

MEETING AT STACKPOLE CENTRE, TUESDAY 9TH JULY 2019.

Those present Andie Torkington, Rosie & Ben Manning.

Opening introductions, outline for being here and what we hope to gain from this meeting.

Questions for the NT and others present (where appropriate) with regards to the current planning application:

Idea generation & Consultation:

1. Why did your original stakeholder analysis, to identify the key and wider stakeholders, not include a representative voice for the general public?

In 2018 we established the Freshwater West steering group due to the growing visitor numbers and increased pressure on the facilities, infrastructure and landscape.

The steering group includes a range of local representatives from public, private and charitable sectors:

- The landowners – National Trust, Pembrokeshire County Council and Pembrokeshire Coast National Park Authority
- Other relevant authorities – Ministry of Defence Castlemartin Firing Range, Dyfed Powys Police, Natural Resources Wales
- Key organisations and local businesses - RNLI, Pembrokeshire Coastal Forum, Pembrokeshire Beach Food Company and Outer Reef Surf School

2. How was data gathered during your environmental impact survey? Most specifically with regards to:

- frequency and timing of activity giving rise to an issue of concern.
- Assessment of ecological impact.
- Nature of impact: short/medium/long term together with ecological response.
- Percentage of users responsible for impact.
- Identification of origin of users.

Is this data publicly accessible? Overall, how did the results of this data analysis link the environmental damage to overnight parking?

Freshwater West is a multi-owner site (National Trust, Pembrokeshire County Council and Pembrokeshire Coast National Park Authority) and a legally protected conservation area (Site of Special Scientific Interest).

Our steering group includes representatives from a range of public, private and charitable organisations, professionals in conservation, coastal management, highways, visitor experience and public safety.

We are all agreed that Freshwater West has reached capacity and that the facilities (toilets and car park) and other services cannot cope with the increase in visitors. We have a ranger presence at Freshwater West on a daily basis, with the team monitoring the situation.

Our biggest source of complaints on the Stackpole Estate (encompassing Freshwater West) is from locals, local businesses and holidaymakers regarding the parking situation, the increase in overnight parking and camping, litter, fires and other waste.

Trialling the enforcement option is a targeted action to keep Freshwater West accessible and safe for all visitors. By enforcing the car parking restrictions, we are improving access for the majority of people who want to come and enjoy Freshwater West as day visitors.

An environmental impact survey has not been completed as the overnight enforcement trial relates specifically to the National Trust car parks.

We are committed to conserving Freshwater West for the future and will continue to work to ensure that visitors have an enjoyable and safe experience, whilst also safeguarding the landscape.

3. How were the questions in the visitor survey determined? The survey titled 'have your say!' does not mention anything to do with parking enforcement of any kind. It doesn't seem to contain any relevant questions relating to the issue of overnight parking, congestion in the car parks, environmental damage or indeed any solutions to above problems.

A visitor survey has been developed to gather views from day visitors to Freshwater West. The survey covers elements such as parking, facilities, information, beach safety, drive time, transportation and the reason for their visit.

The visitor survey is ongoing and available throughout 2019 in print and digital formats for people to share their experiences of visiting Freshwater West. Printed versions are available at the Freshwater West toilet block, from Café Mor, the RNLi and via our Trust volunteer on-site.

English survey: <http://bit.ly/FWSurveyEnglish>

Welsh survey: <http://bit.ly/FWSurveyCymraeg>

We hope that this will help inform the long-term decision making for the site by understanding why people visit and what improvements they would like to see.

4. How was the survey to assess beach usage circulated? For how long was it distributed? How many surveys were completed? Was this an accurate representation of the broad spectrum of beach users? How can the results be accessed? How did the results of the survey facilitate the conclusion that banning overnight parking at FWW was a viable and fair solution?

As above, please see response to question 3.

5. Along with the survey was there any direct engagement of trust offices at the beach explaining the proposals. If so same questions as above apply.

