 for the Constructor and Chief Engineer in a Victorian version of the original. Each is a four bay, three storey, grey limestone house with arcaded ground floor, cornices and parapets. The interest in Nos. 1-3 is the use of structural cast iron. Nos 2-3 have iron floor beams and trimmers with sand infill and four small hipped roofs. Nos 4-5 is a heavy Victorian version of the Holl original, tooled stone, the upper floor taller and with cambered-headed windows and slate roof coverings and round topped window openings at ground floor level and mostly 12 paned sash windows.



4.4.10 The two Sunderland Flying boat hangars have been fully restored and are now used as port related storage facilities. The 'Irish Ferries' ferry terminal operates two sailings daily to Rosslare. The greater part of the far western side of the Dockyard is now owned by Milford Haven Port

Authority and operates a number of marine related berthing and repair facilities.

4.4.11 The Dockyard is also the focus of future investment plans to establish a marine energy centre around the Haven waterway. In partnership with other bodies, the Milford haven Port Authority is seeking funding from the EU and Heritage Initiative to secure the project, part of the focus of which will be to secure the re-use and sympathetic restoration of heritage buildings within the Dockyard.



The Front Street Gun Tower and South West Dockyard Tower (2017)

4.4.12 Two Martello towers (also known as Cambridge Gun Towers) were built in the mid 1800's when the then Prime Minister, Lord Palmerston ordered a building programme to strengthen Britain's coastal defences, because of the continued perceived threat of invasion by the French after the Napoleonic Wars. The Front Street Gun Tower was never used during the 1800's but became an operations base for the RAF and their activities on the Haven with Sunderland and Southampton 2 Flying Boats during WW2. It was fully restored in 1995 by the former South Pembrokeshire District Council and was latterly used as a museum, but is now closed due to structural issues. Pembroke Dock was home to the largest flying boat station in the world during WWII and played a vital role in the battle of the Atlantic. There are a number of structures which survive relating to this period of use, including Hangers, a T2 hanger, a jetty and breakwater to shelter the launches used to ferry aircrew to and from the flying boats moored in the Haven.

4.4.13 The Martello Tower (Cambridge Gun Tower) at the end of Fort Road to the far west of the Conservation Area was built between 1845-8, its purpose was to guard the western approach to the Dockyard, but was never brought to bear and was later used by the navy during WW2. It is now privately owned and converted into a home.

Hobbs Point

4.4.14 Hobbs point to the west of Llanion Hill was, between 1832 and 1848, the terminus of the Irish mail coaches from London. The Pier and slipway are 1830-4 and by Captain Fanshawe. Passengers sailed to Waterford from here and London Road and Pier Road were laid out to facilitate access to the sailing point. Pier House was the Royal Mail Hotel (pre-1830s).



Pier Road workshop units (former gunsheds) and Pier House, the slipway, street furniture and seating areas at Hobbs Point (2017)



Summary and Recommendations

The THI has been highly successful in restoring many of the important buildings of the town and within the Dockyard, ensuring that the future of these buildings is assured, although regular maintenance and suitable conservation repairs will be crucial to ensuring their longevity.

The Council recognises that property owners within Conservation Areas need to be encouraged to carry out suitable repairs, and supplementary design guidance and advice on Conservation repairs would be helpful.

The former Royal Dockyard and Hobbs Point are historically significant in terms of the military and maritime history of the town. Developed in the 19th Century to build ships, rapid expansion and prosperity followed. Public access to the Dockyard remains for much of the area and in relation to the Ferry terminal whilst Hobbs Point provides an open area with clear views of the water and slipway access.

Public access to Hobbs point and its quality of character should be retained and maintained. There is potential for improved maintenance of buildings, street furniture and information points. Hobbs Point is a well-used area for boating access, shoreline fishing, access to the former Kelpie boat services and small car park but it is a deteriorating state as a public space, and would benefit from upgrading.

The Royal Dockyard retains both a character and activity of significant historic value. The Pembroke Dock Heritage Centre and Pembroke Dock Sunderland Trust at the Royal Dockyard Chapel provide the potential for increased visitor numbers to the Dockyard, and expansion of its tourism potential, and linked trips to Pembroke Dock centre. The modernisation of activities at the Dockyard is inevitable to ensure continued prosperity. There is a need however to ensure that maintenance of historic buildings and other structures and their active and sympathetic use to support a vibrant and attractive Dockyard.

All public realm space should be maintained to reflect the historic character of the area and buildings to retain the historic detail. Refurbishment of the former Commodore Hotel is required.

Character Area 2: The Grid Pattern Planned Town

4.4.15 The grid pattern of Pembroke Dock town is a key component of its overall character. Long terraces bisected at right angles with the same and interspersed with statement buildings which pepper the frontages of the historic core and add character and remind of its religious and public house hey-days.

4.4.16 The terraces of dwellings are mostly Victorian/ Edwardian, and generally constructed of locally quarried limestone, with cementitious lime based renders and differing decorative plaster features, some having ashlar ruled facades, some a smooth limestone finish, and some with a rough cast or spar dash finish.

4.4.17 Roofs are generally natural dark blue grey slate. There is a variety of roof dormers, some gable dormers form an extension of vertical bays, and form part of the frontage of the building, some are smaller with separate pitched roofs over, and some are set back from the eaves. Original windows are generally traditional painted soft wood with a vertical emphasis, and are set in from the facades usually up to 75mm,

some with surrounds picked out in brickwork or raised plaster bands, and many smooth rendered buildings are painted in a variety of soft pastel shades. There are a few houses with basement access surrounded by iron railings and gates, or a fold up hinged grid.

4.4.18 The street pattern is formed as a grid and some streets are wider than others, particularly Laws Street and Meyrick Street which would have been constructed to accommodate army battalions marching between Llanion and the Defensible Barracks.

4.4.19 Front Street, the first street to be developed within the new town in 1814, and looks out to the Martello Tower and retains the last of the private shipyards, with mid-19th century dry dock. The properties generally have altered windows and other details.



4.4.20 At Meyrick Street the roof lines are generally stepped as the terraces run along gradual slopes and some broad chimneys stacks remain, but many have been lost, or poorly refurbished with a loss of original material and proportion.

4.4.21 There are a number of roofs facing the street with ornate carved barge boards, finials, mouldings and eaves dentil decoration - a reminder that the town's building stock was partly created by artisan carpenters and joiners involved in the construction of Royal ships. All original windows were painted timber sliding sash and originally 12 pane, although now either two or four panes are common, with a strong vertical emphasis, and set back at least 100mm from the façade, and set onto sloping topped slate or stone cills.

4.4.22 There are a number of fine first floor oriel windows, some with curved Gothic or panelled bases, slate roofs with lead rolled wood core detailing along ridges and dentil eaves details. Renders would originally have been lime based smooth painted render finishes, some stuccoed, and some with ashlar ruled facades. Once again many facade renders have been replaced with cement based renders and quite often finished with a spar dash coating.



A variety of first floor oriel windows at Bush Street (2017)

4.4.23 This gradual loss of detail has served to weaken the strength of character of the street scene, there remain however, fine examples of late Georgian

and

detailing, as well as a few statement to lift the overall 'special interest' value.



early Victorian buildings



No 10 Meyrick Street, the former Nat West bank (2014) and 16 Meyrick Street

4.4.24 10 Meyrick Street was purpose built as a bank in the late 19th century. It retains heavy scrolled brackets on panelled pilasters at ground floor and stucco end stacks at roof level. Adjacent to the Zion Free Church, No.16 Meyrick Street has access through a gate to the right of the property. Built in the late 1840s as part of a set piece design with the Zion Free Church, it retains late Georgian style and 12 pane sash windows in plain reveals with projecting sills. Both buildings are Grade II Listed.

4.4.25 During the height of the ship building trade many of the houses benefitted from timber 'acquired' from H M Dockyard, and even some of the more modest housing contains some beautifully crafted built -in furniture, stair cases and balustrades made from teak and oak.

4.4.26 There are a number of grade 2 listed houses on Church Street as much of the external detail remains, but on the whole many of the terraces have houses that have been refurbished using cementitious renders with spa dash finishes, traditional timber windows and doors have been replaced with plastic or aluminium, and there has been a loss of detail to many chimneys, all of which has all served to weaken the 'group

value' of the terraces.



Finely detailed house with Edwardian windows and ornate carved portico at the top of Church St (2017) and detailing to Cambria House Bush / Church Street. Built around 1850 and largely unaltered with 3 windows wide to Church Street, margin glazed windows survive to upper floor.



4.4.27 There are a number properties with original detail in need of repair and restoration within this character area and properties which continue to lose detail.



This Park Street property requires significant restoration and renovation and is at risk of inappropriate changes (2017)

4.4.28 Almost all the residential streets have terraces of housing which open directly onto the street, and many have basement access from the street with access steps enclosed by flat grid covers or wrought iron railings.

4.4.29 The housing stock is generally two storey, and two bays wide, (in some cases three bays wide), constructed of locally quarried limestone, with a smooth render finish. Windows are generally two paned box frame sash with a vertical emphasis and set in 100mm from the façade.

4.4.30 Some properties are accessed via steps dependent upon the slope of the road, often of slate or limestone. Roofs were originally mostly of blue grey slate, with pitches between 35-42 degrees, and chimneys which vary from red brick construction to stone

or rendered blockwork. Some properties have finely decorated barge boards and there are a number of well detailed dormer windows. Where roofs have been replaced, they can comprise grant funded asbestos or cement tiles.

4.4.31 Most of the streets display a strong group identity, although there has been a consistent loss of detail since the 1950's in the form of plastic replacement windows, doors and rainwater goods, as well as cement and spar dash renders. There is an unlisted property at Argyle Street which retains its impressive original features



Properties at Church Street, Gwyther St, and Pembroke Street displaying varying degrees of unity but retain the original grid pattern (2017)



Argyle St - property with preserved Victorian detail.



4.4.32 Towards the western end of Bush Street at Albion Square is a Centenary memorial erected in 1914 and restored in 1985 which commemorates the centenary of the establishment of the Royal Dockyard in 1814.

Albion Square Memorial

4.4.33 Most of the streets are on a gradual slope running northwards downhill so that the roof line is stepped approximately

300 - 400mm. During the Second World War many properties were damaged and replacement property is generally constructed in red brick and then rendered to match in with older buildings.



4.4.34 The site of Meyrick hospital, situated in Park Street was closed in 1961 and was eventually sold and demolished and redeveloped as sheltered housing in the 1990s. In many cases the change in character in the frontage reflects the incremental development occurring at the time.

4.4.35 The repetition along the streets is notable, although there has been some loss of detail where traditional windows and doors have been replaced in plastic and spa dash render finishes have replaced original lime rich plaster details.

