

Table A-1: Site 013A & 135A, Land to the Rear/West of Spring Hill

Site 013A & 135A						
Specified Use: Affordable Housing/Housing						
Number of Units: 10						
Site Size: 0.37ha						
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of an existing sewerage system. DCWW has confirmed '150mm foul in adjoining road - off site required'	A DCWW foul sewer is shown within Spring Hill - size TBC. Connection would need to be made through 3rd party land.	Medium	Medium	Access through 3rd party land would need to be agreed to discharge to point of connection agreeable to DCWW.	£100K - £0.5M
<b>Water Supply</b>	The site is within 100m of an existing water supply. DCWW has confirmed: 'Connection would need to come off 90mm profuse in A487, or upgrade 2"AC in Spring Hill to cope with extra demand of the new site - off site required in both, poss HMA'	2" water main is shown within Spring Hill. Connection would need to be made through 3rd party land.	Medium	Medium	Access through 3rd party land would need to be agreed to discharge to point of connection agreeable to DCWW.	£100K - £0.5M
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. No evidence of previous building works to warrant brownfield status. Gas pipeline running underneath Southern boundary of site. Petrol filling station to the North may cause some contamination.	Further investigation of contamination needed.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Site is wet marshland; feasibility of development and drainage costs are uncertain.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 013A & 135A	Specified Use: Affordable Housing/Housing Number of Units: 10 Site Size: 0.37ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Flood Risk</b>	The northern half of Site 013A is located within an area that is prone to surface water flooding, with a 'medium' risk (annual chance of between 3.3% and 1%).					
<b>Access</b>	<p>Following completion of the site visit (11.07.2017) there is no evident vehicle/ pedestrian access currently interconnecting to the application site from the county highway. The site is bounded by residential dwellings to the east, a petrol filling station to the north, and greenfield to the west and south. As noted within Candidate Site Assessment 013-2882 'Access from the South would require significant road works and widening with associated landscape impacts upon single country lane. Access from A487 might be possible via North East or North-West corners but further information required to clarify.' Within the overall assessment 013-2882 notes 'Access from the South would be unacceptable due to landscape impact of upgrades required.' Any proposed junction access onto the A487 (subject to proposed location and highway boundary/ land ownership) would likely be achievable given the preferable alignment of the carriageway and vertical/ horizontal alignment. Requires the demolition of a dwelling or the store rooms of the petrol station, further information is required in this respect. The speed limit near to the application site is retained at 40mph.</p> <p>It is anticipated that the county highway is capable of accommodating increased traffic movements.</p> <p>The A487 and nearby Spring Hill retain good levels of segregated footway provision with the potential to interconnect to the application site.</p>	<p>Access from the South would require significant road works and widening with associated landscape impacts upon single country lane. Access from A487 might be possible via North East or North-West corners but further information required to clarify. 3rd party land ownership constraints to determine the development of a suitable vehicle/ pedestrian access onto the A487.</p> <p>Temporary construction vehicle access.</p> <p>Welsh Government Trunk Road Agency has advised that the creation of vehicular access could be possible, but a Transport Statement and detailed proposal is required to clarify.</p>	<b>High</b>	<b>High</b>	<p>The acceptability of vehicular access from the north is at present unknown and requires further information to confirm (access layout) as well as 3rd party land ownership.</p> <p>The conclusion assumes that no further consideration of a southern access interlinking to Spring Hill is acceptable to the local planning/ highway authority.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - Access off the county highway to the south of the development site would not be sought due to perceived vis-splay characteristics;</p>	>£100K

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					<p>assumed access would be provided via the PFS. Less than 5 dwellings would be suitable on transport grounds.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	

Site 013A & 135A	Specified Use: Affordable Housing/Housing Number of Units: 10 Site Size: 0.37ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>Public Transport services are available within the vicinity of the site (more than 5 buses/trains per day). The closest bus stop (Kiel House) is located within the maximum walking and cycling distances. The bus stop provides frequent services of more than 5 services per day. The bus stop is accessible by foot via footways provided along Spring Hill and the A487.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard and Goodwick) provides frequent services &gt;5 services per day.</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	Low	Low	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).</p>	£25,000.00
<b>Utilities – Electricity</b>	<p>The site is within 100m of existing electricity systems.</p>	<p>11Kv underground cables cross the development plot. Pole mounted transformer situated in the NW corner.</p>	Low	Low	<p>Site development proposals will need to take into account. Transformer re-location may be required. 11Kv cable diversion may be required.</p>	<p>Non-contestable Charge=£2369.15 Contestable work charge= £ 31947.05</p>
<b>BT</b>	<p>BT asset within Spring Hill</p>	<p>BT asset within Spring Hill adjacent to site.</p>	Low	Low	<p>BT connection application to be made in the normal manor once proposals are known.</p>	<£100K

Site 013A & 135A	Specified Use: Affordable Housing/Housing Number of Units: 10 Site Size: 0.37ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
					Reinforcement costs may be applicable.	
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	<p>The NPA ecologist has stated that the northern half of this site comprises a mosaic of semi-natural habitats. This includes small fragment of ungrazed marshy grassland which conforms to the Priority Habitat type 'Purple Moorgrass and rush pastures' under Section 9 of the Wales Environment Act (2016). The habitat shows affinities to NVC type M23 Juncus effuses/acutiflorus-Galium palustre rush-pasture. The grassland is dominated by Juncus effusus with Angelica sylvestris, Lotus uliginosum, Achillea ptarmic, Ranunculus acris and Ranunculus repens.</p> <p>Other habitats present within the potential footprint of the development include dense bramble scrub and young willow woodland with mature trees on the boundary.</p> <p>A wet, willow filled depression is also present on site which may be the remnant of an old pond.</p> <p>There is the potential for Dormice at this site.</p> <p>Some mitigation of ecological impact is likely to be required.</p>				The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been	

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					considered in the viability assessment.	
<b>Trees and Landscape (National Park Qualities)</b>	There is a threat to mature trees or hedgerows within the site. Housing development in the north east of the site could be assimilated into the landscape without causing a significant detrimental impact on the existing linear character or expansion into open countryside. The southern and western areas are more visually sensitive. They are more detached from the existing settlement form and would extend development beyond current limits to a greater extent, particularly when viewed from vantage points on upland areas to the south and would intersect porous views to the upland areas through the linear frontage when viewed from the A487 to the North. Community allotments would have a lesser visual impact and could be accommodated in the south-eastern section. Mitigation would therefore involve containing development to the north eastern section of the site, with allotments in the south eastern section				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The development of the site would not result in the loss of publicly accessible open space but there is designated open space close to the north of the site. However, there is no visual impact upon it. Site is located next to facilities that promote physical recreation such as the coast and coastal path.		Low	Low	See main report for rationale behind provision requirement.	£2.077.00
<b>Minerals protection</b>	The site is within a minerals safeguarding zone. Superficial sand and gravel and slate. Site is already sterilised by neighbouring development, no significant additional sterilisation caused. Whilst material for development could be sourced from National Park quarries, it would have no direct impact on the management or restoration of these sites.					

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Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.					
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	Site located adjacent to the Centre boundary of Dinas Cross and close to associated services and amenities.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-2: Site 014A, Glasfryn Field, Square and Compass, Llanrhian

Site 014A		Specified Use: Affordable Housing Number of Units: 7 Site Size: 0.26ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of existing water supply. DCWW have confirmed that there is capacity for development at the site. DCWW has also stated that there is a 150mm foul drainage source adjacent to the site, although an off-site requirement is likely.	A DCWW 6" foul sewer is shown within the site 014A development plot. A foul route is shown on the record plan bisecting the site 106 development plot. The line is not identified and would require further investigation	Low	Low	Possible DCWW foul assets within both development plots	<£100K
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW have confirmed that there is capacity for development at the site. DCWW has confirmed that it would be possible to connect to the 6" main in the adjacent road.	6" water main is shown within A487	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 014A	Specified Use: Affordable Housing Number of Units: 7 Site Size: 0.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Highway deficiencies could create a potential barrier to housing delivery at this site. The access road is characterised by fast moving traffic (50 mph). However, there has been no objection in principle from the Highways Authority. The application site is accessible from the county highway with an existing agricultural access situated along the site's southern boundary. The existing access retains at-grade accessibility into the application site and is positioned opposite a petrol filling station. Hedgerow is currently retained along the site's boundary at this location adjacent to the A487. The highway adjacent to the site is subject to a 50mph speed limit however during the site visit (11.07.2017) there was a perception that vehicle speeds were &gt;50mph in some instances. There is no street lighting or dedicated footway provision adjacent to the site.</p> <p>Whilst vertical alignment appears favourable at this location, there is high potential for the alignment of the A487 and private land ownership boundaries to adversely compromise the provision of suitable visibility splays, particularly to the west of the application site. TAN 18 indicates Y-distance splays of 160m for an 85kph (53mph) design speed however the factors noted could prevent unobstructed splays being achieved (and possible blind spot) regardless of the positioning of any proposed junction along the site's southern boundary.</p> <p>The final positioning of any vehicle access would also have to consider movements associated with the petrol filling station situated opposite the application site, to ensure adverse vehicle conflict is not compromised.</p> <p>There are no segregated footways adjacent to the development site. Consideration of footways fronting the development adjacent to the A487 should be considered together with the suitability of a safe crossing point - high vehicle speeds are noted at this location.</p> <p>It is anticipated that the local highway would be able to satisfactorily accommodate any new trips associated with the development of 5 to 7 residential dwellings.</p>	<p>Improvements will be required to the existing agricultural access. Access arrangements to the remainder of the agricultural field will also require further clarification to fully assess the appropriateness of the site - improvements to the agricultural access may not achieve a junction access with suitable visibility splays.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved as well as enhanced footway/ crossing provision adjacent to the application site.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the existing speed limit and to assess the potential impact on required visibility splays.</p> <p>Statutory undertakers' apparatus search and. Topographic surveys have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this</p>	Low	Low	<p>Highway deficiencies could create a potential barrier to housing delivery at this site. The access road is characterised by fast moving traffic (50 mph). However, there has been no objection in principle from the Highways Authority.</p> <p>Further feasibility assessment would be required to determine whether a suitable vehicle access could be established.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - A discussion was held to consider the physical constraints of this site, particularly with regard to achieving viable accessibility. A speed reduction from 50mph would not be supported at this location (in view of potentially reducing visibility splay requirements), and traffic calming is unlikely to work effectively at such a remote location.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<£50K

