

TENBY CIVIC SOCIETY

Newsletter – Summer 2026

Hello again. This is our latest newsletter to try to keep you better & wider informed about challenging issues facing the town of Tenby's heritage. We hope you enjoy its contents and would welcome any comments, good or bad. You can get hold of us [here](#).

AGM

Our Annual General Meeting is due to take place on **Saturday 5th September**, starting at **2pm** at **Augustus Place Community Hall**. We are arranging a guest speaker for the event which will also include a raffle and prizes. I wonder if we might tempt your attendance with a cup of tea to go with all the above activity. We shall also be revealing our **new President** after Caroline Thomas, who has served us so well, has decided enough is enough.

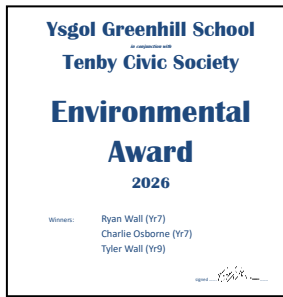
Des Brown Plaque

Des was a teacher at Greenhill School, a lover of all things trains and a founder member of the **Tenby Junior Civic Society**. His fellow teacher & member of the TJCS, Mark Lewis, approached us to find out what we might do to commemorate Des, who died a couple of years ago.



In March we met at Tenby Station with his widow and two sons to unveil a special plaque we commissioned in his memory. It seems the combination of TJCS and the station hit the right note.





Following this event, we have had meetings with the school to reboot the TJCS. And at the lower school's prize evening on 13th July, we handed over a new annual **Environmental Award** to three Greenhill students, together with a cheque for **£100** to support the development of the school's *Tonnau Garden*.

Ritec Flooding

We have recently been supporting a new community group, the **Ritec Flood Action Group**, which is made up of various residents and business owners concerned by the tipping of waste on a site opposite the former DJs nightclub. The river Ritec is well known for its flooding over many years. However, it seems the flooding impact has changed as a result of the levels of this site being raised by the tipping of *builders waste*, apparently deriving from the *Ger y Mor residential development along Sandy Hill Road* in Saundersfoot.

The Flood Group requested our support, which we were happy to provide as, even though the area is outside the bounds of Tenby, it seems to have had a significant impact on Trefloyne Lane and, at times, the main road to Penally and even its by-pass. This obviously affects access to and from Tenby. A **stop notice** was issued by **Natural Resources Wales**, thus halting further tipping, although the notice has been **appealed**. The decision, by an *inspector acting for Welsh Government*, is awaited.

Public Transport

Trains

If you go down to the station today you're in for a big surprise! Two big surprises actually. The **two lift shafts** for the new lifts at Tenby Station were lifted into position last month. They now dominate the street landscape at the bottom of Warren Street. Still a few months work to be completed before the lifts become operational.



The *enhanced summer Sunday service* has now commenced. Check timetables online or at the station.

That's the end of the good news. The rest is rather familiar and rather depressing!

South Pembrokeshire Rail Action Group (SPRAG) have repeatedly informed **Transport for Wales** (TfW) that the platform indicators are showing incorrect platforms for both the *1040 and 1440 Monday to Friday services to Whitland and Carmarthen*. These trains both depart from Platform 1 not platform 2 as shown on the station indicators. Apparently it is very difficult to change these and show the correct platforms! The result is many people with heavy luggage going over the footbridge or barrow crossing to platform 2 and then having to come back over to platform 1 when the train arrives. As well as causing inconvenience to passengers this also makes the services late as there is only a short turnaround time allowed in the timetable. Perhaps TfW will get it right by the end of the summer but don't count on it!

The current train performance at Tenby is abysmal perhaps the worst ever! *At least two return train services a week are being cancelled due to a lack of trains*. Severe delays have also been reported including several trains held at Whitland due to late running. This is partly due to the single track operation on the line. Sadly poor performance will result in a loss of passengers. One service was reported as running 70 minutes late arriving at Tenby and was then terminated. Passengers for stations to Pembroke Dock were simply abandoned at the station with no onward road transport being provided despite this train being the last service of the day. Whatever happened to the duty of care towards passengers?

There is no progress to report on the proposed hourly train service. TfW seems to be obsessed with Cardiff area and cross border services. They are currently planning to operate trains to Bristol Temple Meads. Some of these may start in Pembrokeshire but apparently not on the Pembroke Dock line. SPRAG has repeatedly reminded both TfW and the Labour Welsh Government that the Pembroke Dock line is the busiest line in Pembrokeshire and Tenby is the busiest station. However this appears to fall on death ears as no improvements are planned for the Pembroke Dock line. Indeed rumours are circulating that the services are about to be downgraded with the Pembroke Dock to Cardiff services being replaced with a Pembroke Dock to Swansea services. If this turns out to be true then SPRAG have not been consulted or informed about the decision and the reasoning behind it. Nothing new there!

