

# Neyland

## Existing green infrastructure and opportunities for enhancement

-  Existing green infrastructure network
-  Key green infrastructure projects
-  Key corridors for green infrastructure connectivity enhancements
-  Indicative corridors for increasing access and creating recreational routes
-  Key zone for generic green infrastructure opportunities



### Key generic green infrastructure opportunities for the wider urban area:

**Grey to green:** along streets, road verges and on grassland areas

**Helping create habitats:** hedgerows, bat and bird boxes, leaf litter and log piles

**The wild web:** on verges and grassland areas

*See the generic projects section for further detail*

# Neyland

## Key Project NEY1: Brunel Quay



### Context

Brunel Quay is associated with Brunel's Great Western Railway and the related transatlantic terminal. It marks the start of the 'Brunel Trail', a pedestrian/cycle path to Johnston and Haverfordwest. In 2016 a footpath counter detected the trail along the marina being used 160,706 times that year.

The south of the quay comprises a car park, promenade and green space, whilst the north is home to a dockyard, operated by Dale Sailing, and Neyland Marina.

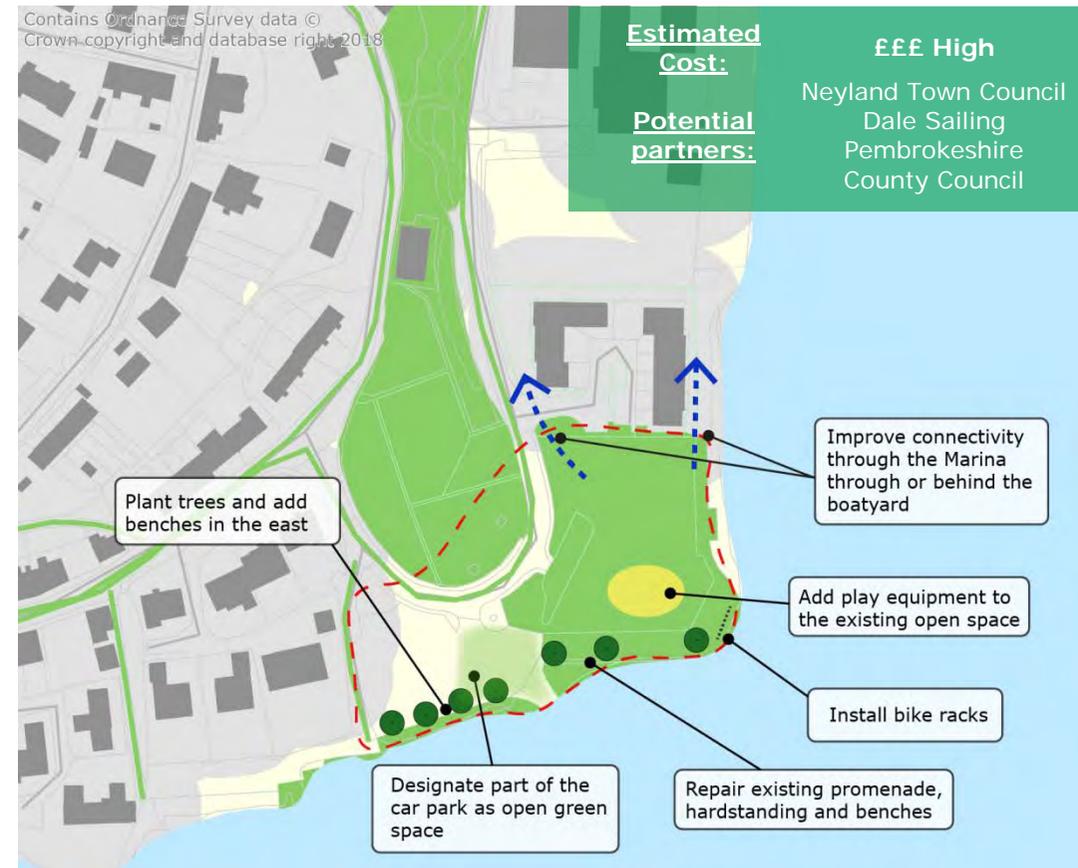


### Project overview

Designate part of the hardstanding used for car parking as a green space. Add additional picnic tables for visitors. Plant trees in this space and along the existing green space to enhance their appearance and provide shade, shelter and recreational opportunities. This would also increase the presently low tree coverage within the town.

Repair the existing hardstanding of the promenade and the existing benches to improve the amenity value of the quay and install age-appropriate play equipment on the existing open space for recreation. This play equipment could reflect the heritage of the quay, such as incorporating the use of boat and railway materials. Install bike racks to attract cyclists, using the Brunel trail, to the quay.

Increase connectivity between the quay and Neyland Marina to the north by formalising a multi-user public right of way through the boatyard to allow people to continue along the waterside. This could take the form of a painted pathway along the former railway tracks. If the operations of the boatyard limit the feasibility of this, install wayfinding to direct visitors along the path behind the boatyard.



# Neyland

## Key Project NEY2: Harbour Close Park



Example of play equipment that could be installed



## Context

A park, including a playground, is located north of Harbour Close. It is becoming worn and unappealing, and therefore may be underused. There is an informal entrance to the northwest.

North of the playground is a larger green open space adjacent to the school ground south of Belle Vue. This is separated from the playground by a shrub line. The emerging plan for housing at the school site intends to retain this open space.



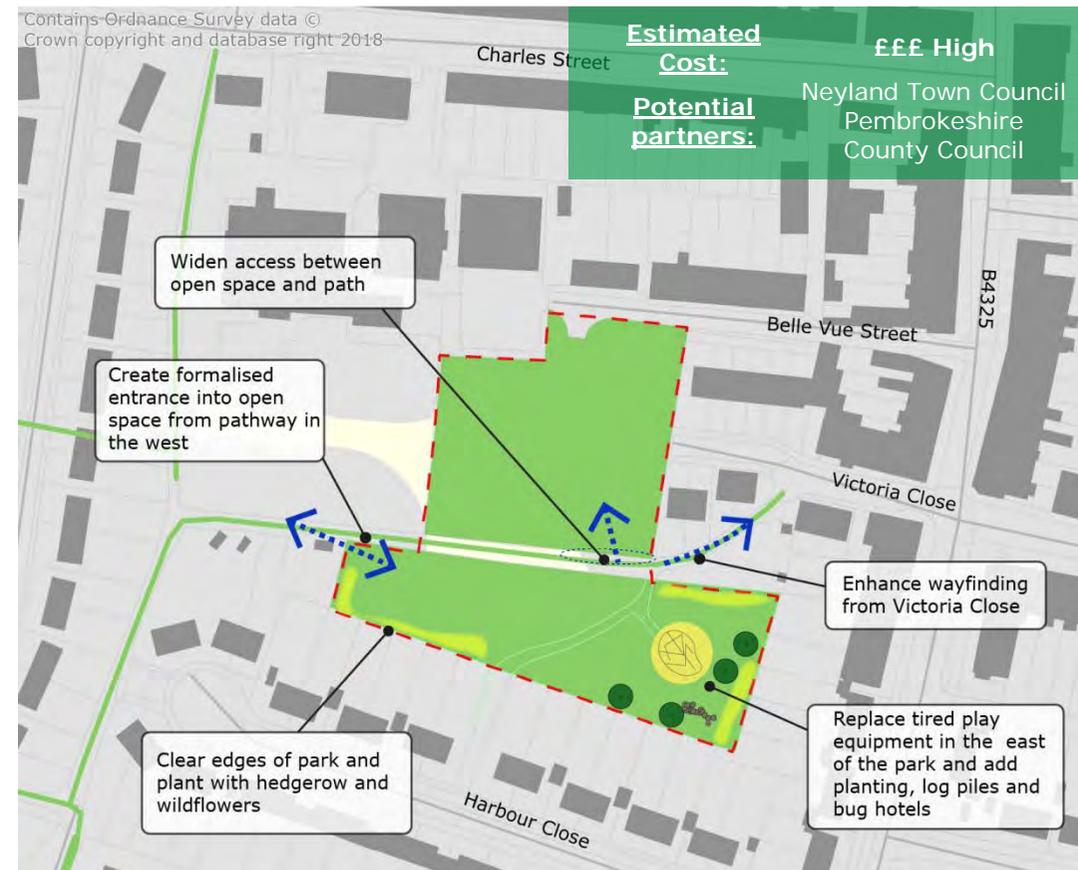
Existing play area with missing equipment

## Project overview

Create a formal entrance to the park to the northwest from the adjacent footpath and add additional wayfinding from the unclear entrance at Victoria Close to the northeast.

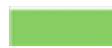
Upgrade existing play equipment and create age appropriate natural play areas through tree and wildflower planting. Clear the edges of the park and plant with hedgerows and wildflowers. The planting would provide shade, habitat connectivity and enhance the appearance of the park. Create additional habitats and access to nature by incorporating log piles and bug hotels in the corners of the park. These could be created and managed through a community project.