4.4.36 Church Street common details include locally quarried natural slate pitched roofs between 35 and 42 degrees, decorative corbelled brick or rendered stone chimneys, cast iron rainwater goods, painted render finishes to external walls, vertical emphasis timber sliding sash windows with a 4 to 12 paned configuration set back from the façade 100mm, round top entrance ways, many with half round glazed fanlights over, and heavy panelled painted or varnished timber doors, and deep slate calls and door steps.

4.4.37 The combination and variety of these features ensures a group of aesthetically pleasing, typically late Georgian or early Victorian buildings creating a group value.



(2017)

Some grade 2 listed properties along Church Street



4.4.38 The main retail centre of the town was originally along Commercial Row and there are some fine examples of Victorian Shop frontages still remaining, some converted to residential accommodation or modernised. In the post war period the retail focus moved from here and along Bush Street to Dimond Street and Meyrick St, and the building stock here has suffered greatly particularly during the 1960's when poorly detailed shop frontages were installed, and inappropriate building materials chosen as a cheaper alternative to traditional materials. Buildings along Dimond Street are a mixture of generally two and three storey buildings, some with first floor oriel windows and roof dormers.



Commercial Row properties remain in a variety of uses (2017)

(Below) Dimond Street commercial properties demonstrate both renovated traditional and inappropriate modern shopfronts (2017). St Govan's Centre built in the 1980's extends north toward Western Way and retains a utilitarian and unwelcoming appearance.



Summary and Recommendations

A large proportion of the Conservation Area which is made up of terraces of two storey double bay residential property, built in the late 1800's to accommodate the workforce required in the Royal Dockyard.

Terraces have been degraded by loss of traditional detailing and inappropriate use of modern materials such as non asbestos roof slates to replace original

natural slate, upvc windows and rainwater goods etc., and the rendering of buildings using spa dash cementitious renders.

Basement access points have been filled in, sometimes with inappropriate materials, and some entrance steps have unsuitable finishes.

Some streets seem to suffer from a lack of general care and maintenance by individual owners, which weakens the ‘special quality’ of the Conservation Area as a whole.

Re-instatement of traditional features using traditional local materials should be encouraged if the Conservation Area is to retain its ‘area of special interest’ status. The Article 4(2) Direction is a key component in retaining and enforcement against loss of detailing.

The retail centre of the town has struggled to survive particularly since the 1990’s which reflects a wider choice of shopping locations and internet shopping.

There is a higher than national vacancy rate at Pembroke Dock town centre for retail premises. Some units have been inappropriately refurbished or repaired but on the whole the town’s retail area has a strong identity and variety of facades with authentic detail and character. The majority of shopfronts retains special interest and add character of the town. Redevelopment must be sympathetic and in-keeping with the Victorian heritage.

Supplementary Guidance produced by the Council is available to those wishing to carry out repairs, renew shop fronts or re-develop.

Article 4 provision has ensured that unsatisfactory development, however minor if falling within the Article 4 Direction can be challenged.

The THI has had a major impact upon the fabric of many town centre properties, with many buildings now restored. Key properties remain underused (St Govan’s Centre) or are currently vacant, including the former post office, former Barclays Bank Dimond Street.

There was also a Commercial Property Grant Scheme operating in Pembroke Dock which complimented the work already carried out by the THI, and the properties were benefitted from these grants would have helped to raise the quality of the built environment.

Character Area 3: Llanion Hill

4.4.39 By the 1850’s there was a significant military presence in the town. This was

largely based at Llanion Barracks (and Defensible Barracks). Llanion was the base for a great number of Army regiments between 1904 and 1967.

4.4.40 The Barracks were constructed from 1900 – 1904 to house up to 1000 infantry and the bunkroom accommodation had separate cooking and washing facilities which at the time was considered to be very modern.

4.4.41 Constructed of red brick and well detailed, the buildings have successfully been put to other uses including offices.

4.4.42 Surviving buildings include the two storey colonel's residence which is now vacant and formerly the area office of the Countryside Council for Wales, the officers' mess, and the two storey officers' quarters which are home to the Pembrokeshire Coast National Park Authority. The Guardroom barrack building (in use as a Public House during its history) retains its original veranda. Other surviving buildings include a single storey store, a motor transport shed and NCOs' quarters



Llanion barracks and the Guardroom (2017)

4.4.43 In nearby Devonshire Road can be found a small arms ammunition store, recreation rooms, the institute and a guardroom, while a former produce store survives in Glen View Avenue. The Kingdom Hall was the sergeants' mess. Devonshire Road also leads to the former parade ground. The old parade square was used as a car park for many years but has been given over to housing development.

4.4.44 As well as former Army buildings there are a number of modern houses built from the 1960's onwards, and West Llanion Park provides workshops for light industry at Llanion Hill.



4.4.45 Towards the town centre, modern large scale retail units, petrol filling station and hotel development provide convenient modern facilities. They do not however reflect the historic character of the town and were largely excluded from the Conservation Area boundary in 2017 following a review.

Summary and Recommendations.

It is apparent that the majority of historic buildings have been occupied and maintained and remain in good condition.

Llanion Hill has been developed over the last thirty years to accommodate modern housing as well as catering for small businesses and this mix of traditional and new has evolved over time as the needs of the town has changed and grown. The historic character of the area is significantly diluted by development within the 20th Century and which is largely not in-keeping with the existing building materials, form and structure and does not enhance the Conservation Area.

Suitable re-use of vacant buildings provides the best opportunity for maintenance and repair and should be encouraged.

Character Area 4: Expansion Areas

4.4.46 The Expansion Areas, whilst varying in terms of the dates when development took place, generally reflect development which has taken place following the initial development of the core of the town and do not follow the strict grid street pattern evident in earlier phases of the town.

4.4.47 A: Land north and south of London Road within the Conservation Area comprising the lane and Military Cemetery it leads to, Arthur Street, the eastern side of Tremeyrick Street and Tremeyrick Street Lane, King William Street and the eastern side of Water Street.

Properties at Tremeyrick Street (below) 2017



4.4.48 Arthur Street and Tremeyrick Street form three rows of terraced dwellings with Tremeyrick Street forming the earlier

and built in the 1840s. Properties form a stepped terrace rising up toward Llanion Hill, of two storeys with original window openings

retained in sash style however almost all replaced with upvc windows and doors, with plain surrounds. Some exhibit single upper and lower window openings, interspersed with more commonly found two upper windows, one to ground floor with left door opening. The majority have fanlights above, although most detailing lost. Several with rectangular opening above doors. Four properties retain stepped entry and handrails and six with basements below (14-20) protected from the pavement by railings. A variety of external finishes, mostly spa dash characterise this street, along with plastic rainwater goods. Green space at the southern end of Tremeyrick Street marks the site of the former Pier Hotel which was damaged during WWII. References record either No.10 or No. 14 as being formerly a public house 'The Setting Sun' during the 1850-60s.

4.4.49 Arthur Street, although more recent, is similar in character and has also lost significant amounts of original character. There is however greater variety in window style with first floor bay windows apparent, some retaining decorative barge boards, others altered and restyled.

Nos. 45 - 49 Arthur Street exhibiting altered window styles. (2017) and overhead lines and satellite dishes providing visual clutter.



4.4.50 Pembroke Dock is home to the only Military Cemetery in Wales. Situated in the Llanion area to the north east of the town, the cemetery opened in about 1860 for burials connected with The Royal Dockyard. It was handed over to the military authorities in 1865 for use by military personnel based in the garrison town. As well as graves from the Victorian and Edwardian periods, forty graves from the Great War are located in the cemetery, together with thirty-three burials from World War Two. The World War Two burials include nineteen servicemen killed on 28 April 1942, during an explosion at a mine disposal course at the Defensible Barracks



Military Cemetery (2012)



4.4.51 The area extends into London Road and King William Street and part of Water Street. See also section 4.3.8 for detail on the former pump house.

4.4.52 B: Milton Terrace west to Golf course. The area of Milton Terrace, High

Street and Picton Place sit to the south and rising away from Pembroke Dock town centre. Cottages at High Street were commenced in 1818. Many retain their low roof levels and plain façade with little detailing, however they are almost universally altered from the original. Variation includes chimney treatments, doors and windows, dormers, rainwater goods and roof coverings. External finishes include paint or render. Whilst many roof heights remain as original, there is a lack of unity within the frontages. Following an assessment of the Conservation Area boundary in 2017, an amendment was made to exclude land, including the southern side of Milton Terrace, High Street and Picton Place from the Conservation Area boundary. The 2017 boundary can be found at Appendix 1.



Variations to the exterior of cottages (2017)



4.4.53 Tregennes Hill (may also appear as Tregennas Hill) flats sit prominently facing towards Belle View. The property is currently in use as flats, but formerly in use by the military for Royal Artillery married quarters and constructed in 1893. Retaining its original window openings and sash windows with grey brick detailing at cills and dormer windows at the second floor.

Tregennes Hill Flats 2017

4.4.54 The Defensible Barracks retains its prominent position to the south of the Royal Dockyard at Barrack Hill. Built 1842-5 and by Captain Farris of the Royal Engineers, it originally served to house 16 officers and NCOs and 240 other ranks, and to protect the Royal Dockyard from naval bombardment and land attack. A listed building and Scheduled Ancient Monument, it is unique in Wales. The last defensible barracks built to the plan associated with 17th century Vauban, it was old fashioned when completed. The outer walls of the barrack square contain musket loops and contains the finest quality Georgian style square in Wales.

4.4.55 The barrack square is enclosed by four regular two storey terraces in grey limestone, linked by arches in the chamfered corners, the centres pedimented except

for the south and all with sash windows. The outside is lined with small square gun loops. The barracks has cornered pointed bastions, or ravelins, above a large ditch of ashlar faced banks and escarpments the gatehouse at the north side projects to the ditch with gun ports over the access drawbridge. Inside cast iron is used for massive floor joists and beams, but not within the roof. Open space to the west and now a golf course has been used for tented camps, including in the First World War.



Defensible barracks including views from water to the south 2017



the

4.4.56 The character area here also contains Sunderland Avenue, Spenser Row and South Pembroke hospital originally a fever hospital. Whilst later additions Sunderland Avenue retains some charm.

4.4.57 Area C Memorial Park, Health Centre and Council Offices together comprise the third area of later development within the Conservation Area. The Memorial Park was constructed as a Memorial to the service personnel lost in the First World War. (See open spaces section). The health centre and offices are modern developments and out of keeping with the street pattern adjacent.

4.5 The Buildings of the Conservation Area

Building Types

4.5.1 Scheduled Ancient Monuments in the Conservation Area are The Defensible Barracks, Paterchurch Tower and the Southwest Dockyard Tower. Scheduled Ancient Monuments are considered to be of national importance and cover a diverse range of archaeological sites. The aim of scheduling is to ensure the long-term preservation of a site. The town has a large number of Grade 2 Listed Buildings, as well as unlisted buildings which contribute to the street scene and add interest within the Conservation Area.