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Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		<p>stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development</p>				

Site 014A	Specified Use: Affordable Housing Number of Units: 7 Site Size: 0.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>The closest bus stop (Square and Compass Inn) is located within the maximum walking and cycling thresholds approximately 250m to the west of the site. The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible via the A487 where there is good footway provision.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard and Goodwick) provides frequent services.</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p>Low</p>	<p>Low</p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Highway deficiencies could create a potential barrier to housing delivery at this site. The access road is characterised by fast moving traffic (50 mph). However, there has been no objection in principle from the Highways Authority.</p> <p>Further feasibility assessment would be required to determine whether a suitable vehicle access could be established.</p>	<p>£17,500.00</p>
<b>Utilities – Electricity</b>	<p>There are pylons crossing the site, which may need to be moved as a result of development.</p>	<p>11Kv underground cables runs adjacent to the development plots. Location to be confirmed.</p>	<p>Low</p>	<p>Low</p>	<p>Site development proposals will need to take into account. Re-location may be required. 11Kv cable diversion may be required.</p>	<p>Non-contestable Charge =£1888.7 Contestable work charge=20415.36</p>
<b>Utilities – Electricity</b>		<p>11Kv underground cables runs adjacent to the development plots. Location to be confirmed.</p>	<p>High</p>	<p>High</p>	<p>Site development proposals will need to take into account. Re-location may be required. 11Kv cable diversion may be required.</p>	<p>£100K - £0.5M</p>
<b>BT</b>	<p>BT asset within Gastrin Field, Square &amp; Compass</p>	<p>Betis is Adjacent Gastrin Field, Square &amp; Compass</p>	<p>Low</p>	<p>Low</p>	<p>BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.</p>	<p>&lt;£100K</p>
<b>Utilities - Broadband</b>	<p>The site is within 100m of an existing broadband zone.</p>				<p>Information not to be considered in the viability assessment as doesn't present an abnormal cost.</p>	

Site 014A	Specified Use: Affordable Housing Number of Units: 7 Site Size: 0.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include or close to any area designated for biodiversity importance.	Biodiversity assessment results do not meet the required standard to enable the site to move forward. Any biodiversity impacts would be mitigated and where possible enhanced.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Trees and Landscape (National Park Qualities)</b>	Development of this site would need to remain in keeping with the linear character of Square and Compass and maintain a degree of porosity when viewed from the A487, to maintain the constant intermittent views of the coastal headland to the north from within the Centre, which provides an attractive backdrop and contributes to the overall character of the Centre.	New hedgerow can be created to consolidate the rear boundary and contain development to the north.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The development of the site would not result in the loss of publicly accessible open space. Submitted information indicates that the closest public open space is approximately 250m to the west of the site.				Site does not meet the threshold (33 units) for open space provision on-site nor off-site provision (10 units).	
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	

Site 014A	Specified Use: Affordable Housing Number of Units: 7 Site Size: 0.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Other Community Facilities (including libraries)</b>	The site is not close to employment uses. Site located adjacent to the Centre boundary of Square and Compass and close to associated services and amenities (there is a Spar shop and petrol filling station opposite the site). Submitted information indicates that there is a public house approximately 250m west of the site. 2 miles west are further local amenities including a school and chapel. To the east is Mathry village, with a church, community hall, cafe and public house.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-3: Site 015, Land at Sandy Hill, Saundersfoot

Site 015	Specified Use: Housing Number of Units: 68 Site Size: 2.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	A DCWW foul sewer is shown within Sandy Hill Road.	A DCWW foul sewer is shown within Sandy Hill Road. DCWW has confirmed that there is a 9" foul sewer in adjacent road - therefore no issues are presented. No issues at Tenby WwTW.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Water Supply</b>	Submitted information suggests that Dwr Cymru/ Welsh Water connections are available along Sandy Hill Road.	Water main is shown Crossing the development site. DCWW has confirmed that 'Site crossed by water main (easement/diversion); connection would have to be on the 90mm profuse in adj road.'	Medium	Medium	Site development proposals will need to take into account. Or re-location/diversion may be required. A detailed quotation would need to be obtained during the detailed application process.	£100K-£0.5M
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 015	Specified Use: Housing Number of Units: 68 Site Size: 2.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Regeneration/ Site Conditions</b>	The site is greenfield.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	It is noted that there is a water line crossing part of the site however historical correspondence with Welsh Water and the client notes that the relocation of the line could be possible under Section 185 of the Water Industry Act (funded by the developer). The site slopes to the south east and is a shallow valley.	No DCWW surface water sewer adjacent to site	<b>High</b>	<b>High</b>	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	Land along the southern boundary of the site is part of a shallow valley features that represents a flow path for surface water runoff (marked by yellow region on insert image)	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to manage runoff to ensure no detriment to surface water flood risk. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 015	Specified Use: Housing Number of Units: 68 Site Size: 2.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Issue with access at northern point of the site. Access may require third party land. The current highway varies in width from 3.9m to 5.2m at its widest point. The application site is accessible from the adjacent county highway with the site's western boundary adjacent to Sandy Hill Road. The county highway at this location is subject to a 40mph speed limit and the current highway varies in width from 3.9m to 5.2m at its widest point. The speed limit changes to 30mph towards the site's north-western interface with the highway. The highway boundary is predominantly hedgerow and there is an existing agricultural access at the site's south-western point however visibility at this location is extensively restricted owing to the alignment of the carriageway. The roadway along the length of the site will need widening and a pedestrian footway from the site created linking to the existing path along Sandy Hill Road. The footway link may require third party land and this issue will need to be resolved for the land to be allocated. Sandy Hill Road is undulating, and its vertical alignment will need to be considered to ensure forward visibility to and from any new</p>	<p>The roadway along the length of the site will need widening and a pedestrian footway from the site created linking to the existing path along Sandy Hill Road. The footway link may require third party land and this issue will need to be resolved for the land to be allocated. See submitted information by the agent re: potential pedestrian links and indicative road layout. Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site and to assess the level of disruption to the existing rural character.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved, and any potential for highway widening adjacent to the proposed site access.</p> <p>Temporary construction vehicle access.</p> <p>Statutory undertakers apparatus search and Topographic survey .have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the</p>	Medium	Medium	<p>There is viable potential to establish a suitable junction access off Sandy Hill Road subject to additional design assessment being completed.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - Viable vehicle access will need to be carefully considered, and which would need to be considered as part of the transport assessment. It is understood that a land ownership issue constrains access for footway development to the northwest of the site.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	£50K - £100K

Site 015	Specified Use: Housing Number of Units: 68 Site Size: 2.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>vehicle junction is not compromised. Whilst access into the application site was not possible at the time of the site visit (12.07.2017) the application site appeared to retain a viable gradient with the county highway. Existing statutory undertaker's apparatus will require relocation.</p> <p>Consideration should be given towards extending the 30mph zone adjacent to the application site to ensure that suitable Y-distance visibility splays can be achieved and in the interests of highway safety. The nearby highway network should be capable of accommodating increased traffic movements associated with this development site however a Transport Assessment is likely given the proposed number of dwellings at this location (68no.).</p> <p>There are no public rights of way connecting to or through the application site. Provision of new development footways should interconnect to existing footway provision along Sandy Hill Road.</p>	<p>cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p>				

Site 015	Specified Use: Housing Number of Units: 68 Site Size: 2.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>The nearest bus stop is currently located approximately 1000m to the centre of Saundersfoot. However, it is noted that the limitation of existing public services is likely derived from the limited road width adjacent to the site. The closest bus stop (Sandy Hill Road) is located within the maximum walking threshold, and is approximately 1km from the application site. The bus stop provides frequent services &gt;5 per day. There are no known site accesses however the bus stop is accessible by foot adjacent to the site, from Sandy Hill Road. There is limited footway provision.</p> <p>No rail facilities are considered to be accessible via walking (&gt;1.2km), although the site is within 5km of the application site affording reasonable access by cycling. The nearest rail station (Saundersfoot) provides frequent services &gt;5 services per day.</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<b>High</b>	<b>High</b>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).</p>	£170,000.00
<p><b>Utilities – Electricity</b></p>	<p>The main feature within the landscape is the Western Power, power lines crossing the site in an easterly direction. There is a transformer inside the western boundary that would require relocation and it is possible that the power line will need to be moved.</p>	<p>WPD asset plans show 33Kv overhead lines bisecting the site. Site development proposals will need to take into account - including maintenance zones. Or re-location/diversion may be required. Diversion of overhead lines would be costly and time consuming</p>	<b>Medium</b>	<b>Medium</b>	<p>Strategic WPD asset which would require the appropriate project team attention.</p>	<p>Non-Contestable Charge =£8368.1 Contestable work Charge= £ 63789.13</p>

Site 015	Specified Use: Housing Number of Units: 68 Site Size: 2.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
BT	BT asset within Sandy Hill Road	BT asset within Sandy Hill Road	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
Utilities - Broadband	The site is not within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Renewable and Low Carbon Energy	No renewable energy issues. The candidate site submission suggests that the site offers an opportunity for the development of low carbon homes.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Biodiversity	The applicant has submitted an Ecological Assessment. This advises that there was no evidence of protected species within the site, although some of the hedgerow may be used by bats. There are also dormice within 5km of the site and evidence of reptiles, including grass snakes within the site. Further survey work is recommended. An 'area of ecological interest, option for integrated wildlife/amenity area (subject to future review)' is included on the site plan sent through by the agent. Land to the south east of the site is woodland.	The NPA Ecologist has identified the site as improved pasture. The loss of hedgerows and mature scrub could be mitigated or compensated for. The grasslands show some signs of reversion to semi-improved with species such as red clover, black knapweed and cuckoo flower but could not be described as species rich. It has been recommended that the southern area of the site remain undeveloped and planted, to improve the buffer, which strongly defines the edge of Saundersfoot.			The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.	