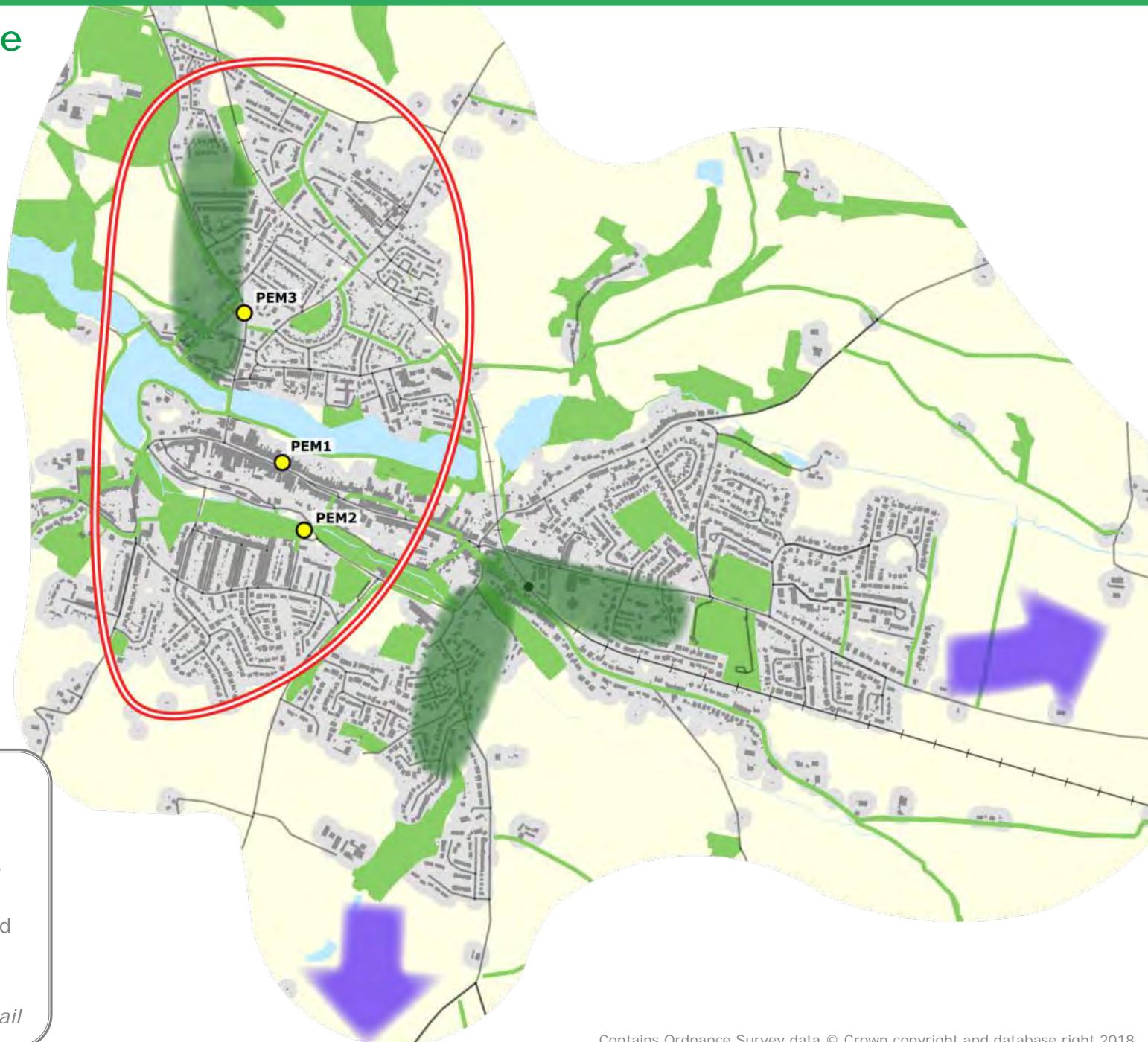
Plant trees and hedgerows around the edges of the northern open space to enhance its appearance, provide shelter and habitats, and limit the ability for walls to be vandalised. Planting should avoid the centre of this space to retain its use for recreation. Widen the access between the northern open space and the park to provide visibility between the two and encourage the use of both for recreation.



# Pembroke

## Existing green infrastructure and opportunities for enhancement

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-  Key green infrastructure projects
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-  Key zone for generic green infrastructure opportunities



Key generic green infrastructure opportunities for the wider urban area:

**The wild web:** mown grasslands and verges

**Balancing blue**

**Grey to green:** along streets, road verges and on grassland areas

**Grass to groceries**

*See the generic projects section for further detail*

# Pembroke

## Key Project PEM1: Pembroke AQMA



Example of street tree planting

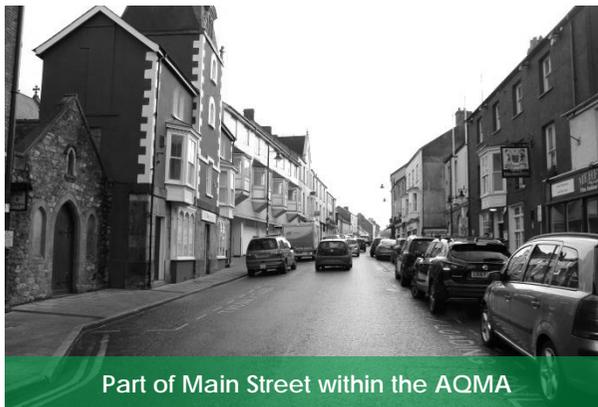
Active transport & connectivity   Biodiversity   Cultural heritage   Health and well-being   Landscape   Social and economic regeneration   Flooding

### Context

Main Street in the centre of Pembroke is designated as an Air Quality Management Area, due to the street exceeding national air quality objectives.

Therefore, the health of people within this area could be affected due to pollution.

Additionally, Main Street is very urban in appearance, containing limited greenery.



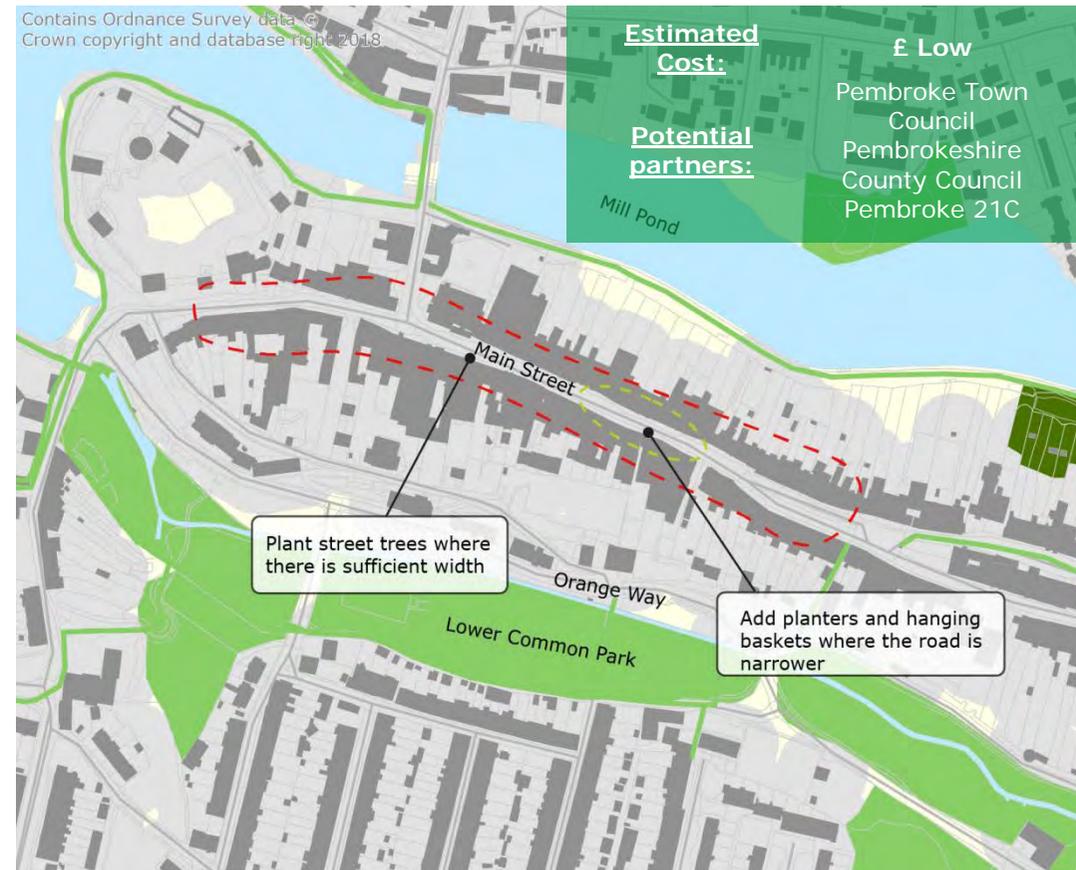
Part of Main Street within the AQMA

### Project overview

Planting within AQMAs can contribute to improved air quality and therefore provide health and well-being benefits. Plants can filter polluted air and create a barrier between road pollution and adjacent areas. Therefore planting along Main Street could provide health as well as townscape benefits.

Where the street and pavements are wide enough, plant re-rooted trees to contribute to pollution mitigation, provide shade and create a green corridor. These trees would increase the currently low amount of tree cover within the town, improving its appearance, and potentially attracting visitors and investment.

Where the street is narrower, limiting the potential for tree planting, install planters and hanging baskets containing floral displays and including wildflowers. These can contribute to pollution mitigation, enhance the appearance of the town and create connected pollinator habitats. Such features require maintenance, therefore community groups could take ownership of particular baskets and planters to install and maintain them.