4.5.2 There are individual buildings and terraces worthy of mention because of the contribution they make to the overall character of the town.

- The Defensible Barracks
- Llanion Barracks
- Cambria House
- Ael-y-Bryn, Bellevue Terrace
- Church Street
- upper Prospect Place, including 42-44
- The former Royal Dockyard
- Unit 7-15 Haven Workshops, Pier road
- Pier Reach, Stockwell Road
- Former Llanion Barracks (PCNPA Offices)
- Chapel Stores, Essex Road
- The Guardroom, Essex Road
- Military Cemetery gates and railings
- 53 London Road
- 20 Water Street
- 5 – 9 , 20 Hawkstone Road
- 35 Gwyther Street
- 44 Argyle Street
- 22b, 24, 26, 30, 32 – 36 Bush Street

Listed Buildings

4.5.3 A listed building is one that is included on the government's Statutory List of Buildings of Special Architectural or Historic Interest. These buildings are protected by law and consent is required from Pembrokeshire County Council before any works of alteration, extension or demolition can be carried out. Pembroke Dock Conservation Area contains 105 listed buildings, with one Grade I, sixteen Grade II* and eighty-eight Grade II. The majority of listed buildings within the Conservation Area are from the 19th century period. The Council maintains a publically available Listed Buildings database.¹⁷

4.5.4 Outside the Royal Dockyard the residential and retail areas of the town contain

¹⁷ <https://www.pembrokeshire.gov.uk/listed-buildings-and-conservation-area/listed-buildings>

a great many interesting buildings, all of which relate to the development of the town during the 1800's. A number of residential houses have been listed as they have retained original fabric and detail, particularly along Church Street to the south west where numbers 20 - 33, 20,22,42,44 & 43 and are grade 2 listed.

4.5.5 Key listed buildings around the town include various denominational churches and chapels, and a number of former school buildings, which will be identified in the character analysis.

Buildings at risk

4.5.6 There are a number of historic buildings in need of routine maintenance and repair, including vacant commercial property within the town centre. In addition, several of the listed buildings in the Conservation Area are also showing signs of neglect, decay or deterioration due to a lack of maintenance and as such they have the potential to devalue the character of the Conservation Area. Funding opportunities for Historic Buildings may be available from Cadw or other sources, although qualifying criteria can be stringent.¹⁸

4.5.7 The latest available buildings at risk survey (September 2014) identifies 6 listed buildings considered to be at risk and 21 as vulnerable within the Conservation Area.

The buildings at risk (at 2014) are as follows.

1. Former Main Magazine, Llanion Hill
2. Commercial Telephone Box at Hobbs Point
3. Former Foremen's Office, The Dockyard
4. The Port Hotel, formerly listed as the Commodore Club the Dockyard
5. Long Stable Range to S of Dockyard
6. Coach house building to rear of Nos. 1 and 2 The Terrace the Dockyard

Vulnerable Buildings are -

1. Nos 64 and 64a, Bush Street (s side)
2. Zion Free Church (formerly listed as Wesleyan Methodist Chapel)
Meyrick Street
3. The Defensible barracks Presely View
4. Section 1 of Churchyard Railings at Church of St John, Bush Street
(s side)
5. Section 2 of churchyard railings at Church of St John, Bush Street
6. The War Memorial, Bush Street

¹⁸ Cadw website <http://cadw.gov.wales/historicenvironment/help-advice-and-grants/grants/historicbuildings/?lang=en> as at Sept 16

7. The South West Martello Tower, Fort Road¹⁹
8. Former Cartridge magazine and Surrounding Wall, Llanion Hill
9. Dry-Moat Walls, Presely View
10. Barracks Platform, Presely View
11. Dockyard Gates, The Dockyard
12. Piers and Lodges (formerly Listed with Dockyard Wall) the Dockyard
13. No 3, The Terrace, The Dockyard
14. Garden Walls to rear of No.1, the Terrace the Dockyard
15. Garden Walls to rear of No 2, The Terrace, The Dockyard
16. Garden Walls to rear of No.3, The Terrace, The Dockyard
17. Pater Fort SW and W Walls, The Dockyard
18. The Graving Dock including Bollards and Capstons (formerly listed with 13 building slips and Carr Jetty
19. Building Slip No4 (formerly listed with building slips No.s 113 Graving Dock and Carr Jetty, The Dockyard
20. Premises attached to south Pier Road
21. No17-21 Meyrick Street

4.5.8 Whilst the condition of some buildings may have changed since the survey was undertaken, there are several other unlisted properties which require attention.

Key Unlisted/ Positive Buildings

4.5.9 The overall impression is one of uniformity of building line, with rows of terraces throughout the historic core of the town. The former Royal Dockyard sits apart and generally enclosed by defining stone walls, retains a separate identity and lacks a strong visual interrelationship with the town. Within the historic core of the town there is a variety in building width, roof heights, and façade colour. Properties are generally well cared for and in good condition onto the street frontage. There are considerable concentrations of listed buildings at Hobbs Point, Church Street, parts of Laws and Bush Streets and Meyrick Street and the Terrace within the Dockyard, most are Grade 2 listed.

4.5.10 In addition to many of the listed buildings, the Conservation Area contains various unlisted buildings that make a positive contribution to the area. Generally, these 'positive' buildings are individual or groups of buildings that retain all, or a high proportion, of their original architectural detailing and that add interest and vitality to the appearance of the Conservation Area. These include buildings of a religious origin, military buildings and residential buildings.

¹⁹ As stated within the record, however also known as a Cambridge Gun Tower

Building Materials and Local Details

4.5.11 Within the Conservation Area, the traditional building materials are as follows:

- Walls: The terraces of dwellings are mostly Victorian/ Edwardian, and generally constructed of locally quarried limestone, with cementitious lime based renders and differing decorative plaster features, some having ashlar ruled facades, some a smooth limestone finish, and some with a rough cast or spar dash finish.
- Roofs: Generally natural dark blue grey slate, with a variety of roofs and dormers, some gable dormers form and extension of vertical bays and form part of the frontage of the building, some are smaller with separate pitched roofs over, and some are set back from the eaves. Brick and stone rendered chimneys with plain clay ridge tiles are prevalent in the Conservation Area. There are consistency in roof heights, with variety created by stepped terraces in particular and statement buildings at many street corners.
- Windows: Original windows are generally traditional painted soft wood with a vertical emphasis, and are set in from the facades usually up to 75mm, some with many surrounds picked out in brickwork or raised plaster bands, and many smooth rendered buildings are painted in a variety of soft pastel shades. A predominantly vertical emphasis of the sash casement windows with generous fenestration to ground floor commercial and former commercial property, and bay windows typically canted within several terrace rows.
- Doors: Ornate timber canopies across entrance ways or scalloped or radiating fanlights above three or four or six panelled doors.

Basements: There are a few houses with basement access surrounded by iron railings and gates, or a fold up hinged grid.

Shop fronts, advertisements and signs

4.5.12 Many Victorian shop fronts have been retained, but where the shops no longer operate as retail outlets most of the signage has been lost.

4.5.13 Many of the shops would have had hand painted lettering on the timber fascia's and probably had fold out awnings with advertising incorporated, but these details have been lost.

4.5.14 There are a number of wholly or partly altered shop fronts as well as a few

good examples of modern replicas, however there are a number of shop fronts which have been 'modernised' using inappropriate materials and styling, particularly along Dimond Street.

The most common problems are:

- Over deep fascias, hiding original features.
- Use of garish colours.
- Use of unsuitable plastic lettering.
- Inappropriate lighting.
- Use of inappropriate replacement windows and materials

4.5.15 Road signs and traffic lights though necessary to control traffic and pedestrian movement, are sometimes poorly sited in relation to listed buildings and can contribute to distracting visual clutter.

Negative Factors (extent of intrusion or damage)

4.5.16 There are a number of elements which detract from the special character of the Conservation Area, and which offer potential opportunities for enhancement. These include:

- The cumulative effect of alterations and extensions to historic buildings which has resulted in a significant loss of traditional features, eroding the special character and appearance of the area;
- Some poorly designed, constructed and maintained public realm including inappropriate repair to hard surfacing, litter bins and public realm details;
- Unsympathetic development and modernisation through renovation;
- Insensitive alterations to shop fronts to include inappropriate signage;
- Neglected parcels of land and poorly maintained property in private ownership;
- Empty retail premises and the deterioration in their appearance;
- Obtrusive telegraph poles and wires in select areas
- Predominance of television aerials and satellite dishes to front elevations in select areas

4.5.17 The extent of loss, intrusion and damage can be minimised if specific attention is given to sensitive design, choice of building materials and the scale of development.

4.5.18 There has been a gradual loss of architectural detailing to some of the terraces, with the restyling of some windows, loss of traditional shop fronts and traditional shop signage, and there is a proliferation of upvc windows which weakens the historic architectural impact within the Conservation Area.

4.5.19 More modern development within or close to the Conservation Area tends to have a largely negative effect. These include:

4.5.20 Large retail stores located near Western way and Pier Road, King William Street and London Road and detract from the historic appeal of the town as they largely use modern materials and in design and form to accommodate modern retailer requirements. There is mostly modern and inappropriate signage. Following an assessment of the Conservation Area boundary in 2017, an amendment was made to exclude land at Llanion Hill, Western Way and Water Street from the Conservation Area boundary. The 2017 boundary can be found at Appendix 1.

4.5.21 Stockwell and Richmond Road present business and industrial units within the Conservation Area the design of which is incongruous with many of the historic building materials of stone and red brick. In contrast, many of the business units at Pier Road retain their intrinsic character and attractiveness although not listed.

Negative / Neutral Areas

4.5.22 More modern development within the Conservation Area tends to have a largely neutral impact upon the Conservation Area, neither preserving nor enhancing its character. Some of these areas / buildings are identified below:

- Residential properties at Connacht Way
- There is a vacant site on King William Street bounded with modern security railings
- Developments at Argyle Street to accommodate the health centre and pharmacy are modern in appearance particularly evident through window treatment. The street presence is successfully softened by landscaping and railing treatment at the street frontage.
- Modern development at Western Way, including retail and light industry pays no attention to the Conservation Area

4.5.23 Negative sites and buildings can include Buildings at Risk (4.5.3) which have a poor condition and are likely to have a detrimental impact (at the time of survey). Further identified negative buildings include 49 Gwyther Street, St Govan's Centre, and 5-7 Dimond Street.

4.5.24 Together with the identified negative buildings and sites, neutral areas may also represent potential enhancement opportunities within the Conservation Area. There are also significant negative impacts from fly tipping and littering within the Conservation Area which whilst having an immediate visual impact have a detrimental

effect on attitudes and confidence in the Conservation Area and may reduce potential for investment and maintenance.