Site 015	Specified Use: Housing Number of Units: 68 Site Size: 2.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Trees and Landscape (National Park Qualities)</b>	Threat to mature trees and hedgerows. The site extends from the southwest edge of Saundersfoot. Much of the site is screened by existing mature vegetation and the topography with the site. The northern-most area is more exposed but in very long-distance views the site would be seen in the general context of Saundersfoot, thus reducing the sensitivity. The southern area of the site extends beyond the built area of Saundersfoot and into the countryside. Strengthening of the south-western boundary by significant additional planting would help to mitigate any visual impact further and provide a strong southern edge to Saundersfoot. Land to the south of the site is woodland.	Tree/hedgerow removal would be required to achieve necessary road improvements and access to the site. Submitted information suggests that existing hedgerows within the site could be largely maintained.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space. No footpath along the trees and hedges at the western edge of the site adjacent to the power line. Insufficient footpaths surrounding the site is a potential barrier to the site delivery based on accessibility for local residents and existing/new recreational users.		Medium	Medium	See rationale for provision provided in main report.	£69,106.00

Site 015	Specified Use: Housing Number of Units: 68 Site Size: 2.26ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	It will be assumed that new housing provision will need to provide for a sufficient number of school places, in accordance with the planning obligations SPG.				PCC has advised that no education contributions should be required for this site.	£0.00
<b>Other Community Facilities (including libraries)</b>	The nearest commercial shops are located within Saundersfoot centre approximately 1000m to the north-west of site (via the highway). A local garden-nursery and café are located approximately 570m to the south of site however given the location it is assumed that Saundersfoot centre would likely be the focal destination point for local facilities.					

Table A-4: Site 021A and 099A, Glasfryn Road, Field Numbers 8877, 8463 and 9372

Site 021A and 099A	Specified Use: Community Land Trust Housing/Affordable housing Number of Units: 90 (60 AH) Site Size: 3.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	Dwr Cymru has highlighted sewage capacity constraints in light of Premier Inn addition, although capacity does exist for the allocated residential development. This proposal does not include the land intended for Premier Inn. DCWW has stated that a HMA is likely to be required to establish connection point/improvements.	No DCWW foul or surface water sewer adjacent to site	Medium	Medium	Requisition may be required. Private sewer transfer may include some assets even without the hotel facility. A detailed analysis would need to be undertaken on sewerage capacity.	£100K - £0.5M
<b>Water Supply</b>	The site is within an existing water supply. DCWW can meet capacity requirements for market and affordable housing but the hotel use (Premier Inn) may create pressure on services. DCWW has said that the site is 'traversed by mains, - an easement/diversion may be required. HMA required due to pumps at Glasfryn SRV to see if upgrading is required to take in the extra demand of this development.	DCWW water supply is within the site along the SE boundary - location TBC.	Medium	Medium	Site development proposals will need to take into account. Re-location/diversion may be required. Likely connection available. This still applies without the hotel facility. A detailed analysis would need to be undertaken on the water supply.	£100K - £0.5M
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence that the site could consist of potentially contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal	

Site 021A and 099A	Specified Use: Community Land Trust Housing/Affordable housing Number of Units: 90 (60 AH) Site Size: 3.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
					cost.	
<b>Access</b>	<p>The site is accessible from the public highway and the nearby highway network is capable of accommodating increased traffic movements. There are several potential access points, and a dedicated cycle path around the north and east of the site. The application site is accessible from the county highway bounded to the north by the A487 and to the east by Glasfryn Road.</p> <p>A487 - the A487 adjacent to the application site retains a speed limit of 30mph that increases to the national speed limit near the site's north-eastern point, east of the A487/ Glasfryn Road junction. There are two existing at-grade agricultural access points that interconnect into the application site both with dropped kerb access and good visibility in both directions. A new shared footway and cycle path is situated adjacent to the site at this location. Suitable visibility splays should be achievable for any new minor junction situated along the site's northern boundary although actual vehicle speeds may require checking given the close proximity to the highway speed change.</p> <p>Glasfryn Road - the speed limit adjacent to the site's eastern boundary along Glasfryn Road is 30mph, with street lighting and a shared footway and cycle path also situated adjacent to the site together. Uncontrolled dropped kerb crossing locations interconnect to the east of the carriageway linking to St David's Assemblies). Two at-grade agricultural access points are also provided connecting to the application and there is subsequently reasonable opportunity to provide new vehicle junctions to facilitate development at this location, including the provision of suitable visibility splays.</p> <p>Whilst it is considered likely that the nearby highway would be capable of accommodating new traffic associated with the development proposals (enhanced by recent highway improvements adjacent to the site) it is anticipated that a formal Transport Assessment may be required to assess capacity of the new proposed junction/s as, well as the adjacent A487/ Glasfryn Road junction (subject to confirmation by the LHA).</p> <p>There are no formal public rights of way leading through or connecting to the site however the site is well connected to existing highway</p>	<p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle accesses to capture any variance away from the existing speed limits and to assess the potential impact on required visibility splays.</p> <p>Potential requirement for a Transport Assessment including traffic impact assessment of new development junctions and the existing A487/ Glasfryn Road junction.</p>	Medium	Medium	<p>There is reasonable opportunity for the development of suitable vehicle access points off both the A487 and Glasfryn Road, subject to further analysis being completed as highlighted.</p> <p>The development of 90 dwellings is likely to require a formal traffic impact assessment to ensure capacity at new and existing junctions is not compromised (subject to confirmation by the LHA).</p> <p>PCC Highways Meeting (20/09/2017) additional comment - The development site would require a Transport Assessment but this is considered to be a sustainable site on transport grounds. The development could be supported by a single principal vehicle access off Glasfryn Road, although a secondary vehicle access off the A487 could be considered viable to support a minor development schedule</p>	£50K - £100K

Site 021A and 099A	Specified Use: Community Land Trust Housing/Affordable housing Number of Units: 90 (60 AH) Site Size: 3.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	walking and cycling routes.	<p>Statutory undertakers' apparatus search and. Topographic surveys have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design</p>			<p>(I.e. access to a hotel only).  Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	

Site 021A and 099A	Specified Use: Community Land Trust Housing/Affordable housing Number of Units: 90 (60 AH) Site Size: 3.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		development				
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>Buses are able to stop by the entrance to the site. The closest bus stop (New Street Playground stop) is therefore located within the maximum walking and cycling distance thresholds. Frequent bus routes serve this stop at &gt;5 services per day. There are no continuous footways to/ from the bus stop.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard &amp; Goodwick) provides frequent services.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	High	High	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure	£225,000.00

Site 021A and 099A	Specified Use: Community Land Trust Housing/Affordable housing Number of Units: 90 (60 AH) Site Size: 3.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
					(transport infrastructure includes road and walking connections, rail and cycling).	
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	11KV Underground cables cross the development plot.	Medium	Medium	Site development proposals will need to take into account. Transformer re-location may be required.11KV Underground Cable diversion may be required.	Non-contestable Charge=£2133.34 Contestable work charge=£51883.14
<b>BT</b>	BT asset within the Ffordd Glasfryn Road	BT is adjacent Ffordd Glasfryn Road	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include or is it close to any areas designated for biodiversity importance	Further survey work may be required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 021A and 099A	Specified Use: Community Land Trust Housing/Affordable housing Number of Units: 90 (60 AH) Site Size: 3.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Trees and Landscape (National Park Qualities)</b>	This site forms part of a current allocation for residential development within the Local Development Plan for 90 units (HA737). The landscape and visual impact of development has therefore already been considered and deemed to be acceptable. There has been no change in circumstance to alter this view.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The site is located opposite a rugby club, but would not result in the loss of amenity open space.		High	High	See main report for rationale behind provision requirement.	£159,699.00
<b>Minerals protection</b>	The site is within a mineral safeguarding zone for Hard Rock - site is already sterilised by neighbouring development and would not cause additional sterilisation.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	St David's Conservation Area is approximately 250m to the South west. Development would need to consider visual impacts and seek to conserve and enhance the existing character of the Conservation Area.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues		High	High	PCC has advised that contributions towards secondary education provision are not likely to be required. £1,257.14 per dwelling is likely to be required towards primary school provision.	£113,142.60
<b>Other Community Facilities (including libraries)</b>	Site is located within the current Centre of St David's.		Low	Low	For sites over 20 dwellings, the cost for community facilities is unspecified and is to be based on the facilities required as highlighted by community councils. The guide for the provision of libraries (as a guide only) is £54.58 per unit.	£4,912.20