# Pembroke

## Key Project PEM2: Upper & Lower Common

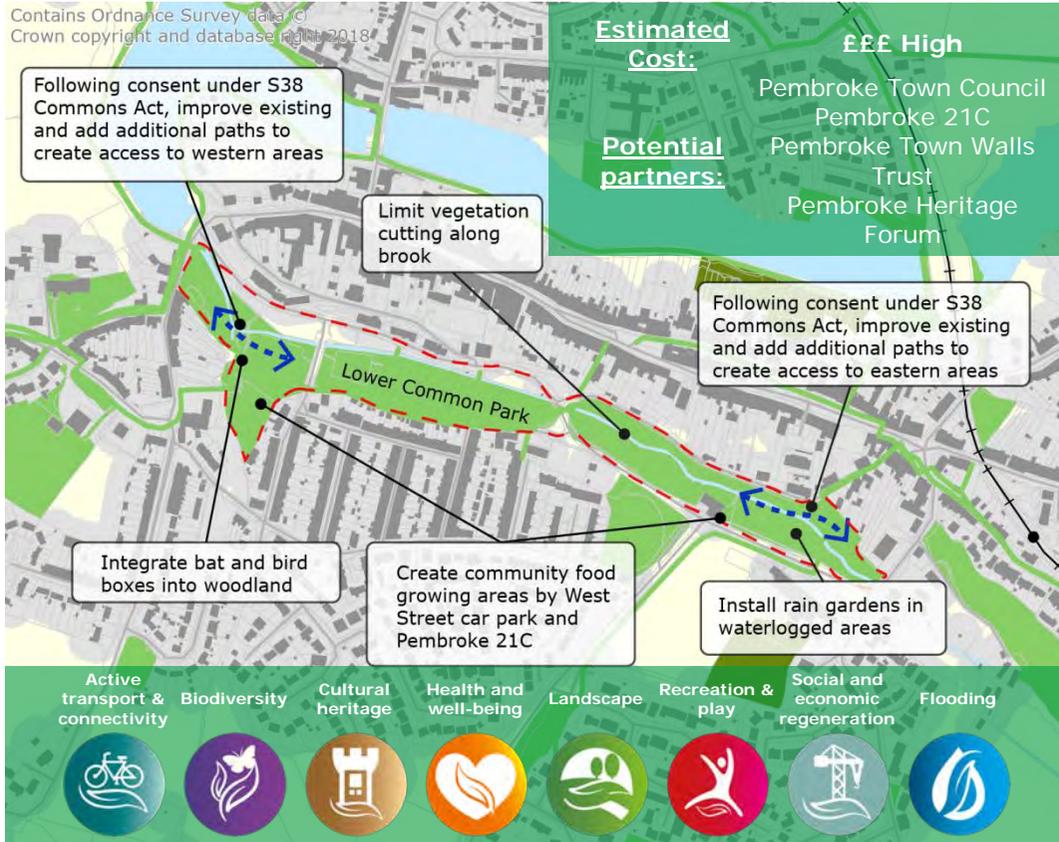
### Context

Upper and Lower Common parks comprise a linear open space approx. 850m long, defined predominantly by multifunctional open green space with a brook running through. A play area is present and paths cross the park. The western and eastern extents of the parks are less accessible and both parks are within flood zones.



Less accessible waterlogged eastern part

### Project overview



## Key Project PEM3: The Green

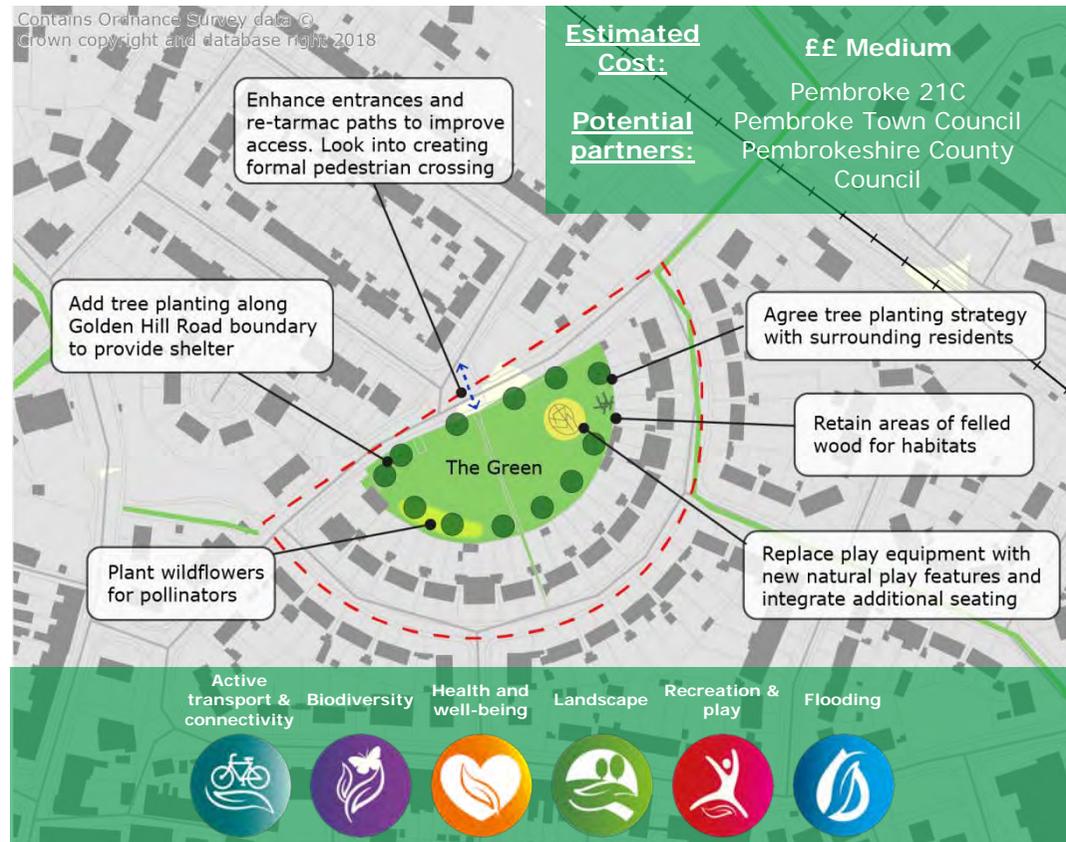
### Context

The Green consists of a designated open green space and playground, managed by Pembrokeshire County Council. A footpath runs through the site providing a strategic connection between the residential housing north and south of Golden Hill Road. The encircling trees have been recently cut down and play equipment is worn or missing.



Tree stumps and missing play equipment

### Project overview



# Pembroke Dock

## Existing green infrastructure and opportunities for enhancement

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Key generic green infrastructure opportunities for the wider urban area:

**The wild web:** coastal areas, mown grasslands and along road verges

**Bettering brown**

**Grey to green:** along road verges, streets and in gardens and grassland areas

*See the generic projects section for further detail*

# Pembroke Dock

## Key Project PED1: Youth Centre Playground



Example of playground upgrades



### Context

Adjoining Pembroke Dock Youth Club is a large playground, including a multi-use games area, a skateboard ramp and a zip wire. The playground is strategically placed opposite Pembroke Dock Community School and forms part of a wider designated open space between Bush Street and Hawkstone Road. The playground is becoming worn out and underused, with some equipment damaged.