We have a ranger presence at Freshwater West on a daily basis to monitor the site and engage with the public. For 2019, we also have a volunteer on-site sharing the visitor survey and gathering feedback.

6. How many inner and full Steering Group meetings were there to discuss the results and put forward ideas? What other ideas were considered? Were minutes taken at these meetings and were the meetings made public knowledge?

To date we have hosted 2 full and 5 inner steering group meetings, along with email updates and minutes circulated to all representatives.

The steering group includes a range of local representatives from public, private and charitable sectors:

- The landowners – National Trust, Pembrokeshire County Council and Pembrokeshire Coast National Park Authority
- Other relevant authorities – Ministry of Defence Castlemartin Firing Range, Dyfed Powys Police, Natural Resources Wales
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Following discussions, the steering group identified road safety, litter, overnight parking and camping, and beach safety as the core issues impacting Freshwater West.

Trialling the enforcement option is a targeted action to keep Freshwater West accessible and safe for all visitors. This trial approach was discussed and confirmed with the steering group and the community councils and also shared through the community drop-in day. The final decision sits with the National Trust as the landowner.

Other ideas that were discussed by the group in the meetings included the introduction of parking charges or height restriction barriers, but these measures were not actioned at this time.

Together we are working in partnership to review sustainable site solutions to tackle the issues.

7. What consultation methods were put in place to garner wider views of the ideas raised within the Steering Group meetings?

Following the creation of the steering group, we have consulted with Angle Community Council and Stackpole and Castlemartin Community Council about our work and to hear their views. Representatives from both councils have also been invited to join the steering group.

We hosted a drop-in day at Castlemartin Community Café in April to introduce the steering group to local residents, listen to their views and share our trial proposals for 2019.

This meeting was widely promoted through the National Trust website and social media channels, including three Facebook posts and two tweets between 2 and 25 April, with a total reach of over 8,000 people. Key stakeholders also shared the event from their digital channels for a wider reach.

A promotional poster was created and displayed at key touchpoints on-site at Stackpole and Freshwater West, as well as being distributed to the community councils for sharing.

Following the meeting there has been considerable coverage in the local media.

We have been as open and transparent about our plans as is reasonably practical.

8. How was the decision to go with the current application actually made? E.g. Was a point system used?

We have already explored a number of options and have previously introduced signage, flyers and regular ranger patrols to inform visitors that overnight parking and camping are not permitted and are a breach of our byelaws (a criminal offence). Despite our efforts to raise awareness, this guidance is still not being followed.

Trialling the enforcement option is a targeted action to keep Freshwater West accessible and safe for all visitors. By enforcing the car parking restrictions, we are improving access for the majority of people who want to come and enjoy Freshwater West as day visitors, while protecting this special place for the future.

This trial approach was discussed and confirmed with the steering group and the community councils and also shared through the community drop-in day. The final decision sits with the National Trust as the landowner.

9. When was the decision to trial overnight enforcement actually made?

The trial approach was discussed and confirmed with the steering group at a meeting on 15th January and with the community councils and also shared through the community drop-in day. The final decision sits with the National Trust as the landowner.

10. What was the purpose of the 'drop in' session hosted by PCF on the 30th April?

We hosted a drop-in day at Castlemartin Community Café in April to introduce the steering group to local residents, listen to their views and share our trial proposals for 2019.

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We have been as open and transparent about our plans as is reasonably practical.

11. Do you feel this whole process has been a good example of effective community consultation?

We have worked hard with the steering group to discuss and develop sustainable site solutions to manage the increasing pressures at Freshwater West, working to put measures in place in a short timeframe for the 2019 season.

With the full support of the steering group and community councils, along with a community engagement day to show our plans, we are confident that we have been as open and transparent about our plans as is reasonably practical for the 12-month trial.

The proposal itself:

12. Do District Enforcement already have a contract with PCC/PCNPA?

Yes, Pembrokeshire County Council have a contract with District Enforcement. Pembrokeshire Coast National Park Authority do not have a contract with District Enforcement.