Table A-5: Site 031, North of Whitlow, Saundersfoot

Site 031		Specified Use: Housing Number of Units: 168 Site Size: 5.9ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	Adequate capacity is available in the sewerage system to cater for development of this site for housing. DCWW has confirmed: 'Hydraulic Modelling Assessment (HMA) likely required. No issues at Tenby WwTW.'	DCWW asset plans are inconclusive and a survey would be required to confirm size and location.	Medium	Medium	Further investigation required to locate and map existing drainage assets	£100K-£0.5M
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has confirmed: 'HMA required, high point of Saundersfoot network - avoid DG2.'	150mm diameter DCWW water supply adjacent to site.	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence of contaminated land on the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	There is adequate drainage capacity to cater for this development. The land is not in a flood zone.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 031	Specified Use: Housing Number of Units: 168 Site Size: 5.9ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Flood Risk</b>	The site is located upslope of (and drains to) an ordinary watercourse and surface water flow path (see orange area in insert image). There is a similar flow route along the eastern boundary of the site.	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to manage runoff to ensure no detriment to surface water flood risk. A development free buffer zone around any surface water features is also recommended. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	<p>Improvements are needed on the nearby highway network to accommodate increased traffic movements. Public footpath SP 42/16 runs north to south across the Western edge of the site.</p> <p>Traffic generated from Site 31 would be expected to adversely impact on the A478/ B4316 Fountain Head junction. The combination with traffic from sites 36 and 37 will exacerbate this impact. The A478/ Fan Road junction would also be impacted. Both junctions would have to be capacity assessed as part of any proposed development. N.B. There are existing requests for both junctions with Traffic Management involved in discussions about options with local members.</p>	<p>A footway link to the village will be required. This can be achieved inside the hedgerow or by transplanting the hedgerow back within the site which would also help to achieve visibility splays for an access. Vehicular access into the site can be taken from the existing agricultural access. Further consideration will need to be given to the road width and/or traffic calming along the length of the site with the road and to the north. The application site retains an existing agricultural access at the site's north-eastern point. This is at-grade with the county highway (B4316) with a slight incline leading into the application site. The access is positioned on the outside of a slight curve. A speed limit change from 30mph (to the south) to national speed limit (to the north) is positioned adjacent to the site. There is potential to enhance the existing agricultural access to support the development. Visibility splays to the north could conflict with 3rd party land and vehicle speeds could be reasonably high given the positioning of the speed limit change adjacent to the access. Extension of 30mph zone could be required to support viable Y-distance splays, as well as the possible implementation of traffic calming</p>	Medium	High	<p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site.</p> <p>Limited availability of alternate vehicle access points could restrict development proposals.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - There is general transport support for this development site assuming a viable vehicle access can be secured and accepted traffic modelling as part of</p>	>£100K

Site 031	Specified Use: Housing Number of Units: 168 Site Size: 5.9ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
		<p>measures.</p> <p>The number of proposed dwellings is high, and a single vehicle access might not be appropriate/ viable to accommodate all new vehicle trips. However, it is not known if other access points are available; no additional access points interconnecting with the county highway could be identified following the site visit completed (12.07.2017).</p> <p>A footway link to the village will be required. This can be achieved inside the hedgerow or by transplanting the hedgerow back within the site which would also help to achieve visibility splays for an access. Local widening of the B4316 would be recommended adjacent to the application site to improve highway conditions. Public footpath SP 42/16 runs north to south across the Western edge of the site.</p>			<p>a Transport Assessment. The development frontage would need to consider footway extension south towards the existing settlement, as well as interconnection to the nearby primary school. Traffic calming + gateway features would be sought, plus an extension of the existing 30mph zone. Reducing the number of dwellings from 177 would be preferable.</p>	
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>The closest bus stop (Whitlow) is located within the maximum walking and cycling thresholds. The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible by foot from east of the site via a footway however there is limited footway provision adjacent to the application site.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Saundersfoot) provides frequent services &gt;5 services per</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p><b>High</b></p>	<p><b>High</b></p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure</p>	<p>£420,000.00</p>

Site 031	Specified Use: Housing Number of Units: 168 Site Size: 5.9ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	day.				(transport infrastructure includes road and walking connections, rail and cycling). For sites, over 100 units or more, the charge may increase.	
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	Service underground cables cross the development plot at the SE corner	Medium	Medium	Site development proposals will need to take into account or minor diversion may be required.	Non-contestable Charge=£1731.4 Contestable work charge=£80636.53
<b>BT</b>	BT asset within Castle View and Whitlow Road.	BT is adjacent to the site	Low	Low	BT connection application to be made in the normal manner once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>					Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 031	Specified Use: Housing Number of Units: 168 Site Size: 5.9ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Biodiversity</b>	The NPA ecologist has identified priority habitats on site including hedgerows and woodlands with good connectivity to adjacent woodland. Adjacent woodland has Planted Ancient Woodland status so thought may need to be given to buffering the woodland from the effects of light and disturbance. Some of the grassland is mapped as semi-improved on the Phase 1 survey.				The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.	
<b>Trees and Landscape (National Park Qualities)</b>	The site poses no threat to mature trees or hedgerows. The site extends northwards on falling land at the northern edge of Saundersfoot. It is contained to the south by a row of existing houses, to the east by a road beyond which is a caravan park. To the north are strong blocks of woodland which limit the visual impact of the site. The woodland to the north presents a strong boundary for the edge of Saundersfoot.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space and the development of the site would not result in the loss of publicly available open space.		<b>High</b>	<b>High</b>	See main report for rationale behind provision requirement.	£175,512.00

Site 031	Specified Use: Housing Number of Units: 168 Site Size: 5.9ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues identified. Noted that there is a school in proximity to the site. The eastern edge of the site does not include a footway, and comprises a dangerous route for pedestrians from the school.				PCC has advised that no education contributions should be required for this site.	£0.00
<b>Other Community Facilities (including libraries)</b>	The site is at the edge of Saundersfoot and within easy walking distance of the wide range of facilities and services available in the village, particularly the school, the beaches at Saundersfoot and Coppit Hall.					

Table A-6: Site 034, Land off Trewarren Road adjacent to School

Site 034						
Specified Use: Housing Number of Units: 14 Site Size: 1.8ha						
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of an existing sewerage system, however there is limited sewerage capacity. Only capacity for half the number of housing units proposed in previous applications. Sewage capacity exists for approximately 14 additional units in St Ishmaels without further upgrade works being required. DCWW has confirmed that there is a 6" foul sewer traversing the site for which an easement/diversion may be required. However, there are 'no issues' with the site.	<i>A DCWW foul route is shown on the record plan bisecting the site</i>	Medium	Medium	<i>Site development proposals will need to take into account. Re-location/diversion may be required. Likely connection available</i>	£100K - £0.5M
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has confirmed that there is a 4" CI near Willow Vale.	<i>4 in DCWW water supply adjacent to site</i>	Low	Low	<i>Likely connection available</i>	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence that the site could consist of potentially contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	<i>No DCWW surface water sewer adjacent to site</i>	High	High	<i>Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.</i>	>£0.5M
<b>Flood Risk</b>	The site is in bounded by a number of surface water flow routes and an ordinary watercourse (spring fed) to the west. Along these routes flood risk is categorised by NRW as low to medium.	 <p>(Source: Natural Resources Wales)</p>			The site will need to manage surface water runoff so as not to exacerbate surface water flood risk within the local drainage catchment. A development free buffer zone around the ordinary watercourse is also recommended. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 034	Specified Use: Housing Number of Units: 14 Site Size: 1.8ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		(NRW)				

Site 034	Specified Use: Housing Number of Units: 14 Site Size: 1.8ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Access from north of the site has layout and biodiversity issues. A new access will be required to this section of the allocation. There are no existing vehicle access points interconnecting from the county highway into the proposed application site. The site does however interface with the county highway at its north-western boundary over a distance of approximately 85m including a minor local highway junction near to The Brook Inn. The highway at this location retains predominantly rural characteristics with the highway bounded by hedgerow, limited street lighting and lining, and predominantly single lane. Residential properties are situated opposite the application site at this location.</p> <p>Whilst a 30mph speed limit is retained within the village, actual vehicle speeds at the site's interface with the county highway are anticipated to be relatively low affording a reasonable opportunity for vehicle access to be provided (TAN 18 - 2.4m x 22m for a 20mph design speed - speeds subject to confirmation). Any new junction at this location would require the extensive realignment of hedgerow, as well as consideration of existing drainage channels. Local road widening would also be recommended to allow for reasonable access and passing opportunities to accommodate any increase in vehicle traffic.</p> <p>It is anticipated that the adjacent county highway would be able to accommodate increases in traffic associated with the</p>	<p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site and to assess the level of disruption to the existing rural character.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved, and any potential for highway widening adjacent to the proposed site access.</p> <p>Temporary construction vehicle access.</p> <p>Statutory undertakers' apparatus search and. Topographic survey has been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would</p>	Medium	Medium	<p>The provision of a new vehicle access is subject to a number of criteria being assessed, as described herewith.</p> <p>Existing opportunity to provide a viable vehicle access are however extensively restricted to the north-western boundary unless alternative access through adjacent land outside of the application site can be secured.</p> <p>NPA meeting (10/08/2017) confirmed that pre-app has come in showing two access options favouring their own. No detailed costings provided.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - Consider a new pedestrian access connecting directly from the site to the adjacent school. Vehicle access towards the northwest of the site would be generally supported [as retained within this assessment]. Possible additional or sole vehicle access could be considered via adjacent proposed development site to the east.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	£50K - £100K

Site 034	Specified Use: Housing Number of Units: 14 Site Size: 1.8ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>proposed development. Given the rural characteristics of the county highway, there are no segregated pedestrian footways near to the proposed application site, and no public rights of way interconnect to or through the application site. Access for medium/ large construction vehicles would need detailed consideration for the route leading from B4327 to St. Ishmaels.</p> <p>At the time of the site visit (11.07.2017) access into the application site was not possible. Existing gradients within the site and interfacing with the county highway would therefore need to be considered to ensure maximum approach gradients on the development's access would not be exceeded (i.e. 1 in 10 for a distance of at least 6m from the edge of the carriageway off the main road). Horizontal alignment along the county highway appears reasonable at the site's north-western interface.</p>	<p>recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development</p>				