4.6 Summary of the Character of the Conservation Area

4.6.1 Pembroke Dock is a 'Garrison' town established in the early 1800's as a Royal Ship building location. It retains a unique Victorian Defensible Barracks, a former departure point for steam packets to Ireland, a garrison army base, and an RAF base for flying boat operations during the Second World War. It retains maritime links as a departure point for ferry services to Ireland.

4.6.2 The 19th and early 20th century saw dramatic growth in ship building activities and housebuilding producing a level prosperity and drawing workers from the UK to service the Dockyard. The closure of the Royal Dockyard for ship building and following the Second World War the removal of the Army, Navy and RAF significantly reduced the economic well-being of the town.

4.6.3 There are a great number of fine buildings around the town which are a tribute to this era, from small well preserved terraced housing on Church Street, the array of fine churches and chapels, shop fronts, public houses, Victorian school buildings and other civic or keystone buildings which give much character and form part of the special interest of the town.

4.6.4 The gradual deterioration of the fabric of the town has been arrested by the recent Townscape Heritage Initiative which has restored all the former military buildings in the old Dockyard to their former glory, as well as many fine buildings around the town such as The old Market Building, properties along Bush Street and Dimond Street and many Victorian shop premises along Commercial Row.

4.6.5 This has contribute to safeguarding the future of the town's more important building stock and, with the new uses found for these buildings, it is hoped that the town can take advantage of its unique history as a visitor destination and thriving Ferry Port.

Identification of Conservation Issues

4.7 General conditions (SWOT Analysis)

4.7.1 Although the majority of the historic buildings and important open spaces have been retained, there are a number of concerns for its future that need to be addressed. This Management Plan needs to build on the specific local strengths and inherent qualities of the Conservation Area, to make certain the opportunities for its future are appreciated. Current concerns and problems are set out in a 'SWOT' analysis (strengths, weaknesses, opportunities and threats) with further detailing below.

4.7.2 A summary of the key issues affecting the management of the Conservation Area are:

Strengths:

- The close connection with local historic Royal Dockyard, sea transport and modern ferry developments
- Unique history in Wales
- Historic buildings which largely retain their traditional character and create a strong sense of place as well as their high build quality
- Landmark buildings which provide clear focus within the Conservation Area
- Access to formal and informal recreation through public rights of way, including the National Trail, water front at Criterion Way and Hobbs Point open space, pitches and play areas at the memorial Park, Cumby Park and Charlton Place.
- Access to community facilities including Pater Hall, health centre, library and local hospital
- Good accessibility by road and train
- Strong community cohesion and identity
- Wide and open streets benefitting a lack of through traffic.

Weaknesses:

- The cumulative effect of poor quality alterations, extensions, replacement materials and detailing to many historic buildings which has resulted in a significant loss of original architectural features and fabric, eroding the special character and appearance of the area;
- Lack of appropriate maintenance and care for heritage details;
- The number of listed and unlisted buildings in a poor state of repair;
- Derelict and unused landmark buildings;
- Unsympathetic development and repair / renovation of buildings within the Conservation Area
- Lack of a broad range of retailers within the town centre and rising vacancy rates within commercial properties
- Unsympathetic commercial and business unit development within the Conservation Area

Opportunities:

- Improvement of heritage building maintenance and management
- Further sensitive regeneration of key sites and townscapes
- Continued public realm upgrade and maintenance applying an appropriate approach to the coordination and design of the public realm generally, to reinforce and enhance the heritage character of the Conservation Area
- Investment and visitors attracted by the historic interest of the Dockyard and

its former activities

- Improved management and water access at Hobbs Point and Front Street
- Consider traffic management measures which support visits to the town centre and tourist attractions at the Dockyard.

Threats:

- Resistance to appropriate controls on historic building maintenance and alterations and unauthorised works;
- Inappropriate designs of new infill buildings, extensions, shop fronts & alterations;
- Deterioration in the built fabric of the public realm or an erosion of local distinctiveness by poorly specified enhancements; and
- Continuing underuse of vacant land and buildings and unimplemented development proposals
- Increased traffic movement and its impact as a consequence of increased car ownership and on street parking
- Reduced retail opportunities, including loss of local independent stores within the town centre
- Closure of the Ferry terminal

4.8 Positive Issues and Assets

4.8.1 The positive heritage issues and assets that need to be protected and enhanced include:

- **The overall character of the Conservation Area** represented by its built environment which capture and represent the essence of its character, including the relationship between the grid pattern residential areas and Royal Dockyard, including its historic buildings both residential and commercial (public houses and former hotels) and intrinsic character from street layout and network of rear access lanes.
- **Individual buildings** of historic significance, which have the potential to enliven the streetscape, such as the historic public houses, shops, chapels and hotels And military buildings including the former Llanion Barracks, Defensible barracks, and buildings which supported and housed navy, army and air force personnel.
- **Significant groupings** of buildings form regular streetscapes and provide containment and definition to the distinctive urban places and spaces such as

Church Street and Prospect Place, and the wide straight terraces of Meyrick and Bush Street. Approximately 105 listed buildings make a significant contribution to character.

4.9 Negative issues and problems

4.9.1 The key negative issues and problems within the Conservation Area include:

- Unused and poor quality buildings that detract from the visual qualities of the historic environment and discourage new investment in neighbouring buildings and the area in general. Lack of maintenance of these buildings leads to accelerated deterioration of the fabric, which further discourages any regeneration initiative. Poorly maintained garages and sheds facing onto rear access lanes encourage fly tipping and present a diversity of style and materials at odds with the cohesive character of the street frontage.
- Some of the shops are vacant and others have vacant space on the upper floors. The lack of economic returns is resulting in poor maintenance and inappropriate repairs as well as a degraded visual and physical environment within the town.
- Poor building alterations and repairs lead to a loss of some of the traditional heritage qualities and character of buildings and historic townscapes. The cumulative impact of many small changes has a significant impact on individual buildings and overall streetscapes.

4.9.2 There is a continued need for statutory controls, particularly for:

- replacement of wooden sash windows with UPVC frames and different window designs;
- loss of heritage details and materials including low quality repairs;
- use of render and other non-heritage wall finishes;
- replacement of front doors with inappropriate designs and finishes;
- removal of heritage mouldings and other details;
- removal of chimney stacks and pots;
- inappropriate and poorly proportioned window openings and dormer windows;
- the addition of aerials and satellite dishes.
- Inappropriate siting and scale of renewable energy proposals

5 Boundary Review and Recommendations

5.1.1 There are several boundaries within the Conservation Area which serve to maintain the historic character of the area. These are the Conservation Area boundary as extended in 1999, the Article 4 Direction area which removes identified permitted development rights from residential properties, and the former THI boundary.

5.1.2 The Townscape Heritage Initiative focussed attention upon buildings within the Conservation Area, and the boundary line was drawn to ensure that all buildings and areas considered to be of historic significance were contained within the THI boundary line.

5.1.3 The Article 4 (2) Direction, in place since 30th October 2008 continues to appropriately restrict the permitted development rights of residential property within parts of the Conservation Area. It is not proposed to alter the boundary of the Article 4 Direction area. There is however scope to provide additional information and support to homeowners and residents and to pursue enforcement of the Article 4(2) Direction.

5.1.4 The character and quality of the townscape of the historic maritime activity of Pembroke Dock is formed by a combination of the former Royal Dockyard and 'new town' of Pembroke Dock which sprung up to support and accommodate the Dockyard workers and their families. The form of the town, extending initially into the broad valley eastwards and latterly extending to Llanion Hill and south to Prospect Place and beyond. The boundary is linked to built development rather than topographical features apart from the modern day golf course west of the Defensible barracks where the boundary encompasses part of the golf course used previously for the mobilisation of troops.

5.1.5 As part of the Character Appraisal process, a survey of the existing boundaries to the Conservation Area was undertaken. This included an assessment of

- The history of the area and its development
- The appearance and extent of the different character zones
- Analysis of spatial relationships
- The condition and fabric of buildings
- The successful / negative impact of controls exercised within the Conservation Area

5.1.6 The northern edge of the boundary encompasses a variety of historic and modern developments and contains buildings which are no longer integral to the quality and form of the setting of the Conservation Area itself. Modification is appropriate to exclude areas which do not form part of the historic character of the Conservation Area.

5.1.7 To the south, and within the Conservation Area including High Street, Milton Terrace and Picton Place, terraces of cottages whilst retaining for the large part their low level roof line, have almost universally been altered to remove all other intrinsic historic detail and it is proposed to amend the Conservation Area boundary to exclude these streets and others.

5.1.8 It is not proposed to extend the Conservation Area through this evaluation. The Conservation Area boundary Revisions Map at Appendix 1 illustrates the changes proposed to Pembroke Dock Conservation Area boundary recommended below. To conclude, whilst the majority of the Conservation Area boundary remains justified, there are a number of areas which no longer merit inclusion in the Conservation Area.

Recommendations to Amend the Boundary

5.1.9 The northern most part of the Conservation Area boundary includes part of Connacht Street, Essex Road and Devonshire Road and part of Western Way and Pier Road. At this northern edge modern residential development, largely using modern materials and lacking sympathy with the historic core of the Conservation Area. In addition modern retail development, currently occupied by national retailers do little to contribute to the street scene. In combination with the Healthcare centre and library at Water Street, these areas are proposed for exclusion as they do not contribute to the historic or architectural character of the Conservation Area.

Recommendation 1: that the Conservation Area boundary be amended to exclude land including at Llanion Hill, Western Way and Water Street as shown at Appendix 1

5.1.10 The southern edge of the Conservation Area boundary runs to the rear of High Street properties and includes part of Britannia Road, Pembroke Road, Picton Place, High Street Close, Bufferland Terrace, Bellevue Terrace and this boundary should generally be amended to exclude from the Conservation Area. The proposed revision to the boundary is shown at Appendix 1. In general properties here have been renovated and amended using modern materials and there is significant loss of original detail. The street layout is largely terraced but does not replicate the grid pattern of the town below. On balance, it does not now make a valid contribution to the character of the Conservation Area.

Recommendation 2: that the Conservation Area boundary be amended to

exclude land to the south including High Street and High Street Close and in part Britannia Road, Pembroke Road, Picton Place, Bufferland Terrace, Bellevue Terrace as shown at Appendix 1

5.1.11 The Conservation Area boundary at Fairways, to the east of the Defensible barracks, predates subsequent residential development. In particular numbers 17 and 18 Fairways and their curtilages are bisected by the Conservation Area boundary. They are entirely new in character and it is proposed to exclude these two properties from the Conservation Area boundary.

Recommendation 3: Exclude 17 and 18 Fairways and their curtilages from the Conservation Area boundary as shown at Appendix 1.