The overnight enforcement contract for Freshwater West will be between the National Trust and District Enforcement only.

13. Was the signage provided by DE?

Yes, the charges, times and signage are set by District Enforcement in line with other overnight parking enforcement schemes across the UK.

14. How were the hours of 10pm to 6am decided upon?

The charges, times and signage are set by District Enforcement in line with other overnight parking enforcement schemes across the UK.

15. Why was it deemed necessary to be enforced on a 12 month basis when overnight parking is very much considered to be a Summer/Easter problem.

We will be trialling an enforcement option at our Freshwater West car parks for a contracted 12-month period to ensure people don't park or camp illegally overnight.

This initiative doesn't generate income for the National Trust, the charges, times and signage are set by District Enforcement in line with other overnight parking enforcement schemes across the UK

16. Who set the charge at £100?

This initiative doesn't generate income for the National Trust, the charges, times and signage are set by District Enforcement in line with other overnight parking enforcement schemes across the UK.

17. Do you believe you are acting in full accordance with your own byelaws?

Yes, please see response to question 19.

18. Has the NT considered setting up a local management company as in the case of Abereddy to retain better control of all aspects above.

District Enforcement were selected due to their professional experience of tackling overnight parking issues at other sites across the UK and their ability to cover a rural area. They are also an accredited operator under the International Parking Community code of practice.

19. Why has the NT been unable/unwilling to enforce its own byelaws up until this point?

We have already explored a number of options and have previously introduced signage, flyers and regular ranger patrols to inform visitors that overnight parking and camping are not permitted and are a breach of our byelaws (a criminal offence).

Despite our efforts to raise awareness, our guidance is still not being followed. Our team have tried engaging with visitors who are breaching the byelaws, but we are not prepared for our staff and volunteers to put themselves at risk of suffering verbal or physical abuse when confronting individuals.

Our byelaws are enforceable by legal action in the courts, and would be a matter for the police to investigate and refer to the Crown Prosecution Service. We have to consider whether this is the best or most effective solution to the problems identified at Freshwater West.

20. Does the NT stand to receive any monies from enforcement. If so is it over the sum of £20per driver from the charging of vehicles during the enforcement period?

No, the overnight enforcement trial doesn't generate income for the National Trust.

21. (As this is a trial) How will you show if the overnight enforcement procedure is or isn't addressing the problems identified from the environmental impact survey on FWW?

The steering group will review the results of the trial, before making a decision as to whether parking enforcement is needed over a longer term.

The main measure of success will be a reduction of the number of vehicles parking overnight in the car parks, and a reduction in the number of incidents of camping in the dunes.

Please also see response to question 2.

22. If anecdotal evidence is used throughout how will success be determined? What is the success criteria?

As above, please see response to question 21.

23. How does the NT believe the current application will improve car parking congestion issues during the day?

Trialling the enforcement option is a targeted action to keep Freshwater West accessible and safe for all visitors. Litter, discarded tents, toilet waste and campfires are all having a detrimental impact on this natural habitat and pose a risk to visitors and wildlife.

The situation has now reached a point where it is unmanageable and is spoiling the experience and impacting access for our other visitors. Day visitors are finding it increasingly difficult to park due to campervans and motorhomes taking up spaces for extended periods and treating the car parks as a campsite.

By enforcing the overnight car parking restrictions, we are improving access for the majority of people who want to come and enjoy Freshwater West as day visitors, while protecting this special place for the future.

The wider ramifications:

24. How do you see the impact of this proposal affecting the volume of traffic parking on the FWW hill?

We are working with Pembrokeshire County Council to ensure our enforcement trial doesn't just move overnight parkers from the car parks onto the road.

Pembrokeshire County Council will trial traffic control through:

- Increased double yellow lines at pinch points
- Retaining parking with further double yellow lines in between, creating passing places
- Parking regulation order preventing use of Highway for overnight stays by campervans/caravans in some areas

We hope that these measures will also help alleviate daytime congestion and obstruction of the road, providing passing points and access for emergency vehicles.