Site 034		Specified Use: Housing Number of Units: 14 Site Size: 1.8ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>There are limited public transport services. The nearest bus stop (Village Hall East-bound) is located within the maximum walking and cycle thresholds. There are no segregated walking routes connecting the site with the bus stop. Infrequent bus services operate from this stop at &lt;5 services per day.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Milford Haven) provides frequent services.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£35,000.00
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	No WPD asset crossing the site. Assets are in the adjacent highway.	Medium	Medium	Electricity connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	Non-contestable Charge=£3462.8Contestable work charge =£57704.03
<b>BT</b>	BT asset within Treharren Road	BT is situated within Treharren Road. Offsite works would be required to connect the site	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 034	Specified Use: Housing Number of Units: 14 Site Size: 1.8ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Biodiversity</b>	<p>The NPA ecologist has stated that the site could not be accessed. From aerial photos, the grassland appears to be improved grassland with dense scrub and regenerating native woodland.</p> <p>A number of greater horse bat roosts in the area, part of the population of bats designated as part of the Pembrokeshire Bat Sites and Bosherton Lakes SAC. This site could form part of foraging or commuting habitat.</p> <p>The woodland edge has potential for commuting and foraging bats particularly Horseshoe bats which are light sensitive.</p> <p>Otters are likely to use the river corridor.</p>				The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.	
<b>Trees and Landscape (National Park Qualities)</b>	Threat to mature trees and hedgerows within the site. The characteristics of the site present a topographical obstacle to development. Land slopes down to the north west but can be considered as part of any proposed layout for housing.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space. The development of the site would not result in the loss of publicly open space.		Medium	Medium	See main report for rationale behind provision requirement.	£10,385.00
<b>Minerals protection</b>	The site is within a mineral safeguarding zone for Hard rock. Land is already sterilised by neighbouring development and no additional sterilisation would be caused.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 034	Specified Use: Housing Number of Units: 14 Site Size: 1.8ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Heritage</b>	The site is located within an area designated for cultural heritage importance - Milford Haven Waterway Historic Landscape.	Development would need to consider visual impacts and seek to protect the historical character of the area.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	Submitted information asserts that the site would counteract the declining school roll at Coastlands school.				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	Site is located within the Centre of St Ishmaels which has a public house, sports club field and facilities as well as a primary school and church.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-7: Site 036, Penny Farm, Site A, Saundersfoot

Site 036	Specified Use: Housing Number of Units: 12 Site Size: 0.38ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of existing sewerage systems. The candidate site assessment suggests that an off-site sewer may be required. DCWW has noted that '6" sewer in Ridgeway.	DCWW assets within The Ridgeway	<b>Low</b>	<b>Low</b>	Private sewer transfer may include some assets. Further investigation (including survey) required to confirm drainage solution. As there are houses already in North Close they are likely to have drainage connections – however, these are not shown on the DCWW	<£100K

Site 036		Specified Use: Housing Number of Units: 12 Site Size: 0.38ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	Off-site sewers required. No issues at Tenby WwTW.'				plans.	
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has noted 'Off site mains required, connection okay to be made to nearest distribution main.'	90mm DCWW water supply adjacent North Close	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. Site 37 contains a dwelling, garage and an agricultural building.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	There is adequate drainage capacity to cater for this development. The land is not in a flood zone.	No DCWW surface water sewer adjacent to site	High	High	Further investigation required to confirm drainage solution. As there are houses already in North Close they are likely to have drainage connections – however, these are not shown on the DCWW plans.	>£0.5M
<b>Flood Risk</b>	The site is not located within or immediately adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 036	Specified Use: Housing Number of Units: 12 Site Size: 0.38ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Site 36 - The Highway Authority has advised that the number of dwellings using the North Close access is limited to 12. The access would require 3rd party land for which agreement in principle with the landowner has been secured (no. 30) 31a is within the ownership of the landowner. It is not anticipated that the proposed development would establish an adverse capacity issue on the local highway network, including The Ridgeway/ North Close junction.</p> <p>There are no public rights of way interconnecting to or through the application site. The LHA have noted that financial contributions will also be sought for provision of footpath/ footway link to Saundersfoot Railway Station. There are no existing segregated pedestrian footways on The Fan within the proximity of the site access. Footways are provided interconnecting through North Close.</p> <p>Traffic generated from Site 31 would be expected to adversely impact on the A478/ B4316 Fountain Head junction. The combination with traffic from sites 36 and 37 will exacerbate this impact. The A478/ Fan Road</p>	<p>The Highway Authority would seek a financial contribution towards provision of footway/ footpath route to Saundersfoot Railway Station.</p> <p>Statutory undertaker's apparatus search and topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p>	<b>Medium</b>	<b>Low</b>	<p>The LHA have noted that financial contributions will also be sought for provision of footpath/ footway link to Saundersfoot Railway Station.</p> <p>Access to Site 36 would require 3rd party land for which agreement in principle with the landowner has been secured (no. 30) 31a is within the ownership of the landowner.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	£50K - £100K

Site 036	Specified Use: Housing Number of Units: 12 Site Size: 0.38ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>junction would also be impacted. Both junctions would have to be capacity assessed as part of any proposed development. N.B. There are existing requests for both junctions with Traffic Management involved in discussions about options with local members.</p>					
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>The closest bus stop (North Close) is located within the maximum walking and cycling thresholds. The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible by foot from the southwest of the site, opposite The Fan Road junction. There is limited footway provision along the route.</p> <p>The nearest rail station (Saundersfoot) to the site is located within the maximum and cycling thresholds approximately 600m from the site. The rail station provides frequent services &gt;5 services per day. The rail station is accessible via The Fan Road and B4316 although there is no footway</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p><b>Low</b></p>	<p><b>Low</b></p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).</p>	<p>a: £30,000</p>

Site 036		Specified Use: Housing Number of Units: 12 Site Size: 0.38ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	provision.					
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	WPD asset plans show 11Kv overhead lines bisecting the site. Site development proposals will need to take into account - including maintenance zones. Or re-location/diversion may be required.	Low	Low	Site development proposals will need to take into account.11Kv cable diversion may be required. Strategic WPD asset which would require the appropriate project team attention. Costs and timescales TBC	Non-contestable Charge=£2364.3 Contestable work charge =£38859.25
<b>BT</b>	BT asset within North Close	BT asset is located adjacent to the site in North Close	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include or close to any areas designated for biodiversity importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Trees and Landscape (National Park Qualities)</b>	Detrimental impact on the character of the locality. There is no threat to mature trees or hedgerows within or adjacent to the site. The site visit highlighted that there are mature trees bounding the north-western edge of site 36. This would divide the site should 37 be promoted.	The northern boundary of the site will require the creation of a hedge bank to help reduce the visual impact from the north and to provide a strong edge to the built area of Saundersfoot in this location.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 036		Specified Use: Housing Number of Units: 12 Site Size: 0.38ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	The site is contained to the south, east and west by existing development. The site is flat.					
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space or result in a loss of publicly accessible open space.		Low	Low	See main report for rationale behind provision requirement.	£3,411.00
<b>Minerals protection</b>	The site is not within minerals safeguarding zone.					
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.					
<b>Education</b>	No educational issues				PCC has advised that no education contributions should be required for this site.	£0.00
<b>Other Community Facilities (including libraries)</b>	The site is at the edge of Saundersfoot and within easy walking distance of the wide range of facilities and services.				Site does not meet the threshold for provision of community facilities.	£0.00

Table A-8: Site 036 + 037, Penny Farm, Site A/B, Saundersfoot

Site 036/Site 037		Specified Use: Housing Number of Units: 36 Site Size: 1.13ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of existing sewerage systems. The candidate site assessment suggests that an off-site sewer may be required. DCWW has noted that '6" sewer in Ridgeway. Off-site sewers required. No issues at Tenby WwTW.'	DCWW assets within The Ridgeway	Low	Low	Private sewer transfer may include some assets. Further investigation (including survey) required to confirm drainage solution.	<£100K
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has noted 'Off site mains required, connection okay to be made to nearest distribution main.'	90mm DCWW water supply adjacent North Close	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. Site 37 contains a dwelling, garage and an agricultural building.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	There is adequate drainage capacity to cater for this development. The land is not in a flood zone.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within or immediately adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 036/Site 037	Specified Use: Housing Number of Units: 36 Site Size: 1.13ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Existing access does not have sufficient capacity for residents of Site A and B. From a highways perspective, site accessibility and capability of the highway network to cope with increased traffic movements need to improve. There is a bus stop on the corner of where North Close meets the main highway (the Ridge Way) (route 351). Train station is 600m from the site (submitted evidence). Submitted evidence also suggest that it is 76m to the old railway line 'the Incline', which is a footpath to the village centre.</p> <p>Site 36 - The Highway Authority has advised that the number of dwellings using the North Close access is limited to 12. The access would require 3rd party land for which agreement in principle with the landowner has been secured (no. 30) 31a is within the ownership of the landowner.</p> <p>Site 37 - The Highway Authority has advised that the number of dwellings should be limited to 36, using access from Fan Road. The existing vehicle access off Fan Road would need to be enhanced to accommodate the increase in development traffic. Visibility splays appear</p>	<p>Improve site access from the public highway.</p> <p>The Highway Authority would also seek a financial contribution towards provision of footway/ footpath route to Saundersfoot Railway Station.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the existing speed limits and to assess the potential impact on required visibility splays. Consider a possible extension of 30mph zone to achieve suitable visibility splays and improve highway conditions.</p> <p>Statutory undertaker's apparatus search and topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this</p>	Medium	Medium	<p>Accessibility could be restricted at the existing Fan Road vehicle access as a result of the increase in trips and available visibility splays. The LHA have noted that financial contributions will also be sought for provision of footpath/ footway link to Saundersfoot Railway Station.</p> <p>Access to Site 36 would require 3rd party land for which agreement in principle with the landowner has been secured (no. 30) 31a is within the ownership of the landowner.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - Access via North Close would be preferred, especially if viable vehicle access via The Fan Road (existing vehicle access) cannot be achieved. A Transport Statement would be required for 36 dwellings - there is a transport preference for a reduced development scale, or at least for the development impact to be clearly demonstrated. Footway provision would be sought wherever possible.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	£50K - £100K