Buses

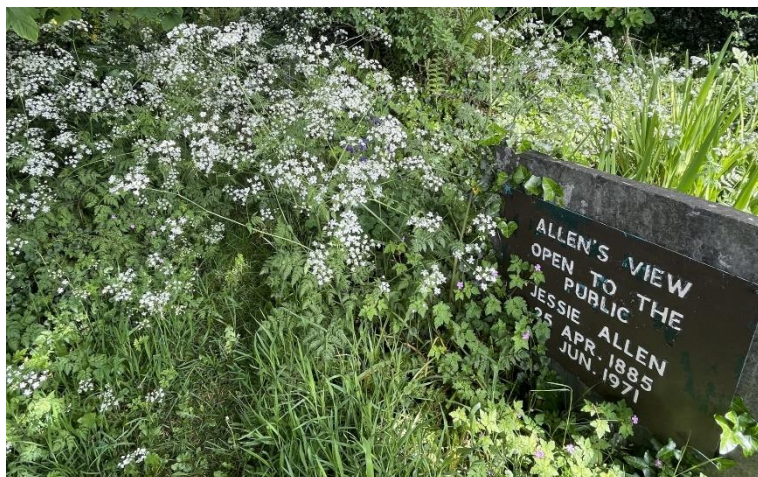
The proposed new express bus service from Bangor to Carmarthen is expected to commence later this year with several return services a day. The service will be a limited stop service operated by coaches with toilet facilities. Unfortunately, the *All Wales Concessionary Bus Pass will not be valid* on these services.

Allen's View

Work at Allen's View by *committee members and volunteers from the Tenby Project* has concentrated on looking after plantings from last year and the winter - watering during the initial weeks and in dry spells. Then the mild Winter and Spring produced a startling burst of growth in things we hadn't planted! So between watering last year's plantings quite a lot of trimming (hedges at the viewpoint) and some hoing was needed.

In the new apple glades the apple trees are sprouting well but the ground cover we put in with them has been swamped in places by Mother Nature's children rocketing out of the ground. This confirms that our earlier strategy of planting bushes to counteract brambles and ground ivy is a better effective low maintenance approach than planting ground cover.

The new water catcher installed by **Richard Reed's team of supporters from Trevayne** has the two large tubs brimming with water, despite use for watering plants; the catchment surface is larger than our first, older improvised rain catcher. Maybe an upgrade for the latter?



We hope to obtain funding for planting some bushes. They are native species and provide very good, scented flowers to attract insects, are hardy and easily managed, given enough space to grow, flower and spread.

The committee approved spending on a professional **safety assessment of trees** on the site. A periodic professional check is wise, provided there are regular site checks by ourselves in between.

Tenby Lions have donated **£300** for work at Allens View - tree carving of an ash stump is a possibility.

One of the picnic benches was damaged and had to be assessed for repairability; sadly it did not pass, requiring almost a complete replacement of screw fixings, so was removed in Richrd Reed's versatile go anywhere mini farm truck. Traversing the rocky Waterwynch Lane in the minitruck up to the site involves dodging the branches and brambles growing out more and more from the currently unmanaged lane hedges. The lane is only a bridleway, so Pembrokeshire County Council (PCC) don't have to manage it for vehicles: effectively it's only a footpath. The footpath alongside the lane has had its annual strimming to cut back the chest high summer growth. This is arranged by the National Park as a part of managing access along the Coast Path.

Planning

A fairly quiet period with only a few applications such as a rear house extension, some minor internal alterations to Listed Buildings on St Julian Street affecting the parts of the building not mentioned in the Listing.

We welcomed a scheme to provide **matching new wooden doors to Paxton's Arches** in the harbour. This involved all the owners getting together - so, along with the *new windows for the Sailing Club*, encouraging improvements for the harbour.





From the new year, *parking on the pavement by the Town Walls* often became a problem.

Eventually, PCC installed benches positioned to prevent it.

It is an odd feature of traffic control that zig zag markings stop parking on



the road but not on the pavement, unlike double yellow lines. Hopefully the latter may appear by 2027?

Still *no sign of any trees by the Walls* - their shade would be welcome in our heat waves.

Extensive work is progressing on the former T P Hughes town centre premises - the interior of the ground floor restaurant is taking shape, and an extra storey has been added above. The first part of the new **"1838" bijou hotel** is due to open next Easter.

A number of properties in the Walled Town have replaced their sash windows with *smart wooden sash replacements*; eg Crackwell Street (and The Norton). Conservation Area rules there are stronger for wooden sash replacements, whereas in the newer parts of the extended conservation area UPVC sashes are accepted by the planners unless the building is individually listed.

The **"Twin Towers"** disabled access lifts at the railway station are currently being installed and as we expected are pretty conspicuous at the end of Warren Street. The railway has an odd application process which means schemes are usually permitted development. But a Listed Building application resulted in several months of consultations with the planners.

We commented initially on facing materials and that location at the other end of the station would have much less townscape and visual impact.

Changes made *improved the materials* but *not the visually prominent location* or the *rather stark modern design*. The railway said the other end of the station was impractical for several operational reasons and everyone using the lifts and the stairs at that end to access/leave platform two would have a longer walk. The proposal, however, has the merit of being right beside the only station entrance.



A recent photo of the newly erected lift towers in the *Tenby Through Time Facebook page* produced a wide range of responses to the change from support to angry rejection, but *no sign any of them had looked at the application*. Sadly, we remain *sole commenter on the detail and impact of plans*

Subscriptions

A note for our members: from January 2026 the annual subscription rate for non-emailable members is increased to **£25**; the emailable (**£12.50**) and life membership (**£100**) rates are unchanged. If you haven't yet renewed your membership, [NOW](#) is always a good time!