5.1.12 The proposed boundary revisions were adopted by the Council in September 2017 and result in an overall reduction in the size of the Conservation Area (from 166 Ha), drawing a tighter boundary around only those special areas that remain architecturally or historically interesting. The proposed changes to the boundary reduce the size of the Conservation Area to 144Ha

5.1.13 In order to preserve or enhance the special character of the Conservation Area every effort should be made to ensure that future developments should have regard to the existing materials, style, detailing, form, scale, and roof and building line so as to be sympathetic to their surroundings. Important views and open spaces that exist should be preserved.

6. Summary of Issues

6.1.1 A number of issues have been identified within the appraisal which have adverse impacts upon the character and appearance of the Conservation Area. These issues will form the basis of management proposals for the Conservation Area by identifying potential opportunities for the enhancement and preservation of the area.

Negative/neutral sites and buildings

6.1.2 The appraisal has identified specific 'negative' buildings and sites i.e. those buildings and sites which detract from the special character and appearance of the Conservation Area, and which therefore present an opportunity for improvement and enhancement. In addition, more modern development has often contributed little to the character of the area, neither preserving nor enhancing it. Subsequently many of the more modern buildings within the Conservation Area have been identified as either negative or neutral buildings or sites.

Loss of architectural detail and minor alterations to historic buildings

6.1.3 The Article 4(2) Direction is in place within parts of the Conservation Area. However since the Second World War, there has been a gradual loss of traditional detail. As a result a significant percentage of the unlisted buildings within the Conservation Area have lost traditional features, thus diluting the overall character and appearance of the area. The incremental loss of original building materials and detailing continues to erode the character and appearance of the area, despite the Article 4(2) Direction. There remains an issue regarding the introduction of modern features including satellite dishes which when placed on the front elevation of historic properties can have a cumulative and intrusive effect on character.

6.1.4 Many of the unlisted, and some of the listed buildings in the Conservation Area, have been adversely affected by the loss of original architectural details and building materials. Unlike listed buildings and commercial properties, alterations on unlisted residential buildings within the Conservation Area can normally be carried out under permitted development rights without the need to obtain planning permission, unless they are located within an Article 4 Direction. As a result the unlisted residential buildings within the Conservation Area and outside the Article 4(2) Direction area have lost or have the potential to lose at least some traditional features, diluting the overall character and appearance of the area. The incremental loss of original building materials and detailing continues to erode the character and appearance of the area.

Building maintenance and repair (Buildings at Risk)

6.1.5 There are a number of historic buildings in need of routine maintenance and repair, particularly in areas which are no longer commercially vibrant including properties at Commercial Row and Bush Street. Elsewhere properties in need of maintenance are at risk of loss of historic and architectural detail. Many of the privately owned listed buildings in the Conservation Area are well maintained, however there are signs of neglect, decay and deterioration due to a lack of funding or maintenance and as such isolated listed buildings are currently devaluing the character of the Conservation Area.

6.1.6 It is important that their condition be monitored and funding prioritised to those buildings identified within the County Council's Buildings At Risk Register as being at a high risk or vulnerable. There are 6 buildings at risk and 21 are considered vulnerable (2014) indicating the relatively good condition of the majority of the 105 Listed buildings.

Control of new development

6.1.7 Some modern developments do not harmonise with the historic character and appearance of the Conservation Area. This applies to garages as well as to larger development and infill schemes. The terraced character of much of the Conservation Area prevents the introductions of extensions which are visible from the street.

Public realm

6.1.8 The appraisal indicates that throughout the Conservation Area there are cases where the public realm has been poorly designed, constructed and badly maintained.

6.1.9 Loss of historic detail in the public realm and replacement methods and materials are either inappropriate or unsympathetic.

6.1.10 Small element granite setts form a large part of the surfacing along Dimond Street and Meyrick, and street works or wear and tear has resulted in their loss and poor re-instatement work. When repairs are carried out, there has been an introduction of inappropriate alternative materials showing a lack of care or finance.

Open spaces, landscaping and tree management

6.1.11 Whilst the appraisal has identified a number of important green spaces within the Conservation Area, there is generally a lack of landscaping. Despite the Conservation Area being mainly urban in character, appropriate landscaping offers opportunities to enhance many of the public spaces and streets by adding texture, colour and increasing biodiversity.

6.1.12 Whilst trees are not a particular characteristic of the grid pattern area, trees along The Avenue in the royal Dockyard, Barrack Hill, Llanion Cemetery, and Cumby Park make a positive contribution to the area's character and appearance.

6.1.13 Groups of trees within the grounds of the former hotel and terraced blocks of flats/ houses in the Dockyard make a positive contribution to the character and appearance of the Conservation Area.

6.1.14 Many of these trees are in private ownership and the County Council could help to ensure their long term survival by providing guidance to owners about their care.

6.1.15 The availability of funding within the present climate is severely limited and for both capital and revenue projects. Enhancement proposals require successful bids to external funding whilst an ongoing commitment is required from the Council regarding the annual revenue costs associated with maintaining improved or enhanced open space.

Shop fronts, signage and advertisements

6.1.16 There are a number of well-preserved historic shop fronts in the Conservation Area. Recent renovation and replacement shop fronts within the existing town centre are also appropriate in character design and enhance the Conservation Area. There continues to be a reduction in signwriting and replacement by introduced modern materials and scale.

6.1.17 The provision of shop front and signage guidance which could include detailed design guidance would help local business owners to achieve high standards of design.

7. Monitoring

7.1.1 Monitoring and regular review of the Conservation Area Character Appraisal and Management Plan will be required to encompass development changes and any new priorities and proposals. A key tool to monitor changes could include a new dated photographic survey of the Conservation Area – a complete photographic record has not been undertaken in recent years, particularly relating to areas outside of the Article 4 Direction.

7.1.2 Regular updates supported by Planning / Listed Building/ TPO information will identify most development changes, and further historic research of the Conservation Area may be beneficial. Historic maps, drawings, paintings or engravings and the impressive number of old photographs can be used to inform the accurate restoration of heritage properties and townscapes. Pembroke Dock has benefitted from the publication of numerous books on its origins, military history and development over time.

Formal Review

7.1.3 This document should be reviewed every five years from the date of its formal adoption. It will need to be assessed against legislation, national and local policy in place at the time of review. The review should encompass the following:

- A survey of the Conservation Area including a full photographic survey to aid possible enforcement action;
- An assessment of the extent to which recommendations have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- The production of a short report detailing the findings of the survey and any necessary action;
- Publicity and advertising.

Part 2:

Pembroke Dock Conservation Area Management Plan



1. Summary of special interest of the Conservation Area

1.1.1 Mostly urban in nature, much of Pembroke Dock's character comes from its maritime history and development as a Royal Dockyard and grid patterned town. The uniformity of the street pattern as well as the long terraces of largely uniform properties, interspersed with statement buildings punctuating its frontages and adding interest to street corners provide a defining contribution. The history and development of the former Royal Dockyard and its influence on the population and prosperity of the town, the schools, places of worship, military presence, public houses and introduction of the railway all make significant contributions to special interest.

1.1.4 These comprise a number of the key characteristics from which the special interest of the Conservation Area is derived.

2. Management Proposals

2.1.1 The character appraisal has identified the features which contribute to the Conservation Area's special character and distinctiveness, and that should be conserved and enhanced. The following management proposals build upon the negative features which have also been identified, to provide a series of issues and recommendations for improvement and change. It will be important for Pembrokeshire County Council to implement the following recommendations as part of their management strategy for the Pembroke Dock Conservation Area.

2.1.2 The following *Management Proposals* seek to achieve the preservation and enhancement of the Conservation Area's special character, by providing a series of recommendations for future action based on the issues raised in the *Conservation Area Appraisal*.

2.1.3 The proposals include recommendations for enhancement and policies for the avoidance of harmful change, many of which are the responsibility of the County Council. The proposals are written in the awareness that in managing Conservation Areas the Council's resources are limited and therefore need to be prioritised. Financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement.

2.1.4 Both the Conservation Area Character Appraisal and the Management Proposals should be subject to monitoring and reviews on a regular basis. The Character Appraisal and Management Proposals document will sit alongside the conservation policies contained within the LDP and be complementary to its aims of

Pembroke Dock Conservation Area Character Appraisal and Management Plan
preserving and enhancing the County's Conservation Areas.

Negative / neutral sites and buildings – opportunities for enhancement

2.1.5 Proposal:

- To ensure that negative / neutral buildings or sites are redeveloped with well-designed contemporary development that either preserves or enhances the individual character areas of the Pembroke Dock Conservation Area. Any new development must take into account the important features and character of the area as outlined in this document. Poor and inappropriate building design will therefore be resisted.
- Where a building or site has been identified as having a negative effect on the Conservation Area, the Council will seek to enhance that building or site.
- The Council will, after further research and analysis, seek to prepare design briefs for any major 'negative' sites.
- The Council will, after further research and analysis, seek to prepare a planning and design brief for any major 'negative' sites.
- Fly tipping, littering and dumping of rubbish are currently significant detractors within the Conservation Area. This is evident within the street scene, but is a considerable issue within rear lanes and at back yards.
- The Council will consider removal of existing fly tipping and litter and advertisement of its bulky goods waste collection service.

Loss of architectural detail and minor alterations to historic buildings

2.1.6 Proposal:

- To encourage property owners to reverse unsympathetic alterations and to put back architectural features such as windows, doors and boundary walls, chimney stacks and pots, traditional finishes etc. on historic properties in the style and materials of the original, especially timber windows, chimney stacks and original roof covering.
- The Council will consider preparing advisory guidance and best practice notes that would assist in retaining the area's prevalent historic character and appearance and promote an awareness of the value and importance of the Conservation Area.

Building maintenance and repair (Buildings at Risk)

2.1.7 Proposal:

- To continue to update the 2014 Buildings at Risk Register, a record of listed buildings within the Conservation Area at risk through neglect and decay. This currently stands at 6 'at risk' buildings and 21 'vulnerable' buildings.
- To monitor the condition of all historic buildings within the Conservation Area, report findings and advise action as necessary. Where the condition of a building gives cause for concern, appropriate steps will be taken to secure the future of the building, including the use of statutory powers. To continue to support Cadw funding to assist in the repair of historic buildings, in which funding is prioritised to historic buildings 'at risk' on the Buildings at Risk Register.

Control of new development

2.1.8 Some modern developments do not harmonise with the historic character and appearance of the Conservation Area. This applies to garages, infill development as well as to larger development schemes.