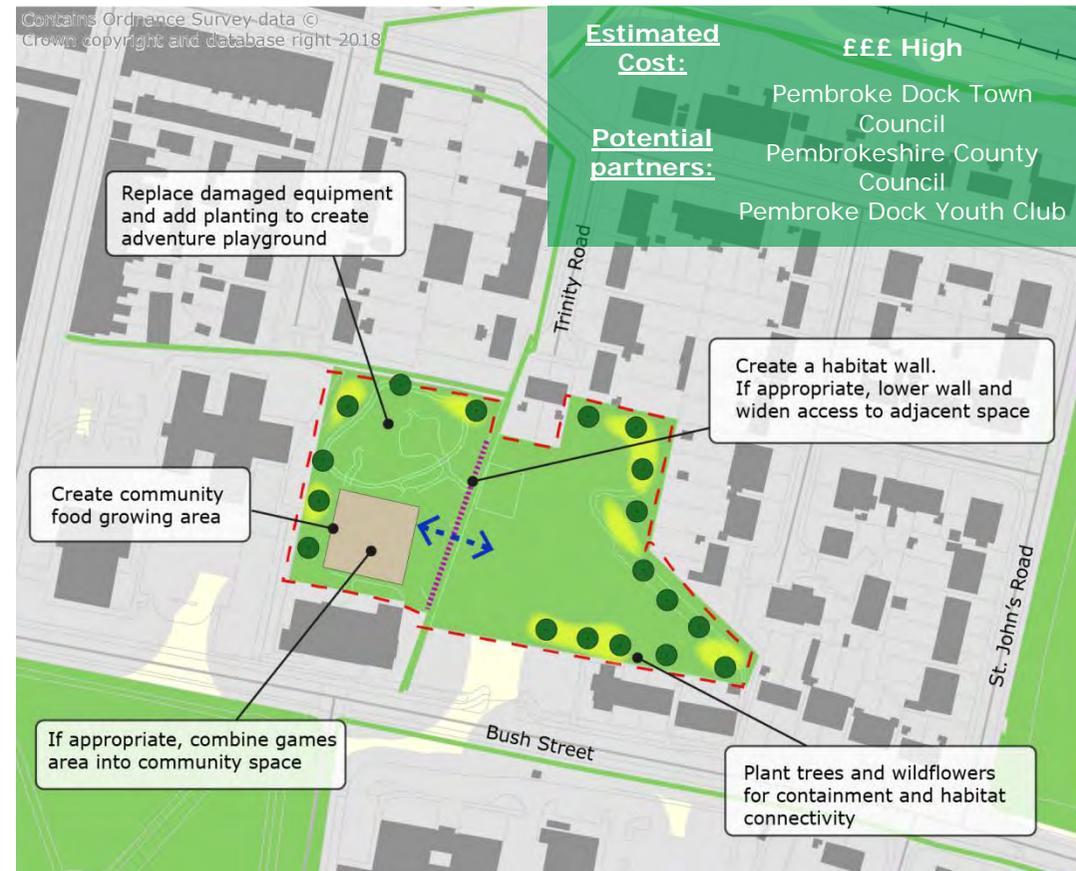


Existing playground with worn-out equipment

### Project overview

Remove underused or damaged play equipment and replace in accordance with the youth club requirements. Include natural play features utilising the undulating land to create an 'adventure' play area. Plant long grasses on the banks incorporating sensory garden plants to enhance 'playability'. Create a community food growing area in partnership with the youth club. Construct a 'habitat wall' along part of the boundary walls and create minibeast towers for biodiversity and to provide access to nature.

If appropriate, remove the multi-use games area and replace with a flexible community space incorporating game features. This should have defined edges, which could integrate benches and raised flowerbeds along the youth centre building. If appropriate, also lower the wall surrounding the playground and widen access to the adjacent open space to provide connections with this and its associated playground. Add planting around this open space to provide enclosure from the car park. Plant sections of this and the playground with trees and allow sections to grow wilder to provide additional habitats, access to nature and provide natural flood management.



# Pembroke Dock

## Key Project PED2: Town Centre Greening

### Context

Pembroke Dock town centre has wide streets that were originally designed for naval parades. These streets contain limited greenery and provide little shade to pedestrians. Therefore, there is an opportunity to utilise the wide streets to deliver green enhancements to provide health benefits and enhance the appearance of the town.



Wide urban streets in the town centre

### Project overview

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## Key Project PED3: Western Way Green

### Context

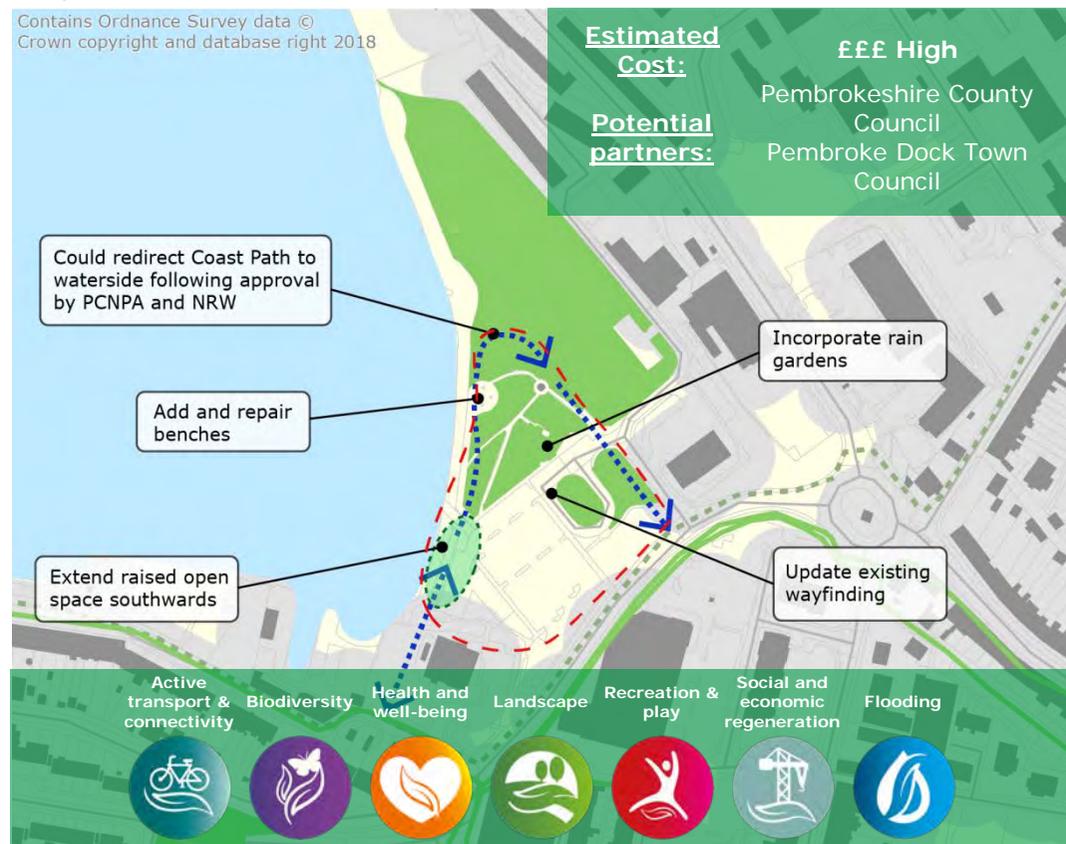
The existing green space adjacent to Western Way Car Park is used by dog walkers but it is small with limited amenity value. This space could be improved and extended to become a good quality and well used open space, along which the Coast Path could potentially be redirected following approval by PCNPA and NRW.



The existing open space at the car park

### Project overview

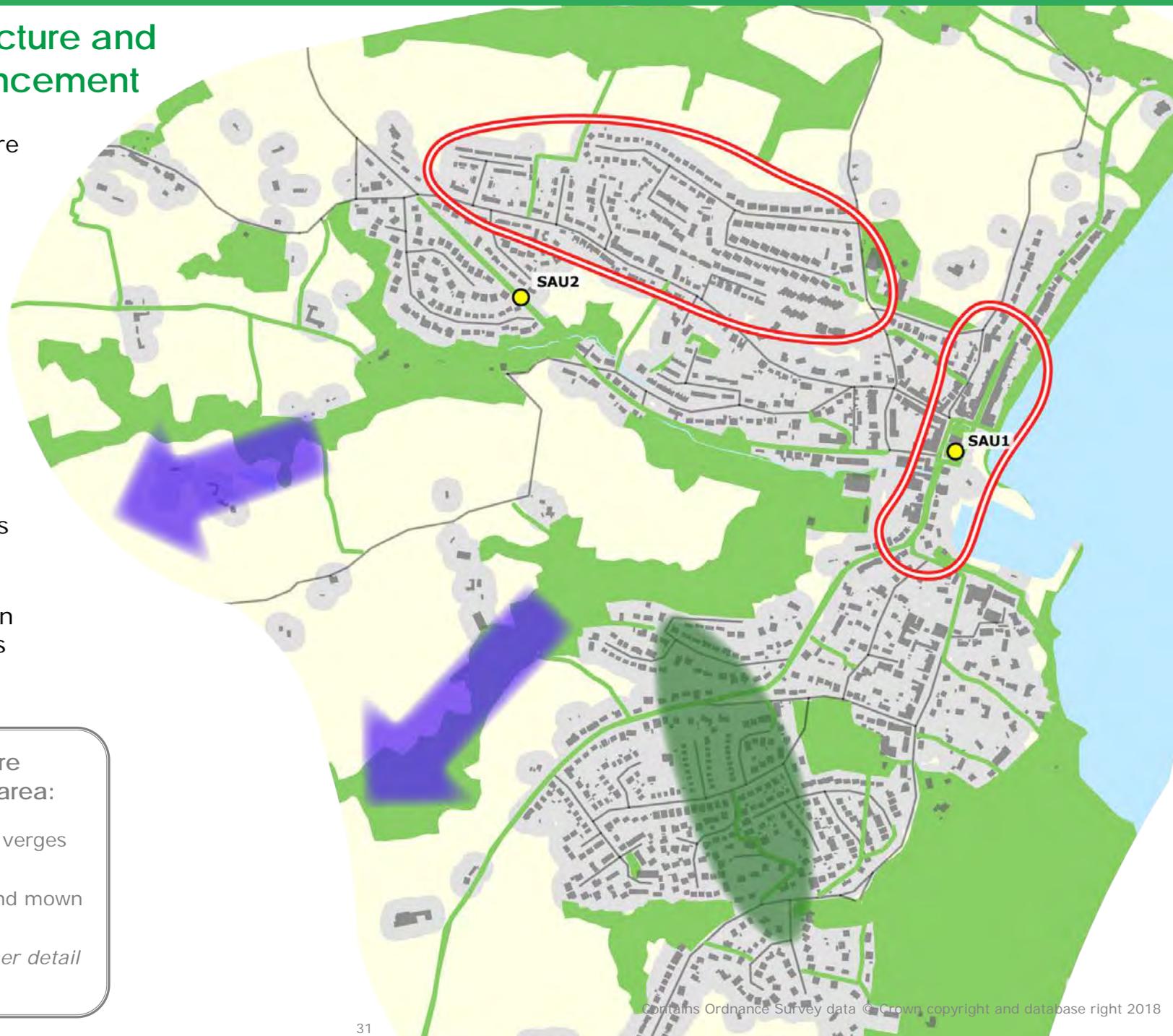
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# Saundersfoot

## Existing green infrastructure and opportunities for enhancement

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Key generic green infrastructure opportunities for the wider urban area:

**Grey to green:** along streets and road verges

**Bettering Brown**

**The wild web:** coastal areas, gardens and mown grass areas

*See the generic projects section for further detail*

# Saundersfoot

## Key Project SAU1: Pocket Park



Example of circular path and planting in a pocket park



### Context

A pocket park is located adjacent to Saundersfoot Harbour Car Park to the south of a small row of shops. The park includes several picnic benches and a donut vendor in the southeast of the park, as well as some boundary trees and hedges, with a focal tree in the centre. There is limited greenery providing shelter between the park and the surrounding roads and no surfaced access to the picnic benches, though one of the benches is designed for wheelchair use.