There is also a regular bus service, the Coastal Cruiser, which runs on a daily basis during the summer months for visitors to use.

25. What measures do you have in place to ensure competition for hill parking does not descend into chaos and dangerous obstruction of the road?

As above, please see response to questions 23 and 24.

26. How will people access the north end of the beach during 10pm-6am as there is no road parking available at all, only passing places?

Access to the beach is not affected by this trial. People can access the beach at any time of the day; however you will not be able to park overnight in the National Trust car parks.

Road parking is still available at Freshwater West.

27. Was it adequately explained to Angle Council that restrictions would also be taking effect in the North Car Park as this is the first car park accessed from the angle peninsula.

Yes, following the creation of the steering group, we have consulted with Angle Community Council and Stackpole and Castlemartin Community Council about our work and the trial in our National Trust car parks at Freshwater West.

28. Do you believe the charges coming into force at West Angle Bay next year will increase the volume of traffic to FWW?

We are not in a position to speculate.

29. Can the NT provide details of any proposed or actual 'Partnership Scheme' for the Freshwater West region, including participating bodies and contact details?

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30. Does the NT intend in the near or distant future to charge for daytime parking in the existing North, South or Quarry car parks at FWW?

The enforcement trial will be for overnight parking only and car parking at Freshwater West remains free for day visitors during this period.

Trialling the enforcement option is a targeted action to keep Freshwater West accessible and safe for all visitors.

Other ideas that were discussed by the steering group in the meetings included the introduction of parking charges or height restriction barriers, but these measures were not actioned at this time.

31. Are there any plans to extend the FWW car park (South) on a temporary (overflow) or permanent basis?

A bigger car park at Freshwater West would still not be suitable, or permitted, as a campsite, so a larger car park wouldn't solve the issue of overnight camping and the impact that it is having on the beach and legally protected conservation area.

The steering group have all agreed that Freshwater West has reached capacity and that the facilities (toilets and car park) and other services cannot cope with the increase in visitors.

If we increase the number of visitors then the Freshwater West that we all know and love will become a very different place.

32. Are there any plans to extend the period for provision of the overflow car park (Presently for a maximum of 28 days per year)?

No, we sought advice from Pembrokeshire Coast National Park Authority, but an extension to the 28 days is not permitted.

33. Can the NT provide a definitive statement regarding any immediate or long-term intention to:

- Expand the Gupton Campsite. (Increased number of pitches and camper-van provision) Re: NT website marketing material and local advertising signage)
- Use Gupton as a primary car park for access to the beach at FWW. Re: (Previous Planning Application NP/15/0403/FUL Design and Access Statement 2015).
- Use Gupton as a 'Access Point' or 'Gateway' to FWW

We are committed to conserving Freshwater West for the future, the overnight enforcement trial is not about forcing visitors to stay at Gupton Farm campsite.

Gupton Farm has very limited spaces for campervans and these are generally fully booked in advance. Our car park at Gupton Farm is for the use of guests staying at the campsite and surf lodge and is not intended as the primary car park for beach users.

For any visitors wishing to stay in the area, we urge them to respect the environment and support [local accommodation providers](#).

34. Why are opening times to FWW beach (Dawn to dusk), displayed on NT website?

The opening times are displayed through our website content management system, 'dawn to dusk' is the standard listing for our coast and countryside sites. We will review this element with our web team to see if it is possible to change.

35. Can the NT provide details of the ownership of, or any tenancy arrangement within, the area of sand-dunes to the West of the NT Boundary behind the Northern end car park?

The area referred to is not National Trust land nor is it tenanted by or to the Trust. As such, we are unable to provide ownership information; you would need to liaise with HM Land Registry.

36. Does the NT remunerate PCC for the sub-contract of facility maintenance and rubbish collection at FWW or any other NT car parks in Pembrokeshire?

No, the toilet block and rubbish collection are both managed by Pembrokeshire County Council.