2.1.9 Proposal:

- Development proposals will be judged on their effect on the area's character and appearance as identified in the Pembroke Dock Conservation Area Appraisal, the Article 4 Direction together with relevant Development Plan policies and any other material considerations.
- The Council will continue to ensure that all new development accords with the policies in the Local Development Plan for Pembrokeshire (adopted 2013) and any subsequent development plans.
- The Council will enforce the provisions of the Article 4(2) Direction through discussion with land owners and residents and seek planning applications to ensure proper consideration of proposals requiring planning permission under the Article 4(2) Direction.
- The Council will prepare and publish guidance specifically relating to the introduction of unauthorised satellite dishes to visible elevations of residential properties within the Article 4(2) Direction area.

Public realm

2.1.10 The impact of the public realm on the experience of the Conservation Area and its character is paramount. Loss of historic features and inappropriate and unsympathetic use of materials and methods can be detrimental to character and appearance.

2.1.11 Proposal:

- To work with maintenance and highways departments and private developers to ensure high quality design, construction and maintenance of the public realm, using appropriate materials in keeping and sympathetic to the historic character and context of the Conservation Area. Maintenance of soft landscaping areas as appropriate is also required.
- The Council will consider carrying out an audit of all road signage and street furniture in the Conservation Area with a view to bringing about a simplified and more coordinated approach in line with principles set out in 'Streets for All', including the removal of items not absolutely required, and good quality, well sited and low maintenance street furniture.
- The Council will consider preparing guidance on the public realm.

Open spaces, landscaping and tree management

2.1.12 There is an absence of public open and green spaces within much of the grid patterned streets of the Conservation Area. The grid pattern is a defining characteristic and limits the opportunities for new open and green spaces within Character Area 2: The Grid Pattern Planned Town. There are however rear gardens which provide opportunities for tree planting and hedges. Outside of the grid pattern, soft and hard landscaping is located within formal open space, recreational and play areas and sloping banks where there are areas of scrub and mature trees.

Proposal:

- To ensure appropriate landscaping forms an integral part of the design of any new development including works to the public realm within the Conservation Area. Development proposals should only be permitted where their design enhances landscaping and biodiversity of the site where appropriate.
- The Council will consider preparing guidance about care and maintenance of trees in the Conservation Area.

Shopfronts, signs and advertisements

2.1.13 There are a number of well-preserved historic shop fronts in the Conservation Area, however there has been a loss of traditional signage and the introduction of modern shopfronts, signage and inappropriate colouring and materials.

2.1.14 Proposal:

- The Council will consider preparing Advertising/Signage and Shopfront Guides.

3. Policy guidance and design principles

3.1 Design Principles

3.1.1 *'Conservation Principles for the sustainable management of the historic environment in Wales'* CADW March 2011, identifies six key principles. These provide a basis for the policy and management recommendations identified in this document.

Principle 1 - Historic assets will be managed to sustain their values

The role of this document is to identify the key issues and opportunities for management of the area;

Principle 2 - Understanding the significance of historic assets is vital

The Pembroke Dock Conservation Area Appraisal identifies, describes and locates the character and appearance of different parts of the area;

Principle 3 - The historic environment is a shared resource

Section 2 of this document identifies policies and design guidance for the future of all buildings and places within the Conservation Area;

Principle 4 - Everyone will be able to participate in sustaining the historic environment

In addition to the guidance in section 2, see Section 5. Implementation Programme - Community Involvement for participation guidance;

Principle 5 - Decisions about change must be reasonable, transparent and consistent

Section 4 – Management Recommendations identifies the key actions to support the current Conservation Area planning procedures;

Principle 6 - Documenting and learning from decisions is essential

Section 4.5 – Monitoring Change lists methods to inform both the community and the authorities.

3.2 Conservation Area development context

The **Vision for Pembrokeshire to 2020** seeks to create a:

"..safe and attractive place to live, work and visit with a high quality marine and terrestrial environment. It will be based on an integrated network of sustainable communities with a long term future which maintains the diverse culture, language, heritage and traditions of Pembrokeshire."

3.2.1 Pembroke Dock has the potential to play its part in achieving this vision.

3.3 Conservation Area Development Policy and Design Principles

3.3.1 Conservation Area designation introduces control over demolition and gives strengthened controls over development with the aim of preserving and enhancing the special interest of the Conservation Area. Planning applications for development within a Conservation Area will require Conservation Area Consent. All applications should be supported by full detailed drawings, and where necessary detailed landscaping proposals. This enables a proper assessment of the proposal and its impact on the Conservation Area. These should be read in conjunction with the adopted Local Development Plan (LDP) and relevant supplementary planning guidance.

3.3.2 Policies relating to the conservation of the historic environment within Pembrokeshire County are available in the LDP which was adopted on the 28th February 2013. The LDP continues to emphasise and reinforce the importance of the county's Conservation Policies and set out clear guidance and priorities.

3.3.3 The application of policy and design guidance, both generic and local, with Conservation Area wide design advice and site specific recommendations, will need to be linked with the Development Plan as supplementary planning guidance. The positive assets described in section one need protection while the negative problems need to be resolved or limited.

3.4 Design Guidance for the Enhancement of Existing Buildings

3.4.1 Inappropriate modern alterations can adversely affect the subtlety, balance and proportions of building elevations and can also be physically damaging to the fabric of historic buildings. Important original features threatened by such alterations include shop fronts, timber sash windows, doors and door cases, cast iron handrails, railings, rainwater goods, and chimney pots and stacks. It is important, therefore, that property owners and occupiers adopt the right approach to repairs and the replacement of these features.

3.4.2 The following notes highlight the primary considerations for development control and the maintenance or replacement of heritage components within the Conservation Area. Additional advice on how repairs and alterations should be carried out is

available from the following websites provided by the Institute of Historic Building Conservation, Society for the Protection of Ancient Buildings (SPAB), Historic England and Cadw:²⁰

- www.ihbc.org.uk/page55/ihbc_publications/index.html
- <http://www.maintainyourbuilding.org.uk/main/>
- <https://historicengland.org.uk/advice/technical-advice/buildings/maintenance-and-repair-of-older-buildings/>
- <http://cadw.gov.wales/historicenvironment/help-advice-and-grants/?lang=en>

3.4.3 The key to the effective conservation of the built environment is in understanding it and the impact of any changes. Works should not be carried out without establishing:

- Why they are necessary;
- What they are trying to achieve; and
- Whether or not they might have any adverse consequences.

3.4.4 This involves assessing each site in terms of its contribution to the character and appearance of the Conservation Area, its historic value, form of construction and technical performance, including the presence of defects or any other threats to the survival of its fabric. Expert advice should be sought on all major projects, preferably from an architect, planner or conservation officer who is experienced in working with historic environments. Even the simplest of operations should be based on an understanding of how a particular building 'works', in itself and in relation to its setting. Any work to larger buildings and buildings of exceptional historic value should be based on a comprehensively researched conservation plan. Conservation Area designation does not prevent change but forms a framework in which the town can develop without losing any of the attributes which make it special.

Maintenance

3.4.5 Regular maintenance of a building is the best and most economical way of conserving its fabric. Looking after a building is the responsibility of owners and occupiers. A building that is looked after will retain its value and the need for extensive repairs will be avoided. Protection from water and damp penetration is the most important issue. Roofs, gutters and down pipes should be the first to be repaired. Owners of large buildings might consider creating a maintenance plan based on annual visual inspections and a detailed survey every five years.

²⁰ Web addresses correct at November 2015

Repair and Maintenance

234.6 Regular maintenance should minimise the need for major repairs to all buildings and repair of original features should always be the first option to be evaluated. However, some elements will eventually reach the end of their life, in which case consideration will have to be given to replacing using traditional materials and proven techniques of repair. The alternative is the loss of the historic value of individual buildings and the gradual erosion of the special interest of the Conservation Area. The purpose of the repair of any buildings within the Conservation Area is to prevent, or at least slow, the process of decay without damaging or altering features which contribute to its historic / architectural importance.

3.4.7 The following principles of repair provide a good starting point from which to understand the approach and philosophy to historic building repair.

- *Minimise Intervention:* Interventions must be kept to the minimum necessary to ensure long-term survival. *Avoid unnecessary damage:* The authenticity of an historic building depends on the integrity of its fabric. Replacement of historic fabric, no matter how carefully done, will adversely affect the appearance of a building, reduce its value as a source of historical information and erode local distinctiveness.
- *Analyse the cause of defects:* To repair or replace decayed fabric without having understood why it needs replacement is to invite further problems.
- *Let the building 'breathe':* Most modern buildings are made of hard, strong and impervious materials. They rely on physical barriers such as damp proof courses and membranes, cavity walls and cladding to exclude moisture. Historic and traditional buildings are quite different. Many have solid walls and most have a porous fabric that absorbs moisture which then needs to evaporate, i.e. to 'breathe'. To repair such buildings with hard, impervious materials will cause damage to fabric which may have survived for hundreds of years. It is particularly important that only high quality materials are used using proven techniques. Cheap, modern materials such as plastic might be perceived to offer advantages in the short term, but the long term future of the character and appearance of the area will be compromised. Traditional materials which will 'weather' into their setting are required. The extent of repair, reinstatement and improvement works required to a property should always be assessed within the context of the whole building and not on a vertical unit or shop front basis.

Roofscape

3.4.8 The roofscape of an urban area forms the skyline and visual profile of a streetscape and is a significant part of its identity. The combination of materials, details, form and massing creates the 'hat', which sits above the building and is critical to its character. Although much of the detail may not always be visible from street level, the topography of Pembroke Dock allows views across and over the roofscape from many different parts of the area. The consistency, uniformity and integrity of the original roofscape of the town, has been partly lost through the use of alternative materials and the loss of chimney stacks and pots, the impact and significance of which can be appreciated where original examples are retained. The roof is, by its very nature, a critical part of a buildings defence against the elements and, as such, is one of the most significant focal areas for regular maintenance and repair. This offers frequent opportunities for reinstatement and improvement as part of a buildings on-going care.

Roof Coverings

3.4.9 The predominant roof covering of traditional buildings within Pembroke Dock is blue grey slate, which should be used for any works of repair or replacement. Ridges, verges and other details should all be bedded in natural lime mortars. Plastic clips or other such trim should not be used. Concrete and clay tiles are not appropriate on heritage buildings. Apart from the detrimental visual impact of the much 'coarser' appearance, they can also weigh significantly more than the original slate materials with resultant problems in the timber supporting structure. Imported natural slates that match the grey or heather blue colour of the original Welsh slate are a more cost-effective solution but it is important to source the slates from a reputable quarry to avoid long term problems of the slates weathering. Artificial slate, although sometimes difficult to distinguish from natural material when new, weathers in a different way and will, over time, appear different from the genuine product. If insulation is introduced into the roof it should be placed at ceiling level, or between the rafters, subject to the provision of adequate ventilation (via eaves gaps, not proprietary vents fitted to the roof slope).

3.4.10 Insulation on top of the rafters will raise the profile of the roof causing potential problems of detailing at the eaves and where it abuts adjacent buildings. However, the introduction of high levels of insulation into older buildings can cause condensation and consequent decay.