Existing pocket park picnic area

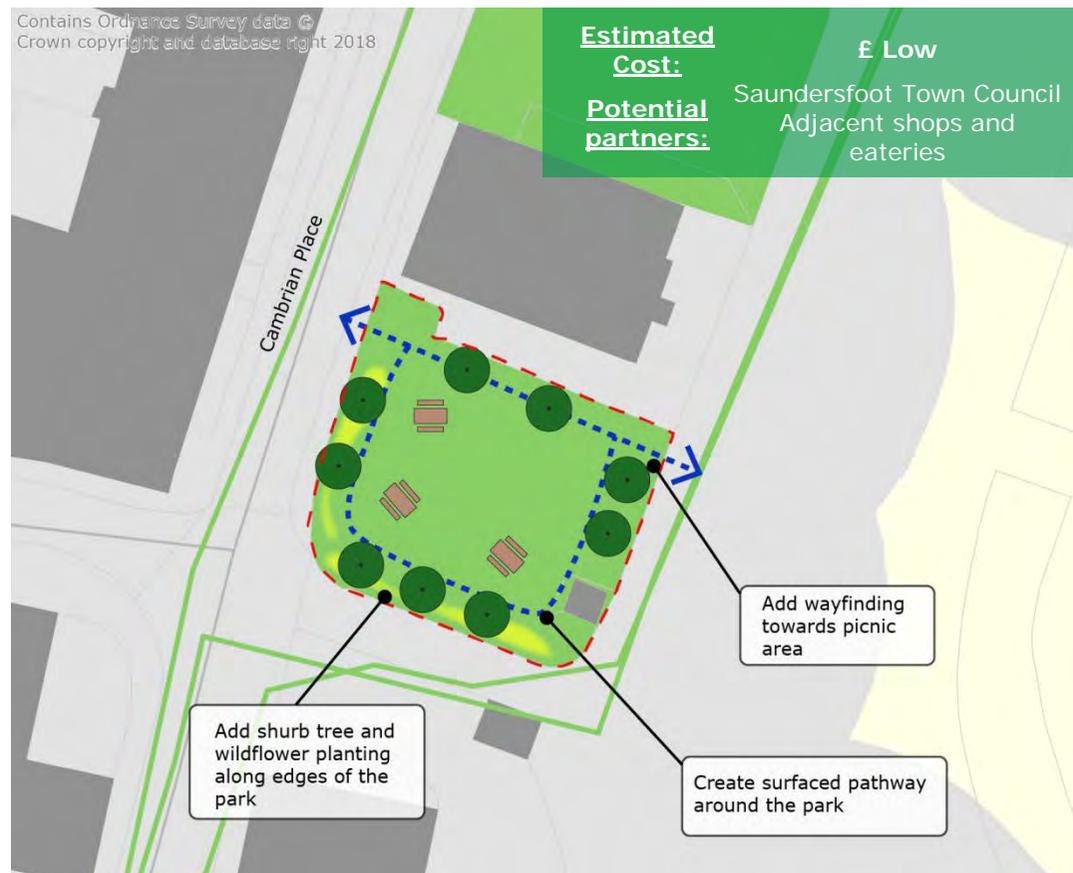
### Project overview

This pocket park could be enhanced to make it a more attractive usable amenity open space and to increase its biodiversity value.

Plant shrubs and trees around the perimeter of the pocket park to provide shelter from the pollution and noise of the surrounding roads. Additionally, plant wildflowers to enhance pollinator habitat connectivity. Planting all-season flowers around the central tree could also enhance the appearance of the park throughout the year and attract visitors.

Replicate aspects of the nearby sensory garden, including the variety of planting to provide colours and smells. Install rain gardens as part of the planting to contribute to surface water flood alleviation within the park, which is located within a flood zone.

Create a surfaced pathway encircling the park to provide good access to the picnic benches. Add wayfinding identifying the park as a picnic area to increase its use and encourage people to spend time outdoors in the open space.



# Saundersfoot

## Key Project SAU2: The Incline



Example of the upgraded surfaced footpath



### Context

The Incline is a pathway connecting The Ridgeway in the northwest to Westfield Road in the southeast. The route is a designated Scheduled Ancient Monument as it is the site of the previous Saundersfoot Railway route, which connected Saundersfoot Harbour to Thomas Chapel. The route is also a designated Pembrokeshire Coast National Park Authority open space and an emerging active travel route as part of the Town's Active travel Plan.



Existing entrance to and surface of The Incline

### Project overview

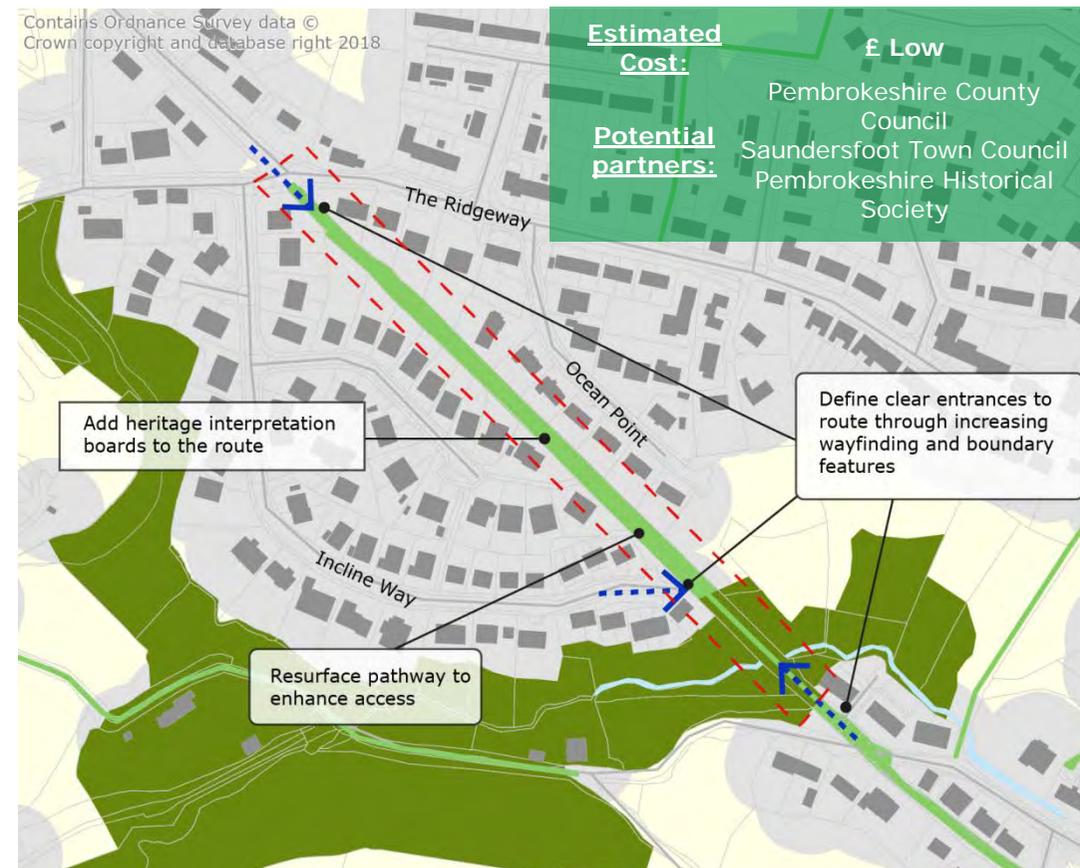
Improve the general attractiveness of The Incline for use by locals and tourists by the following measures.

Enhance the southern town centre end, middle and northern entrances by formalising these and installing signage and boundary features.

Clear and re-surface the pathway to encourage its use by pedestrians and cyclists to visit the town centre from the housing areas in the northwest of the town.

Provide heritage interpretation boards to the entrances of The Incline and along the route to provide information about the history of the route and attract visitors to this monument.