Site 036/Site 037	Specified Use: Housing Number of Units: 36 Site Size: 1.13ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>restricted to the west due to the horizontal alignment and consideration of land ownership would establish potential opportunities/ constraints to improve upon existing splays. A speed limit change from 30mph to 60mph is situated immediately to the west of the vehicle access and actual speeds appeared reasonably high at this location following the site visit (12.07.2017). Extension of the 30mph zone should be considered and a review of actual speeds adjacent to the site access. Traffic calming measures may also be appropriate to manage speeds local to the site access.</p> <p>There are no public rights of way interconnecting to or through the application site. The LHA have noted that financial contributions will also be sought for provision of footpath/ footway link to Saundersfoot Railway Station. There are no existing segregated pedestrian footways on The Fan within the proximity of the site access. Footways are provided interconnecting through North Close.</p> <p>Traffic generated from Site 31 would be expected to adversely impact on the A478/ B4316 Fountain Head</p>	<p>stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p>				

Site 036/Site 037		Specified Use: Housing Number of Units: 36 Site Size: 1.13ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>junction. The combination with traffic from sites 36 and 37 will exacerbate this impact. The A478/ Fan Road junction would also be impacted. Both junctions would have to be capacity assessed as part of any proposed development. N.B. There are existing requests for both junctions with Traffic Management involved in discussions about options with local members.</p>					
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>The closest bus stop (North Close) is located within the maximum walking and cycling thresholds. The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible by foot from the southwest of the site, opposite The Fan Road junction. There is limited footway provision along the route.</p> <p>The nearest rail station (Saundersfoot) to the site is located within the maximum and cycling thresholds approximately 600m from the site. The rail station provides frequent services &gt;5 services per day. The rail station is accessible via The Fan Road and B4316 although there is</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p><b>Medium</b></p>	<p><b>Medium</b></p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).</p>	<p>B: £90,000</p>

Site 036/Site 037		Specified Use: Housing Number of Units: 36 Site Size: 1.13ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	no footway provision.					
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	WPD asset plans show 11Kv overhead lines bisecting the site. Site development proposals will need to take into account - including maintenance zones. Or re-location/diversion may be required.	Low	Low	Site development proposals will need to take into account. 11Kv cable diversion may be required. Strategic WPD asset which would require the appropriate project team attention. Costs and timescales TBC	Non-contestable Charge=£2364.3 Contestable work charge =£38859.25
<b>BT</b>	BT asset within North Close	BT asset is located adjacent to the site in North Close	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The NPA ecologist has identified the site as mostly garden and improved grassland. Protection of mature trees and hedgerows. Part of NRW's woodland focal connectivity network.  Existing building has high potential for bats. Should a roost be discovered mitigation with regards issues such as lighting and flight paths may be important				The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.	

Site 036/Site 037		Specified Use: Housing Number of Units: 36 Site Size: 1.13ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Trees and Landscape (National Park Qualities)</b>	Detrimental impact on the character of the locality. There is no threat to mature trees or hedgerows within or adjacent to the site. The site visit highlighted that there are mature trees bounding the north-western edge of site 36. This would divide the site should 37 be promoted. The site is contained to the south, east and west by existing development. The site is flat.	The northern boundary of the site will require the creation of a hedge bank to help reduce the visual impact from the north and to provide a strong edge to the built area of Saundersfoot in this location.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space or result in a loss of publicly accessible open space.		Medium	Medium	See main report for rationale behind provision requirement.	B: £32,433.00
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.					
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.					
<b>Education</b>	No educational issues				PCC has advised that no education contributions should be required for this site.	£0.00
<b>Other Community Facilities (including libraries)</b>	The site is at the edge of Saundersfoot and within easy walking distance of the wide range of facilities and services.					

Table A-9: Site 039 & 041, South East of Site 041/North-east Marine Road, Broadhaven

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Sewerage</b>	<p>Submitted information states that: The existing foul drainage for the surrounding area gravitates to the existing DCWW pumping station that is located immediately adjacent to the site. The existing pumping station discharges the foul sewerage by pumping it to an existing wastewater treatment works that is located to the south of Broad Haven.</p> <p>There are two convenient connection points to the existing gravity system via existing manholes (i) just to the south of the pumping station and (ii) at the western edge of the car park beside the proposed access road. Either manhole will provide a suitable connection for the site, subject to the capacity of the pumping station and the wastewater treatment works. The preferred connection point is at location (i) and this is indicated on the drawing 2367-D01-A as Option A.</p> <p>An enquiry was made to DCWW Developer Services to determine if there is sufficient capacity in the existing public sewer system and they have recommended that a feasibility study should be undertaken to determine the existing capacity and whether any improvement works will be required. This feasibility study is being explored further with</p>	Upgrading of the sewage treatment works will be required to cater for the development of this site.	<b>Medium</b>	<b>Medium</b>	Likely connection available	£100K-£0.5M

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
	DCWW Developer Services, but no further information is currently available. If it proves difficult to secure a connection to the existing public sewer system then a small domestic package treatment works may be located alongside the western boundary of the site, adjacent to the attenuation pond with treated discharge into the receiving watercourse. This alternative arrangement is also shown on drawing 2367- D01-A and is identified on the drawing as Option B. DCWW has confirmed the following: Poss HMA to identify connection point/improvements					
<b>Water Supply</b>	DCWW plans show a 75mm cast iron pipe running along Marine Road and Trafalgar Terrace to the south. A site water supply may be taken from this pipe and run into the site along the proposed new access road. Alternatively, DCWW could install a new water supply to the site from the more recently laid 160mm MOPVC pipe in Puffin Way. DCWW has confirmed that off-site mains would be required.		Medium	Medium	Likely connection available	£100K-£0.5M
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence of any contaminated land at the site. There is no evidence of subsidence within the site, but part of the site is shown as being in a high-risk coal mining area.	Although there is no evidence of any subsidence within the site, part of the site is shown as being in a high-risk coal mining area so a Coal Mining Risk Assessment Report will be prepared. There are believed to be coal deposits at or near the surface in the locality that may have been worked in the past. A recent geophysical ground radar survey failed to locate conclusive evidence of past coal mining activities on the site but recommended trail trenching and borehole testing in addition to the limited trial holes that have so far been carried out. An extended phase 1 ecology survey is currently being undertaken prior to additional intrusive ground investigations. The ground investigations will provide information to complete a coal mining risk assessment but no major issues are expected. Part of the adjacent Swanswell Close housing scheme was in the same high-risk area and has been successfully developed.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	See submitted information with submission, including a drainage/services plan.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk.	 <p>(Source: Natural Resources Wales (NRW))</p>			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	Site accessibility from the public highway and the capability of the highway network to cope with increased traffic movements. A ransom strip runs through the allotments adjacent to Site 039. Access to the site is via land in 3rd party ownership. Current discussions are ongoing to achieve access to the land allocation immediately to the north of this site. It is noted that a new roundabout and road may be required to achieve access to the site (41). See submitted detailed information for road improvements and roundabout plans. A pedestrian link is proposed into the POS area immediately north of the site and then running southwards along the western edge of the site and beyond the site on land in the same ownership to join with the existing public footpath PP99/6 that links Sandyke Road to Trafalgar Terrace adjacent to the Old Coastguard Station.	It is noted that a new roundabout and road may be required to achieve access to the site (41). See submitted detailed information for road improvements and roundabout plans. A pedestrian link is proposed into the POS area immediately north of the site and then running southwards along the western edge of the site and beyond the site on land in the same ownership to join with the existing public footpath PP99/6 that links Sandyke Road to Trafalgar Terrace adjacent to the Old Coastguard Station. See candidate site submission for proposed access through a 'community car park' for site 39. This includes a plan. 'An existing site access from Marine	<b>High</b>	<b>High</b>	PCC Highways Meeting (20/09/2017) additional comment - It was noted that discussions are already being taken forward with regard to vehicle access (roundabout proposal) off the B4341, accessing through the existing PCC allotments. This would require relatively significant highway works to realign and implement the new junction proposals.  Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.	>£100K

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
	<p>Old Coastguard Station.</p> <p>See candidate site submission for proposed access through a 'community car park' for site 39. This includes a plan. 'An existing site access from Marine Road/Trafalgar Terrace currently serves the existing informal car park and provides vehicular access to the existing DCWW pumping station that is located adjacent to the western boundary of the site.</p> <p>It is proposed to upgrade the existing site access at the same location to provide a 5.5m wide residential access road with adjacent footways that link with the existing country footpath to the east. The DCWW pumping station access will continue as normal from the upgraded junction and much of the car park will remain. Access will be provided to the car park via the new residential access road using dropped kerbs.'</p>	<p>Road/Trafalgar Terrace currently serves the existing informal car park and also provides vehicular access to the existing DCWW pumping station that is located adjacent to the western boundary of the site.</p> <p>It is proposed to upgrade the existing site access at the same location to provide a 5.5m wide residential access road with adjacent footways that link with the existing country footpath to the east. The DCWW pumping station access will continue as normal from the upgraded junction and much of the car park will remain. Access will be provided to the car park via the new residential access road using dropped kerbs.' Site accessibility from the public highway and the capability of the highway network to cope with increased traffic movements (Transport Assessment).</p>				

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>Bus Stop adjacent to Broad Haven Post Office &lt;200m; Service 311 runs to Haverford West via train station, operator Edward Brothers; Puffin Shuttle Service 400 runs along the coast road from St David's to Marloes via Broad Haven operator Richard Brothers. The closest bus stop to the site is located within the maximum walking and cycling thresholds. The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible by foot via Swanswell Close, an unnamed road, Croft Road and B5341. Footways and footpaths are provided throughout with the exception of no footways on the B4341. Bus Stop adjacent to Broad Haven Post Office &lt;200m; Service 311 runs to Haverford West via train station, operator Edward Brothers; Puffin Shuttle Service 400 runs along the coast road from St David's to Marloes via Broad Haven operator Richard Brothers.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Johnston) provides frequent services.</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p><b>High</b></p>	<p><b>High</b></p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).</p>	<p>£245,000.00</p>