Rooflights and dormers

3.4.11 Where loft spaces are converted and roof lights or dormers are a necessity, they should only be situated on rear elevations as they break up the plane of the continuous roof slope on the street side. New dormer windows should be avoided where possible, as they have a detrimental impact on the roof profile, scale and

balance of the building's form and massing. Where original dormers exist, any changes to the proportions and overall size should be avoided. Consideration should be given to using modern, double glazed versions of early cast-iron roof lights (to the correct proportion and size, complete with a vertical glazing bar) to retain the character of the roof as much as possible.

Chimneys and Chimneypots

3.4.12 Chimney stacks and pots add to the interest and variety of the skyline and streetscape. Chimneys should be retained and repaired with new clay pots provided as necessary. The stability of some tall chimney stacks might have to be investigated by a structural engineer. Where an original stack has been reduced in height (often capped with concrete slabs) then it should be rebuilt to its original height. Where no evidence of the pattern of the original stack exists, the style should be kept simple, but always with over-sailing corbelled courses at the head. If possible concrete bricks should be avoided and chimneystacks should not be rendered. Lead flashing (the joint between the vertical surface and the roof covering) at the junction between the chimney and the roof should be stepped in the traditional manner and to Lead Sheet Association details.

Guttering and downpipes

3.4.13 Consideration should be given to using traditional cast iron (or cast aluminium) gutters when restoring heritage buildings. Simple half-round gutters should always be used on earlier buildings. Half-round and ogee pattern gutters are suitable for later buildings. Very little original guttering and downpipes remain, with the majority replaced by uPVC or, in a small number of cases extruded aluminium. However, these materials are not as robust as cast-iron or cast aluminium and are more susceptible to impact and weather damage.

Windows and glazing

3.4.14 Windows are the 'eyes' of a building and are the central focus of house character. The double-hung sliding sash window is typical of the majority of buildings that were built before the early 20th century. In this area, side or top hung casements are only characteristic of buildings of more recent development. Changes to the proportions of window openings and / or windows themselves invariably have a detrimental impact on the building facade as a whole. The incorporation of trickle vents should be avoided, due to their detrimental impact on overall character.

3.4.15 Original sash windows should always be retained and repaired, unless

completely unfeasible. Replacement is very rarely necessary. Decay is usually focussed on the lower parts of the window where new timber can be spliced in. Original crown or cylinder glass is thinner and more uneven in surface than modern float glass giving more subtle reflections and where it has survived, should always be retained. Heavier modern glass is likely to require heavier sash weights to counter-balance the window. Where the window has to be replaced, rather than repaired, the new window should be in timber and an exact match of the original. Original stone cills should be retained wherever possible. If the stone cill is damaged beyond repair a reclaimed stone cill to match is the best alternative, or a concrete cill to the same proportions.

Entrances and doors

3.4.16 Many of the issues that are relevant to windows and glazing are also applicable to entrances and doors. Where possible, traditional timber doors should be retained and repaired. Replacements, where necessary, should reinstate the original door style if known, or be in keeping with the period of original construction. Whilst traditional door patterns are, on the whole, more varied than windows there are some general principles that apply. Front doors were not generally glazed, where they have fanlights above, although later Victorian and Edwardian properties often had upper panels replaced by frosted and / or decorated glass. Fanlights, door cases and other ancillary features must always be preserved, repaired and maintained. The design and style of the ironmongery is also important and should match the design and style of the original door. External lever handles should be avoided.

Access for the disabled

3.4.17 It is necessary to provide access for the disabled, to conform with accessibility legislation. It is always important to ensure that the regulations and supporting guidance in the Equalities Act and in Part M of the Building Regulations are correctly interpreted for listed buildings and Conservation Areas. The need to conserve the special characteristics of historic buildings must be recognised. Where works of this nature are applied they should be done sensitively and with regard to the overarching principles of proportions, design, materials and workmanship that apply for the building as a whole. Early consultation with the building control department of Pembrokeshire County Council is recommended in order to help arrive at an appropriate balance between historic building conservation and accessibility.²¹

²¹ The Building regulations 2010, 2014 edition. <http://gov.wales/docs/desh/publications/170403building-regs-approved-document-m-access-to-and-use-of-buildings-en.pdf>

Street Level

3.4.18 The quality of buildings at street level is particularly important in the commercial areas where buildings are frequently built tight to the back of the pavement and the combination of shop fronts, signage, canopies and fascias form the dominant visual impression of an area's character.

Repairing and reinstating traditional shop fronts

3.4.19 The traditional shop front forms a 'frame' for the window display, comprising the fascia above, stall riser below and pilasters to either side. The proportions of each component should form a balanced composition. Entrance to the building may be central or to one side depending on the width of the property. Decorated steps in recessed doorways should be retained and repaired. The fascia should be finished at the top with a cornice moulding and contained on each side by a console or corbel, which acts as the capital to the pilasters. The use of tiles on stall risers will help to repel water and provide for a traditional detail.

3.4.20 Existing traditional shop fronts, or surviving components, should be retained and repaired wherever possible. Original features may be concealed beneath later facings. Where shop fronts have been completely lost but photographic evidence of their original design exists, a detailed replica is most appropriate. Where no evidence of the original exists, a modern design that follows the principles of the original 'framing' could be used.

3.4.21 Where separate buildings have been combined to form a single unit, each building should have its own distinct frontage to maintain the rhythm and proportions of the streetscape. The same fascia should not be carried across both facades. The window should be sub-divided vertically to maintain proportions characteristic of the building and the context.

Fascias, signs, canopies and blinds

3.4.22 The dimensions and proportions of the fascia is a critical component of the overall character and appearance of the shop front. The fascia board should, generally, be no deeper than 400mm and should be kept well below the level of upper floor windows or projecting bays. Hand painted or individually fixed lettering in simple styles are preferable and should normally be no larger than 225mm in height. Perspex, plastic or box type signs should be avoided. Well designed and crafted projecting signs can enliven the street scene, although symbols are usually more effective than writing. Retractable blinds and canopies, without lettering, should be encouraged and should be a minimum of 2.1 metres above ground level.

Illumination

3.4.23 Lighting associated with signage should generally be avoided within the Conservation Area. Discrete down-lighting or illumination of a hanging sign may be permissible subject to detailed approval.

Paintwork

3.4.24 Whilst stucco and render were always painted / pigmented, brick, stone and tiling rarely were. Timber joinery should be painted in strong dark colours, but vivid colours and / or strong contrasts should be avoided. Ironwork should be painted in black, dark green or a deep purple-bronze. In general, a limited range colours will be more successful and result in a more coordinated and subtle overall appearance. Some of the major paint manufacturers have specific heritage colour ranges, including Dulux, Farrow, Little Greene and Ball and Crown, which provide a good starting point for colour selection. Consultation with LPA officers is advised to ensure that appropriate colours are selected for buildings within the Conservation Area.

Boundary walls and railings

3.4.25 Although the retail areas of the town centre have buildings generally built tight to the back of the pavement, and therefore no boundary treatment is required, in many of the areas which were, or remain, in residential and commercial use, the boundary walls and railings are particularly important in their contribution to the overall character and quality of the street scene. Particular attention needs to be given to ensuring that boundary walls and railings are not removed to allow on-plot car parking.

3.5 Policies for New Development within Heritage Areas

3.5.1 There has been relatively little new development in the Conservation Area in recent years. It is expected that sensitive and appropriate redevelopment proposals will come forward for those sites that are detrimental to the character and quality of the area.

3.5.2 Generally, where new development and / or extensions are proposed it is important that they are guided by sound principles of urban design, as well as sympathetic detailing in relation to its historic context. All forms of new development within the Conservation Area should:

- Preserve and reinforce the distinctive pattern of traditional development,

including street patterns, open spaces and trees, plot boundaries & boundary treatments;

- Have regard for existing building lines & the orientation of existing development;
- Respond to the particular rhythm and articulation of the subdivision of the streetscape and individual buildings in terms of bays and openings that break up the façade;
- Reinforce the distinctive character and grain of the particular character area of the town centre, through an informed understanding of its building forms and styles, features and materials. Pastiche forms of development and the superficial echoing of historic features in new buildings should be avoided;
- Respect the scale and massing of surrounding buildings. It is essential that new development is not out of scale with existing buildings by way of its height, floor levels, size of windows and doors, overall massing and roofscape;
- Maintain key views and vistas within, into and out of the Conservation Area; and
- Where possible, minimise the visual impact of parked vehicles and the provision of parking areas on the streetscape and landscape setting of historic streets and buildings.

3.5.3 Where new development is proposed for areas that are adjacent to the Conservation Area, it will be equally important for care and consideration of the impact of the intended design and detailing. Where appropriate, all forms of new development should respect the principles listed above, with particular concern to:

- Ensure new development continues the local scale, form and materials in order to reinforce the distinctive architectural character of the immediate context;
- Consider the impact of new development on key views and vistas; and
- Ensure that new road layouts and parking arrangements have a limited impact on the streetscape qualities of the locality. Sensitive layout, designs and landscaping are required to reduce the areas of tarmac and lines of parked cars where appropriate;

3.5.4 Good quality, contemporary designs may be appropriate in the Conservation Area, but the concern must be to avoid incongruous and low grade development.

4. Specific guidance for buildings, key sites and public realm

4.1 Design of the public realm

4.1.1 The varied characteristics of Pembroke Dock reflect the respective history and development of different areas, and also of their scale, location, setting and patterns of use, both historic and contemporary. The treatment of the spaces between the buildings is critically important in the overall quality and character of an area, following sound principles of urban design. Specific issues to be addressed include:

- Context - an appreciation of the local setting and identity of an area coupled with a sympathetic choice of materials and details to respond to, and reinforce the local character of the place.
- Creating spaces and places - the degree of openness or enclosure of a space, together with its scale, form and massing, helps to give it a character and identity and reinforces issues of safety, security, comfort, variety and interest.
- Encouraging activity - active frontages help promote on-street activity and vibrancy as well as providing over-looking and natural surveillance to a space or street.
- Variety and interest - like the buildings in a street scene, the public realm needs as much careful consideration of the balance of uniformity and variety, to create a range of opportunities and settings for a variety of users, amenities and social groups.

4.1.2 The aim should be to unify, rather than compete with, the materials and designs used on the buildings and to form a simple and uncluttered public realm. To make wholesale changes to the town is unrealistic in the short term, but a holistic and integrated short, medium and long term strategy should be formulated that sets out a vision for the area.

4.2 Satellite Dishes and Antenna

4.2.1 Satellite dishes can have a detrimental effect on the street scene due to visual impact. This is influenced by its size and location on the building. Within the Conservation Area, tighter controls are in place including within the Article 4 Direction area and for Listed Buildings.