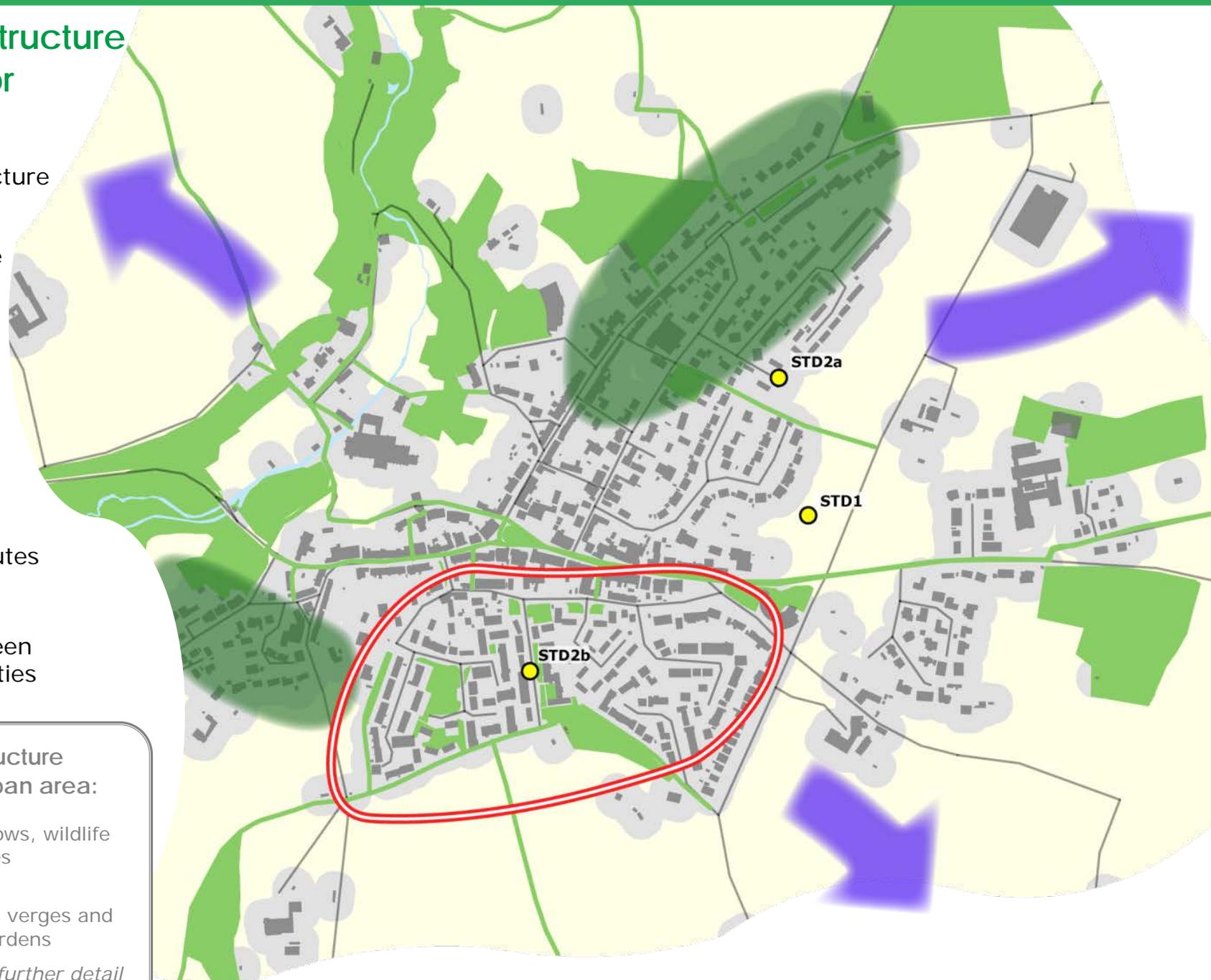
Pembrokeshire County Council owns this heritage asset and would therefore be required to lead on the project.



# St Davids

## Existing green infrastructure and opportunities for enhancement

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Key generic green infrastructure opportunities for the wider urban area:

**Helping create habitats:** hedgerows, wildlife ponds, bat and bird boxes

**Grass to groceries**

**Grey to green:** along streets, road verges and on grassland areas and in gardens

*See the generic projects section for further detail*

# St Davids

## Key Project STD1: Glasfryn Rd Allotments



Example of allotments that could be delivered



### Context

There is an undeveloped field present at Glasfryn Road opposite Oriel y Parc on the east of St Davids. There is a high demand within St Davids and the wider Pembrokeshire area for allotment space, and therefore an opportunity to fulfil this demand at this site. The field is also within an area identified as having field margin flood management opportunities as part of the Natural Resource Management Approach to Flood Risk in Pembrokeshire project.



Existing field at Glasfryn Road

### Project overview

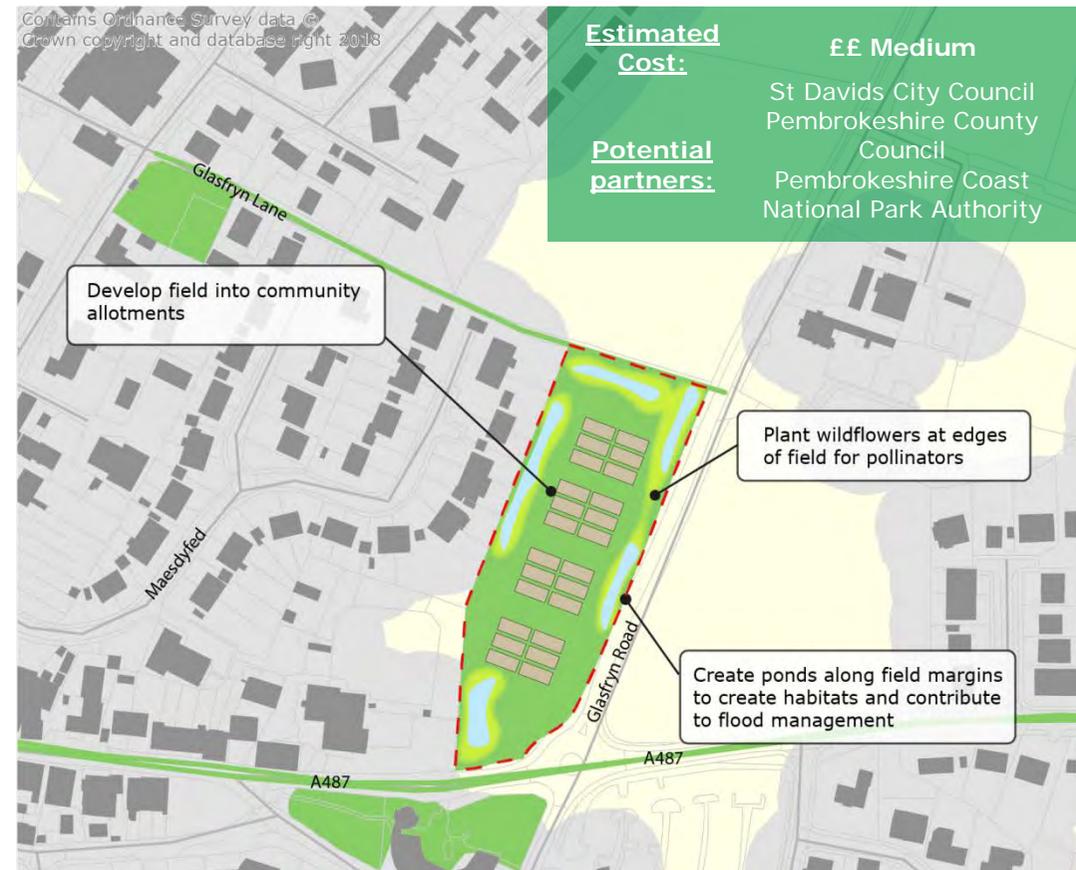
There is an opportunity to develop additional allotments that are in demand in St Davids.

Permit use of this land for allotments to provide opportunities for community food growing and encourage people to spend time outdoors.

Additionally, create ponds along the field margins of this space that would provide additional connected habitats for wildlife and could enhance the amenity value of this space. Ponds and ditches could be also designed as part of an integrated system to improve a sustainable drainage regime for this area.

Wildflowers could also be planted around the perimeter of the allotments to provide connected pollinator habitats.

The community allotments could also provide income to the landowner via the renting of allotment space and income to users and by the sale of produce from the allotments.



# St Davids

## Key Project STD2a & b: Urban Greening



### Context

The historic core of St Davids is a Conservation Area and contains many listed buildings.

Outside of this core, there are several housing estates that were built in the 1960s and 1970s.

These estates contain few 'green' features, such as trees, plant beds and grass, to provide green infrastructure benefits and enhance the appearance of these areas.



### Project overview

Create a strategy to inform greening interventions across 1960s and 1970s housing estates in the north and in the south of St Davids. This strategy could utilise the generic projects identified earlier within this action plan.

Trees could be planted where the streets are wide enough and grass road verges could be planted with wildflowers and/or trees. This planting can provide shade and cooling, contribute to air pollution mitigation, enhance pollinator habitat connectivity, and add to the presently low amount of tree coverage in St Davids.

Where space is limited, planters, window boxes and hanging baskets may be more feasible. Planted with flowers, these can provide connected pollinator corridors through the city, whilst at the same time enhancing its appearance. Such features require maintenance, therefore community groups could take ownership of particular baskets and planters to install and maintain them. These interventions could also enhance the appearance of these areas.