Site 039/041		Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Utilities – Electricity</b>	WPD has an 11kV overhead cable crossing the site that connects to an underground cable in the adjacent car park. This will provide a convenient electricity supply to the site that may be laid along the proposed site access road. Telecommunications: BT has overhead cables suspended on telegraph poles in Marine Road and Trafalgar Terrace from which telecom connections may be made to the site. Alternatively, there are underground junction boxes near the northern site boundary that could also provide telecom connections for the site.	WPD asset plans show 11Kv overhead lines bisecting the site. Site development proposals will need to take into account - including maintenance zones.	Low	Low	Site development proposals will need to take into account. Or Strategic WPD asset which would require the appropriate project team attention to relocate asset. Timescale and cost TBC.	Non-contestable Charge=£2246.06 Contestable work charge= 26981.13
<b>BT</b>	BT asset within Broad Haven	BT is in the adjacent to Swansea Close and crossing SANDYKE ROAD to the N of the development site.	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	It is noted that telecommunications would be available.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	The proposed development where applicable will be designed to meet the Code for Sustainable Homes, Secure by Design and to Lifetime Homes Standards. It is proposed predominately to use rendered walls for the buildings with some brick and local stone for key features and Welsh Slate as the primary roofing material. Renewable energy sources such as solar heating for hot water will be used where viable. The				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
	buildings will be insulated to a standard better than that required in the Building Regulations and underfloor heating will be used for space heating. Water conservation and rainwater harvesting will be incorporated into the design and sustainable urban drainage techniques used to deal with surface water runoff.					
<b>Biodiversity</b>	Submitted information highlights the wildlife designations affecting the site: <ul style="list-style-type: none"> <li>• There are no national wildlife designations affecting the site.</li> <li>• Pembrokeshire Marine Special Area of Conservation affecting the coast approximately 100m to the west (400m for site 41).</li> <li>• The area to the east has been developed and managed as a nature trail by Havens Support the Boardwalk Group and the west part of this trail passes through the east edge of the site.</li> </ul>	<ul style="list-style-type: none"> <li>• Undertake ecological surveys, as appropriate, to identify the presence, population and distribution of protected species and habitats (and liaise with Havens Support the Boardwalk Group). An extended phase 1 ecology survey is currently being undertaken prior to additional intrusive ground investigations.</li> <li>• Retain areas of wetland habitat by appropriate siting and design</li> <li>• Minimise adverse effects upon upstream hydrology</li> <li>• Diversify the habitat by management</li> <li>• Undertake all works at the most appropriate time of year to minimise damage to protected habitats and species.</li> </ul> <p>Survey work is being undertaken for the site.</p>			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Trees and Landscape (National Park Qualities)</b>	<p>The site poses a threat to mature trees or hedgerows within the site. There would be loss of belts of woody vegetation along the east, west and south site boundaries. There are clumps of woody vegetation, especially around the boundaries of the site. These are likely to generally comprise willow, sycamore and blackthorn. The extent of the removal of woody vegetation would depend upon the location and nature of the development and the effect of drainage upon hydrology.</p> <p>The site is well contained by natural features and topography. Submitted information highlights the landscape designations affecting the site:</p> <ul style="list-style-type: none"> <li>• Site is situated within Pembrokeshire Coast National Park</li> <li>• Site is designated as 'Open Space' and 'Green Wedge'</li> <li>• Site is situated approximately 400m to the Heritage Coast (1.1km for site 41). Key views towards the site: <ul style="list-style-type: none"> <li>• The coastal road between Londis shop and the hotel</li> <li>• Sections of Slash Pond Board Walk to the east</li> <li>• South-facing windows of residential dwellings to the north</li> <li>• Elevated land to the south including views from Driftwood Close</li> <li>• Trafalgar Terrace to the south</li> <li>• Part of the playing field to the north-east</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Retain and protect some areas of wetland habitat and character by appropriate siting and design</li> <li>• Retain some separation between existing buildings to the north and south</li> <li>• Accentuate the visual links between the wetland character of the site and adjacent areas: Splash Pond to the east and the coast to the west</li> <li>• Minimise adverse effects upon upstream hydrology</li> <li>• Consult with Havens Support the Boardwalk Group to identify opportunities to extend Slash Pond Nature Trail and maximise the wildlife potential of the site.</li> <li>• Site layout and design would respond to the sloping topography to minimise visual effects and maximise good outward views towards the coast, valleys and the surrounding countryside</li> <li>• Retain, manage and interplant trees / shrubs on the north boundary in order to soften relationship between the site and adjoining open space, retain a habitat for wildlife and provide shelter</li> <li>• Survey vegetation, retain important trees and shrubs and protect in accordance with Advice Note 'Trees, Hedges and Planning' and</li> </ul>			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
	Key views out of the site (also see detailed information for site 41): • View upstream across Slash Pond and the adjacent wetland • Glimpse of the coast between Londis shop and the Hotel.	the principles of BS 5837:2012: Trees in relation to design, demolition and construction – recommendations • Retain hedge bank and create new hedge banks, as appropriate, to help address changes of levels using a typical local boundary feature				
<b>Recreational and Amenity Open Space</b>	The development of the site would not result in a loss of publicly accessible open space. At Site 041, there is an area of public open space immediately to the north of the site. The open space is steeply sloping, undeveloped land with public access. There is a playground located at the western most end of this open space. Development of the site would not impact on the open space. Site access may be required through allotments.	Site would require the temporary allotments to be relocated. It is noted that the site allocation was made before the allotments were located in proximity.			PCNPA has advised that no contributions should be required for this site.	£0.00
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is not located within or close to area designated for cultural heritage importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				PCC has advised that no education contributions should be required for this site.	£0.00

Site 039/041	Specified Use: Housing Number of Units: 28 (12 affordable)/66 (submission for 40 om and 17 ah units at 26 dph) Site Size: 3.14ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Other Community Facilities (including libraries)</b>	The site is at the edge of Broad Haven and within easy walking distance of the wide range of facilities and services available in the village including the beach and Coast Path.					

Table A-10: Site 045, Part of Home Farm, Lawrenny

Site 045	Specified Use: Housing Number of Units: 33 Site Size: 1.92ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	Concerns over the sewerage system in the area as there is no public sewer in the village. There is no sewerage system within 100m of the site. A private septic tank, funded by the residents, is located behind the properties to the south of the site.	The applicant has advised that the existing private sewer requires upgrading to accommodate the development. The proposed site location plan indicates the location of the proposed area for a septic treatment plant (not within the development site boundary - see pdf - ask agent if any further information available on this)	<b>High</b>	<b>High</b>	The current foul drainage arrangement for site 045, based on information received from NRW, consists solely of domestic septic tank serving 9 dwellings located in the field adjoining Lawrenny Church (Part of Lawrenny Home Farm). The septic tank discharges to ground via a soakaway.  To enable development to proceed a viable drainage strategy would need to be produced. Therefore, the options would consist of:  <ul style="list-style-type: none"> <li>• Septic tank methodology discharging to ground – dependent on consents, suitable ground conditions, suitable space requirement</li> <li>• Connection to the DCWW network – likely through</li> </ul>	>£0.5M

Site 045	Specified Use: Housing Number of Units: 33 Site Size: 1.92ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
					requisition	
<b>Water Supply</b>	Likely connection available. DCWW has stated 'Okay for connection off 4"PVC in adj road'	90 mm PE DCWW water supply adjacent to Broad Lane	Low	Low	Likely connection available.	<£100K
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is currently occupied by agricultural buildings with the remainder comprising land associated with agricultural storage. However, these uses are excluded from the definition of previously developed land in Planning Policy Wales.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	The land is not in a flood zone. The area is served by a private drainage system which requires upgrading.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 045	Specified Use: Housing Number of Units: 33 Site Size: 1.92ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk from any source.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	<p>The application site retains a number of existing site access points interconnecting to the adjacent county highway. There is therefore reasonable opportunity for viable vehicle and pedestrian interconnectivity with the provision of good visibility splays. It may be considered that more than one access is therefore retained to facilitate any proposed development.</p> <p>It is anticipated that the county highway will be able to accommodate any increase in vehicle traffic. Adjacent highway traffic flows are also anticipated to be reasonably low although summer peak months will establish seasonal variability.</p> <p>Construction traffic management will be required given the site's rural location.</p>	<p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site and to assess the level of disruption to the existing rural character. Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p> <p>Temporary construction vehicle access.</p> <p>Statutory undertaker's apparatus search and Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are</p>	<b>Low</b>	<b>Low</b>	<p>There is viable opportunity for the delivery of suitable vehicle and pedestrian accesses interconnecting with the county highway.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - No significant comment to add.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<£50K

Site 045		Specified Use: Housing Number of Units: 33 Site Size: 1.92ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		noted for most of the sites and are quite standard for an engineer to consider as part of any design development.				
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	There is no public transport available at the site.	Opportunities for appropriate sustainable transport measures to be considered for this site.	Medium	Medium	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Accessibility for public transport to Lawrenny may not be achievable based on existing highway characteristics and affordability of service provision. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£82,500.00
<b>Utilities – Electricity</b>	The site is not within 100m of existing electricity systems.	<i>WPD asset plans show 11Kv overhead lines crossing the site.in addition to LV Underground Cable.</i>	Low	Low	Site development proposals will need to take into account. 11Kv cable diversion may be required. Strategic WPD asset which would require the appropriate project team attention.	Non-contestable Charge =£3462.8 Contestable work charge =27795.13
<b>BT</b>	BT asset adjacent to site	<i>BT assets are situated within Blue Bell Cottage &amp; Broad Lane adjacent to the site.</i>	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is not within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 045	Specified Use: Housing Number of Units: 33 Site Size: 1.92ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	Survey work has been undertaken as part of a planning application currently being prepared for the site. This identifies the habitats and species affected and the mitigation required.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Trees and Landscape (National Park Qualities)</b>	The site poses no threat to mature trees or hedgerows. The site visit (12th July 2017) revealed that the views to the north and the south from the 'club house' (to the south east of the site) are extensive. It is noted that, should the field between the two accesses to the east of the site be developed, or should the accesses comprise development which includes anything of height, this view may be compromised.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The site is located close to a designated open space. However, the development of the site would not result in the loss of publicly accessible open space.				PCNPA has advised that no contributions would be required for this site. See rationale provided in main report.	£0.00
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is within the Milford Haven Waterway Area of Outstanding Historic Interest.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	It will be assumed that new housing provision will need to provide for a sufficient number of school places, in accordance with the planning obligations SPG.				PCC has advised that no education contributions should be required for this site.	£0.00

Site 045	Specified Use: Housing Number of Units: 33 Site Size: 1.92ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Other Community Facilities (including libraries)</b>	The site is located at the edge of Lawrenny and within easy walking distance of the services and facilities available. Adjacent to the site is a community shop.					