4.2.2 The Council will prepare guidance on the location and siting of satellite dishes within the Conservation Area to ensure dishes are sited with minimum impact.

Pembroke Dock Conservation Area Character Appraisal and Management Plan

5 Management Recommendations

Decision making including listing/local listing, boundary changes and Article 4 Directions

5.1 Local Listing in the Conservation Area

5.1.1 The purpose of Conservation Area designation is to provide added protection for the many buildings which do not possess the individual characteristics suitable for full Statutory Listing. The following properties and groups of buildings within the Conservation Area are identified in the Conservation Area Appraisal as being unlisted but making a positive contribution to the Conservation Area, and could be considered for inclusion on a local list:

- The Defensible Barracks
- Llanion Barracks
- Cambria House
- Ael-y-Bryn, Bellevue Terrace
- Church Street
- upper Prospect Place including 42-44
- The former Royal Dockyard
- Unit 7-15 Haven Workshops, Pier road
- Pier Reach, Stockwell Road
- Former Llanion Barracks (PCNPA Offices)
- Chapel Stores, Essex Road
- The Guardroom, Essex Road
- Military Cemetery gates and railings
- 53 London Road
- 20 Water Street
- 5 – 9 , 20 Hawkstone Road
- 35 Gwyther Street
- 44 Argyle Street
- 22b, 24, 26, 30, 32 – 36 Bush Street

5.2 Reassessment of the Conservation Area boundary

5.2.1 The Pembroke Dock Conservation Area was originally designated in 1995 with an extension in 1999. The Conservation Area Appraisal states that “*whilst the majority of the Conservation Area boundary remains justified, there are however a number of areas which no longer merit inclusion in the Conservation Area.*”

5.2.2 The Conservation Area boundary has been reassessed to retain areas of strong character and to ensure that general management is achievable.

5.3 Article 4 Directions and Permitted Development

5.3.1 Article 4 Directions can be imposed by local planning authorities to control certain alterations to dwellings that would otherwise be automatically 'permitted development' under the Town and Country Planning (General Permitted Development) Order 1995, as Amended 2013, and not requiring planning permission. This extra planning control is primarily used where the character of an area of acknowledged importance would be threatened.

5.3.2 The Article 4(2) Direction only applies to properties in use as dwellings, and not commercial use as commercial use does not have the same permitted development rights as residential property. For listed buildings, listed building consent is required for properties where demolition, alteration or extension would affect the building's special interest.

5.3.3 The effectiveness of an Article 4 Direction requires a photographic survey to provide a baseline for the known condition of properties. This must be updated at least every three years because enforcement action can only be taken against evidence of unauthorised changes carried out within the previous four years.

5.3.4 An Article 4 Direction for the residential development within the Pembroke Dock Conservation Area was designed in 2008. The boundary of the Article 4(2) Direction can be found at Appendix 1. The considerations in designating the Article 4 area within Pembroke Dock have been revisited. Many of the reasons remain fully justified and it is proposed to retain the Article 4 Direction as enacted.

5.3.5 The Article 4 Direction was put in place to co-incide with the Townscape Heritage Initiative so that development is controlled and where necessary enforcement action taken to ensure alterations are appropriate to the architectural and historic interest of the area.

5.3.6 The Townscape Heritage Initiative has successfully restored most of the buildings of the former Royal Dockyard and many listed properties with special interest within the Conservation Area, which has meant that these buildings can be re-used for new business enterprises.

5.4 Monitoring and Enforcement:

5.4.1 Monitoring and regular review of the Conservation Area Character Appraisal and Management Plan will be required to encompass development changes and any new priorities and proposals. A key tool to monitor changes could include a dated photographic survey of the Conservation Area. Regular updates supported by Planning

/ Listed Building/ TPO information will identify most development changes. Further historic research of the Conservation Area will be beneficial. Historic maps, drawings, paintings or engravings and old photographs can be used to inform the accurate restoration of heritage properties and townscapes.

5.4.2 Article 4 Directions are more likely to be effective if:

- There is a dated photographic record of the properties affected for the purposes of tracking any subsequent changes;
- Guidance is provided for homeowners on how the direction affects them with advice on appropriate repair and alteration;
- The local authority undertakes regular monitoring for compliance and appropriate enforcement;
- The need for the article 4 Direction is reviewed if circumstances change;
- Regularly re-notify of the existence of the Article 4(2) Direction is resources allow.

5.5 Conservation Understanding

5.5.1 Local knowledge and understanding are central to the conservation-based approach long-term management of the area. Pembrokeshire Council is keen to ensure that:

- appropriate conservation skills are available in the authority and the community;
- there is a proper awareness and understanding of the area's conservation value;
- conservation standards are implemented to ensure protection and enhancement; and
- owners' responsibilities are understood.

5.5.2 These aims can be delivered through a range of guidance and information sharing.

5.6 Resource Needs

5.6.1 Additional capital funding will be needed to ensure appropriate heritage standards for both public and private expenditure on the built environment. Generally actions and intended outcomes are more likely to be levered through the provision of grant aid. Opportunities for funding will continue to be explored and investigated through partnership working with other service areas and stakeholders.

5.6.2 Continuing protection of the Conservation Area, appropriate to its heritage context, will require further detailed policy and technical guidance. There is a specific

need for additional guidance on key principles, with good practice examples identified, including appropriate finishes, rainwater goods, and window and door treatments and satellite dishes. This will encourage appropriate repairs, replacements, materials and siting.

5.7 Equality impact assessments

5.7.1 Equality and Community Cohesion Impact Assessments or Equality Impact Assessments are an important part of the Council's commitment to promote equality of opportunity for all citizens. The Council needs to consider diversity when developing, delivering and reviewing policies and services to ensure we meet the needs of all our citizens. Equality Impact Assessments provide a systematic process to doing this and therefore will help to improve service delivery and employment practice. Action to implement any of the proposed Conservation Area management policies will require such an impact assessment.

5.8 Sustainability

5.8.1 The refurbishment and reuse of existing buildings is often more sustainable than, and more likely to have less of an impact on the environment, than starting from scratch with a cleared site. Attention needs to be given to meeting Biodiversity requirements.

5.8.2 Even though buildings contained in Pembroke Dock's Conservation Area are exempt from meeting the requirements of the building regulations on energy efficiency, these factors can be improved without detracting from the character of the building or the Conservation Area as a whole. Areas where improvements can be made to both environmental and energy efficiencies with the historic buildings include:

- considering environmental sustainability in historic refurbishments through appropriate design;
- low impact improvements in air-tightness utilising draft excluders and heavy weight curtains around windows and doors, blocking up redundant chimneys and the use of secondary glazing or, for example, Histoglass – specially designed, thin double glazing (10mm) for installation into existing timber and metal frames without altering the fine detailing of the glazing bars;
- where appropriate, the use of renewable energy technology;
- use of natural oil or water-based paints, varnishes and other finishes, giving both health and conservation benefits;
- restoration of historic features rather than replacement;
- utilising natural insulation materials that breathe and avoid the build-up of moisture;

- locally sourcing labour and materials;
- limiting waste by the re-use of materials, such as slate, brick and timber
- working with PCC's in-house biodiversity team to assist in encouraging an informed and positive approach to working with wildlife to ensure that all projects within the Conservation Area are compliant with the latest legislation surrounding the protection of wildlife.

5.8.3 The HLF publication *Planning Greener Heritage Projects*²², February 2009 includes guidance and information on a wide range of aspects of sustainability in relation to heritage buildings and the provision of new buildings within a heritage context. The information covers topics including:

- Energy efficiency;
- Renewable energy;
- Water;
- Building materials;
- Construction waste;
- Soil, including peat;
- Timber;
- Biodiversity; and
- Visitor transport.

5.8.4 Energy efficiency can reduce bills, reduce use of fossil fuels and mitigate the impact of climate change. In general, however, historic buildings were built to breathe and are constructed of materials which can be damaged by modern measures, or the character significantly altered. Refurbishment of a building can provide an opportunity to improve energy efficiency. Measures affecting Listed Buildings or those within an Article 4 Direction area should be discussed with the County Council.

5.8.5 In principle the energy efficiency measures should seek to make the least amount of change. Materials and methods should be comparable to the traditional fabric of the building. Careful design and sympathetic management can help to secure a sustainable future for historic buildings.

²² Available on the HLF website, hlf.org.uk in English and Welsh
Part 2: Pembroke Dock Conservation Area Management Plan

6. Implementation Programme

6.1 Resources for implementation in the Conservation Area

6.1.1 Pembrokeshire County Council (PCC) will monitor and review the necessary resources to sustain the historic environment and manage the Conservation Area. Where appropriate and funds are available, PCC will coordinate such works with all involved agencies to achieve the heritage aims and to ensure the beneficial impact of a conservation-led approach to economic development and regeneration.

6.1.2 Timely management and skills input from all agencies working in the Conservation Area is essential to implement the programme, to ensure effective monitoring and enforcement, to prepare technical guidance and to inform the community. Additional capital funding will be needed to ensure appropriate heritage standards for both public and private expenditure on the built environment. Although opportunities for funding are scarce, they will continue to be explored and investigated. Partnership working and collaboration with other service areas and stakeholders remains an important aspect of management of the Conservation Area.

6.2 Action Plan Summary

6.2.1 The following actions are identified for early implementation to further the awareness and achievements of conservation in the Pembroke Dock Conservation Area:

Planning Policy & Strategy:

- PCC to adopt the Conservation Area Appraisal and Management Plan;

Community involvement:

- Training, Development and Information by Conservation Staff;
- Increase conservation awareness ;
- PCC Conservation website development;
- Publication of Conservation Bulletin(s) and pro-active awareness raising; and
- Local availability of the Conservation Area Character Appraisal and Management Plan.

Planning Measures:

- Finalisation of draft Local List to inform the adopted Local Development Plan
- Implementation of Buildings at Risk Strategy for those Listed Buildings at risk or vulnerable

- Identify Archaeologically Sensitive Areas as appropriate

Framework for Design Standards:

- Prepare programme for preparation of additional planning guidance notes on conservation issues
- Ensure opportunities for, and importance of, enforcement measures are understood and implemented throughout PCC
- Promotion of Planning Guidance Notes and Cadw's 'Maintenance Matters' on website
- Prepare of site specific development briefs where appropriate.

6.3 Monitoring

6.3.1 Progress on implementing the recommendations of the Conservation Area Character Appraisal and Management Plan should be monitored and recorded.

6.4 Formal Review

6.4.1 This document should be reviewed every five years from the date of its formal adoption. It will need to be assessed against Legislation, national and local policy in place at the time of Review. The review should encompass the following:

- A survey of the Conservation Area including a full photographic survey to aid possible enforcement action;
- An assessment of the extent to which recommendations have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- The production of a short report detailing the findings of the survey and any necessary action;
- Publicity and advertising.