# Tenby

## Existing green infrastructure and opportunities for enhancement

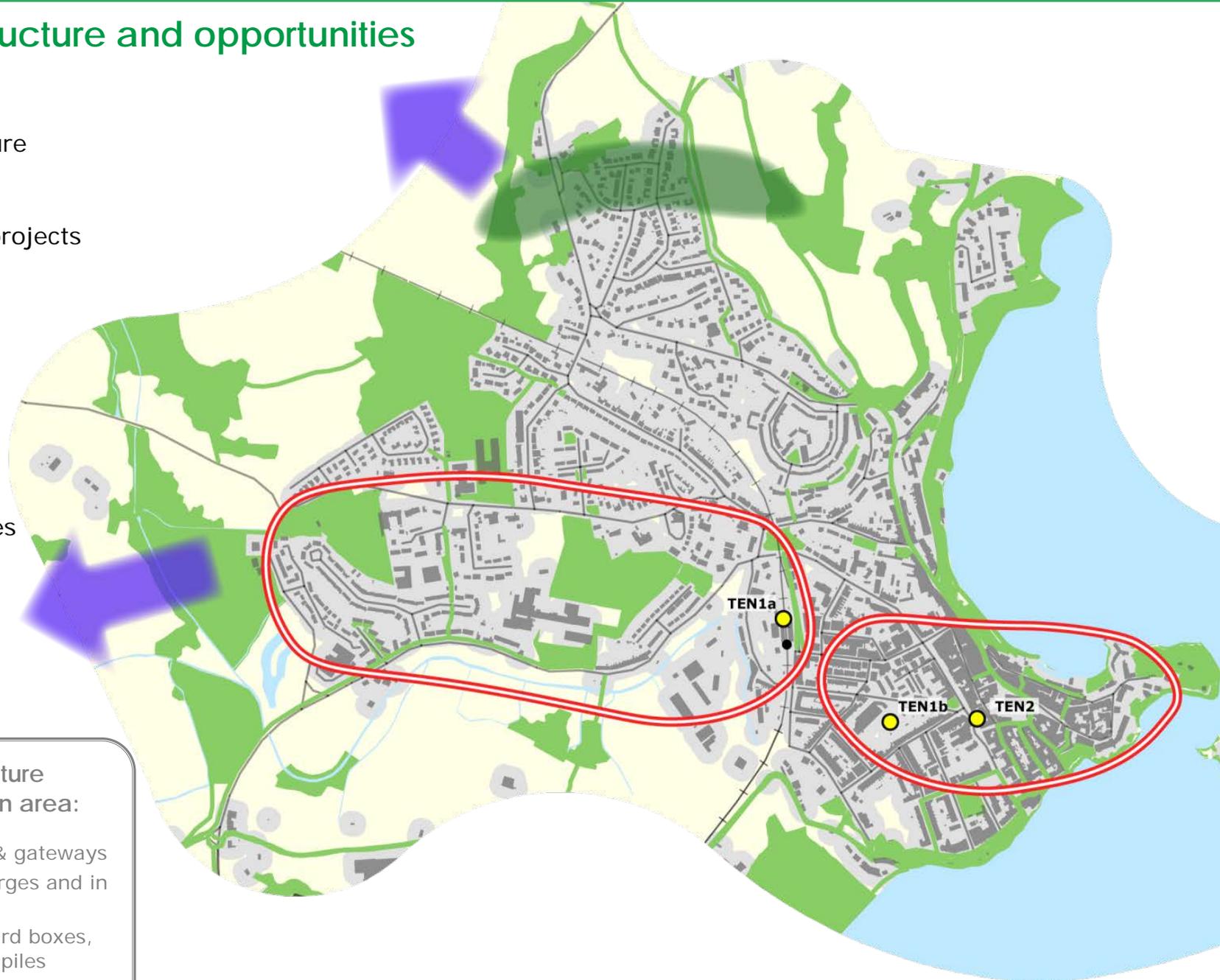
 Existing green infrastructure network

 Key green infrastructure projects

 Key corridors for green infrastructure connectivity enhancements

 Indicative corridors for increasing access and creating recreational routes

 Key zones for generic green infrastructure opportunities



Key generic green infrastructure opportunities for the wider urban area:

**The wild web:** coastal areas, verges & gateways

**Grey to green:** along streets, road verges and in gardens

**Helping create habitats:** bat and bird boxes, wildlife ponds, leaf litter and log piles

*See the generic projects section for further detail*

# Tenby

## Key Project TEN1a & b: Transport Hub Greening



Example of a multi-storey car park green wall

- Active transport & connectivity
- Biodiversity
- Health and well-being
- Landscape
- Social and economic regeneration

## Context

Tenby Train Station and Tenby Multi-storey Car Park and the associated bus stop area are key locations where visitors enter Tenby. Both are relatively unappealing, highly urban and provide limited greenery for shade and appearance. The connections from the train station and car park to the town centre, along Warren Street and Upper Park Road, are also urban, contain little greenery, and their connections to the town centre are unclear.



Existing car park and bus stop area

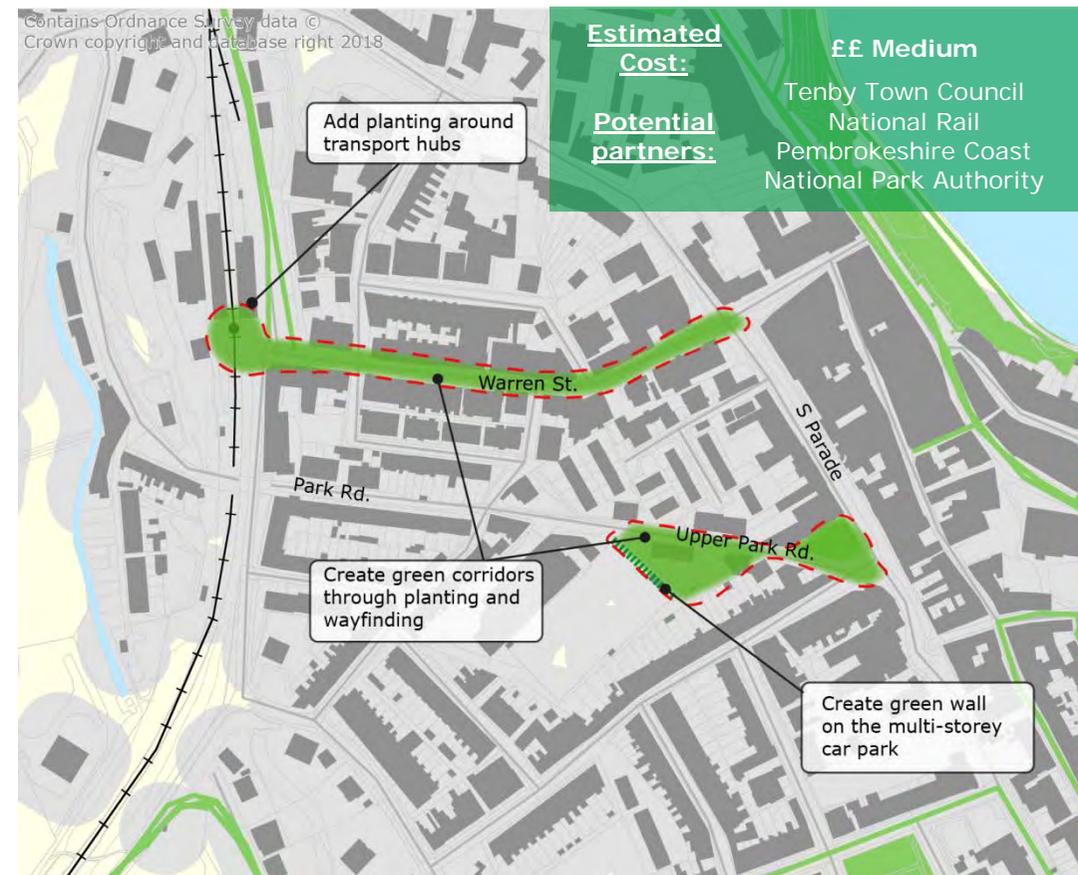
## Project overview

Enhance the transport hubs and the routes connecting these to the town centre by the following interventions.

Plant trees around the railway station, the car park (including the adjacent open space) and bus stop area. This would provide habitats and enhance the appearance of the transport hubs, as well as provide shade and shelter for people waiting for buses.

Where space permits, continue tree planting and add wayfinding along Warren Street and Upper Park Road to connect the transport hubs to the town centre. Introduce planters and hanging baskets where space is too confined for trees. Such features require maintenance, therefore community groups could take ownership of particular baskets and planters to install and maintain them. These green corridors could help direct visitors to the town centre, as well as make the town more attractive.

Install a multi-storey green wall on the side of the car park, contributing to the connected network of pollinator habitats and improving the appearance of the car park.



Estimated Cost:

££ Medium

Potential partners:

Tenby Town Council  
National Rail  
Pembrokeshire Coast  
National Park Authority

# Tenby

## Key Project TEN2: Town Wall Greening

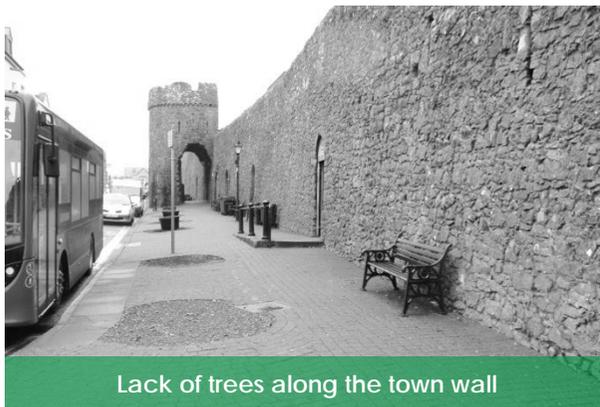


Previous town wall trees  
© Chris Downer (cc-by-sa/2.0)

Active transport & connectivity   Biodiversity   Cultural heritage   Health and well-being   Landscape   Recreation & play   Social and economic regeneration

### Context

Tenby Town Walls are a Scheduled Ancient Monument. Along South Parade, they were previously lined with horse chestnut trees, creating a green corridor. Due to the trees suffering a fungal infection, they were removed and there is now limited greenery present along the walls. Much of the wide public realm is left bare, with markings on the paving from where the trees previously stood. There were mixed opinions locally about the number of trees previously present.



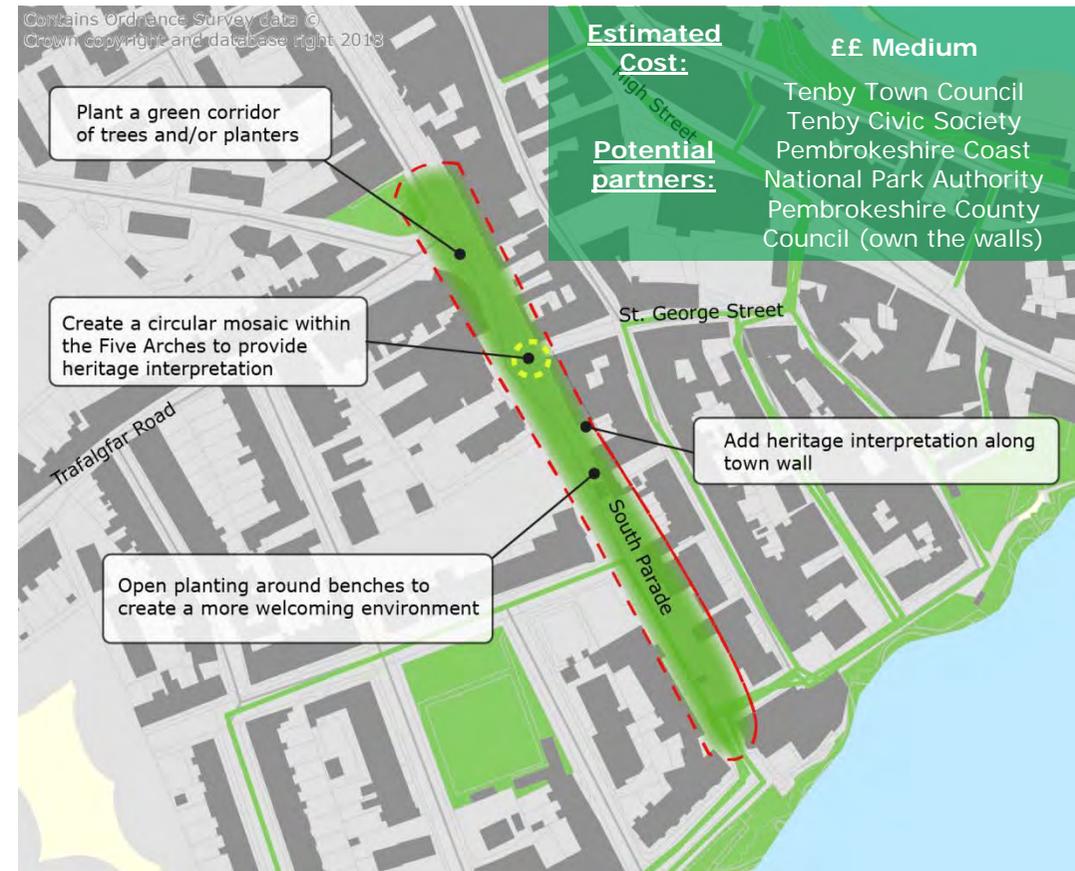
Lack of trees along the town wall

### Project overview

Reintroduce trees with revised species and spacing to create a green corridor but to allow views of the monument. Ensure trees will not impact the stability of the walls. Where space permits, introduce trees opposite the town wall, in particular to soften the appearance of the car park. Where the public realm is narrower, or if tree planting is not feasible, plant shrubs and install planters and wildflower beds. Community groups could take ownership of particular beds and planters to install and maintain them.

Open up planting around existing benches and install additional benches on the opposite roadside to make benches more welcoming and allow people to view and appreciate the walls. Create a circular mosaic in the centre of Five Arches to provide heritage interpretation and enhance their setting. This could be delivered by the community through a design competition. Additional heritage interpretation of the walls could also be added along their length.

In the long term, remove roadside car parking and widen the public realm, providing additional space for greenery and making this a more attractive route into the town.



# Project Delivery

“The new legislative powers in Wales such as the Well-being of Future Generations Act, the Planning (Wales) Act, the Active Travel (Wales) Act, and the Environment (Wales) Act offer an opportunity to promote and strengthen green infrastructure in Wales.”

*Extract from the Foreword to a special report by Wildlife Trusts Wales ‘Green Infrastructure - A Catalyst for the Well-being of Future Generations in Wales’ (2016)*

This Action Plan represents a key step towards implementation of enhanced green infrastructure in Pembrokeshire’s main settlements. Together with the accompanying Technical Report, it sets out a long, medium and short list (or ‘menu’) of potential projects, including both generic and site specific projects. This will enable stakeholders to focus their efforts on priority opportunities, with known stakeholder support. Experience elsewhere suggest that this pragmatic, ‘action focused’ approach can be very effective, alongside the development of a supportive planning and administrative context for green infrastructure enhancement.

The individual project descriptions provide information on potential delivery mechanisms, as far as these have been identified to date. This final section of the Action Plan provides further information on delivery mechanisms and funding sources. The accompanying Technical Report provides additional information, including recommendations on embedding green infrastructure in planning policy.

“In recognition of the benefits of GI, public bodies, business and the third sector can work together to look at opportunities to increase GI in our towns, cities and countryside”

*A special report by Wildlife Trusts Wales ‘Green Infrastructure - A Catalyst for the Well-being of Future Generations in Wales’ (2016)*



## Aligning public policy around green infrastructure

As noted above, legislative powers in Wales such as the Well-being of Future Generations Act, the Planning (Wales) Act, the Active Travel (Wales) Act, and the Environment (Wales) Act offer an opportunity to promote and strengthen green infrastructure in Wales. However, this will require an understanding of the multiple benefits of green infrastructure and how these are relevant to different areas of public policy and practice.

In Pembrokeshire this means that the role of green infrastructure should be incorporated into all plans, policies and budgets including economic regeneration, health and social care, education, flood risk management, transport, and anti-poverty strategies.

This increased policy support will help to justify project funding and support. It should also lead to a more sensitive approach to on-going management of green infrastructure, noting that many of the generic projects in this action plan relate to the design and maintenance of open space and public land.

## Integrating green infrastructure within new developments

The development management process provides opportunities to integrate green infrastructure within new developments. Planning applicants should be encouraged to:

**Protect** existing Green Infrastructure assets and integrate them into the development

**Mitigate** harm to existing Green Infrastructure assets

**Enhance** Green Infrastructure provision of an appropriate type, standard and size.

This could include:

- street trees;
- space for nature, e.g. meadow/long grass on verges;
- swales and SUDs;
- space for natural play;
- permeable surfaces; enhancement of streams and other water features; and,
- green roof systems and roof gardens.

**Compensate** for any unavoidable loss of green infrastructure assets, which cannot be mitigated on site. Off-site compensation will be sought to help reinforce Green Infrastructure connectivity and/or improve the Green Infrastructure network for the benefit of the local community and the County’s environment.

# Project Delivery

## Securing funding

As outlined above, new development provides significant opportunities for securing the delivery of green infrastructure enhancement.

Where direct delivery of green infrastructure through development is not possible, project partners will need to seek funding and support from a variety of sources.

Funding for green infrastructure can be secured through Planning Obligations under Section 106 of the Planning Act, where the development generates a need for such a provision, and which is directly related to the proposed development.

The Enhancing Pembrokeshire Grant could also be used to deliver projects. This grant uses funds raised via the Second Homes Tax to fund projects to help address the negative impact of second homes and in doing so add value to Pembrokeshire's communities. For more information visit: [www.pembrokeshire.gov.uk/grants](http://www.pembrokeshire.gov.uk/grants)

## Welsh Government Green Infrastructure Capital Grant Scheme

The Welsh Government's Green Infrastructure Capital Grant Scheme is open to applications from Local Authorities across Wales; other, not for profit, organisations may also be involved in the delivery of projects in collaboration with Local Authorities.

The scheme runs from January to October 2018 and has been developed to support Local Authorities deliver Green Infrastructure projects that are deliverable within the period, taking forward action under their Green Infrastructure Plans or planning and gathering evidence to inform and shape the focused implementation of those Plans.

The scheme forms part of the Welsh Government's wider four year programme of investment to accelerate Green Infrastructure development across Wales. This Scheme should be viewed in tandem with Welsh Government Guidance to Local Authorities in relation to the Environment Single Revenue Grant and the development or improvement of Green Infrastructure plans.