Table A-11: Site 050, Land adjoining Cefn Galod, Trefin, Llanrhian

Site 050	Specified Use: Housing Number of Units: 10 Site Size: 0.35ha						
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate	
<b>Sewerage</b>	The site is within 100m of an existing sewerage system. Dwr Cymru has advised that foul sewage capacity would exist for the development of the proposed site. DCWW has also confirmed that off-site sewers would be required.	A DCWW foul sewer is shown Adjacent to the site.	Medium	Medium	Likely connection available. Off-site sewers required	£100K - £0.5M	
<b>Water Supply</b>	The site is within 100m of an existing sewerage system. DCWW has confirmed that a 3" connection is available in the adjacent road.	3" water main is shown within Ffordd Abercastell.	Low	Low	Likely connection available. The water supply to connect off 3" in adjacent road.	<£100K	
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.		
<b>Regeneration/ Site Conditions</b>	The site is greenfield. Excavation is needed on the site.	Removal of the necessary soils or rocks from the site and well as the agricultural shelter will be necessary before			Information not to be considered in the viability assessment as doesn't present an abnormal cost.		

Site 050	Specified Use: Housing Number of Units: 10 Site Size: 0.35ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
		the site is able to progress.				
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	<b>High</b>	<b>High</b>	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 050	Specified Use: Housing Number of Units: 10 Site Size: 0.35ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Access</b>	<p>The road adjacent to the site is single track. There is a bus route going past the site on the northern edge. Submitted information indicates that there is a bus stop at Trefin Square, 0.1km from the site. Submitted information states that: 'the site is accessible from the highway, either from Cefn Gallod or an alternative point of access along the northern boundary, to be determined at a later stage, in conjunction with the highways department. There is adequate land within the applicant's ownership to provide forward viability.' (see submitted information with a plan showing arrows for potential access points). The road adjacent to the site's northern boundary (Ffordd Abercastell) is a single lane with an existing agricultural access interconnecting between the county highway and application site, with a highway junction at the site's north-eastern interface point. The road at the location of the existing access is subject to a 30mph before increasing to the national speed limit at a point circa 20m to the east. The application site bounding the county highway is predominantly hedgerow.</p> <p>A formal simple vehicle access could be considered off the county highway along the site's northern boundary, however widening of Ffordd Abercastell adjacent to the site would be recommended to improve accessibility. This would require realignment of the hedgerow to achieve suitable visibility splays, as well as the potential to provide a segregated footway adjacent to the carriageway/ development to interconnect with existing footways/ public transport provision provided to the west of the site. Provision of any vehicle access at this location might require consideration of a revised 30mph zone to ensure that suitable visibility splays and highway safety can be achieved. A secondary option for vehicle access is retained off Cefn Gallod situated on the site's western boundary. The highway at this location is within a residential cul-de-sac with a hedgerow forming the application site's boundary.</p> <p>There are no public footpaths interconnecting through or adjacent to the application site, however dedicated pedestrian access points could be considered via both Cefn Gallod and Ffordd Abercastell.</p> <p>It is anticipated that the local highway would be able to satisfactorily accommodate any new trips associated with the development of 10 residential dwellings.</p>	<p>Via Cefn Gallod - small hedgerow removal required to improve site access. There may be a need to widen the road to enable site access. Via Ffordd Abercastell - highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved as well as possible enhanced footway provision/ carriageway widening adjacent to the application site.</p> <p>Statutory undertaker's apparatus search and Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service</p>	Low	Low	<p>It is anticipated that viable vehicle/ pedestrian access could be achieved via Ffordd Abercastell or Cefn Gallod. Subject to confirmation, suitable land would appear available to establish a suitable access.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - Access via Cefn Gallod was considered a viable/ preferred option to support the development proposals.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<£50K

Site 050	Specified Use: Housing Number of Units: 10 Site Size: 0.35ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
		<p>or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p>				

Site 050	Specified Use: Housing Number of Units: 10 Site Size: 0.35ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>The closest bus stop (Trefin Square) is located within the maximum walking and cycling thresholds approximately 0.1km from the site. The bus stop provides frequent services &gt;5 services per day. There is limited footway provision along the route.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard and Goodwick) provides frequent services.</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p>Low</p>	<p>Low</p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).</p>	<p>£25,000.00</p>
<b>Utilities – Electricity</b>	<p>The site is within 100m of existing electricity systems.</p>	<p>No WPD asset crossing the site. Assets are in the adjacent highway.</p>	<p>Low</p>	<p>Low</p>	<p>Electricity connection application to be made in the normal manner once proposals are known. Reinforcement costs may be applicable.</p>	<p>Non-contestable Charge =£943.8 Contestable work charge =£11750.88</p>
<b>BT</b>	<p>BT asset within Ffordd Abercastell.</p>	<p>BT is Adjacent to Ffordd Abercastell.</p>	<p>Low</p>	<p>Low</p>	<p>BT connection application to be made in the normal manner once proposals are known.</p>	<p>&lt;£100K</p>

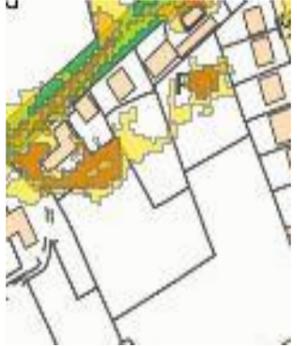
Site 050	Specified Use: Housing Number of Units: 10 Site Size: 0.35ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
					Reinforcement costs may be applicable.	
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include or close to any area designated for biodiversity importance.	Further survey work required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 050	Specified Use: Housing Number of Units: 10 Site Size: 0.35ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Trees and Landscape (National Park Qualities)</b>	There is no threat to mature trees or hedgerows within or adjacent to the site. Site slopes gently down to the south. Development is not considered to cause a significant detrimental impact upon the character of the village and could remain in context with neighbouring residential development to the west and north, subject to appropriate mitigation measures being imposed.	Site excavation and levelling will be required to maintain suitable building height. Mitigation measures required to limit the visual impact of development when viewed from the south include retaining all boundary hedgerow with additional planting, obtaining access from Cefn Gallod rather than the existing access from the north, locating the majority of development in a linear layout along the southern boundary, maintaining areas of green space to the north and limiting new roof heights to remain in context with the neighbouring Cefn Gallod properties to the west and below existing properties to the north.			Information not to be considered in the viability assessment as doesn't present an abnormal cost. Costs likely to be related to access.	
<b>Recreational and Amenity Open Space</b>	The development of the site would not result in the loss of publicly accessible open space. The closest sports ground is 0.1km from the site.		Low	Low	See main report for rationale behind provision requirement.	£2,077.00

Site 050	Specified Use: Housing Number of Units: 10 Site Size: 0.35ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Minerals protection</b>	The site could fall within a mineral safeguarding zone for Hard Rock. Land is already sterilised by neighbouring development and would not cause significant additional sterilisation.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	Trefin Conservation Area approximately 50m from western boundary. There is a Listed Building (Cartlett House) located to the south. Submitted information suggests that there is a possibility of a medieval bishop's palace in the locality (location unknown).	Development would need to consider visual impacts and seek to protect the historic and architectural interest of the neighbouring listed building and its setting. Any on-site historic environment assets would need to be investigated. Development would need to consider visual impacts and seek to conserve and enhance the existing character of the Conservation Area.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues.				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	Site located adjacent to the Centre boundary of Trefin and close to associated services and amenities. Trefin Post Office is 0.45km from the site. There is also a public house, community hall and place of worship.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-12: Site 054, Land to rear of Angorfan Bungalow and Dinas Cross Service Station

Site 054		Specified Use: Housing and Employment Number of Units: 5 Site Size: 0.2ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of an existing sewerage system. Sewage treatment exists for this scale of development site. DCWW has confirmed a '150mm foul adjoining road - off site required'	A DCWW foul sewer is shown within Spring Hill. Connection would need to be made through 3rd party land.	Medium	Medium	Access through 3rd party land would need to be agreed to discharge to point of connection agreeable to DCWW.	£100K - £0.5M
<b>Water Supply</b>	The site is within 100m of an existing water supply. DCWW has stated that: 'Connection would need to come off 90mm profuse in A487, or upgrade 2"AC in Spring Hill to cope with extra demand of the new site - off site required in both.'	2" water main is shown within Spring Hill. Connection would need to be made through 3rd party land.	Medium	Medium	Access through 3rd party land would need to be agreed to discharge to point of connection agreeable to DCWW.	£100K - £0.5M
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. Petrol filling station to the north may cause some contamination.	Further survey work required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase although can be mitigated through the use of permeable surfaces, rainwater harvesting and other Sustainable Urban Drainage Systems into the design.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 054	Specified Use: Housing and Employment Number of Units: 5 Site Size: 0.2ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Flood Risk</b>	The site is located within an area that is prone to surface water flooding, with a 'medium' risk (annual chance of between 3.3% and 1%).	 <p>(Source: Natural Resources Wales (NRW))</p>			Through site design, surface water runoff would need to be managed to ensure that on site flood risk is acceptable and that there is no detriment to offsite flood risk. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	Site accessibility from the public highway and capability of highway network to accommodate increased traffic movements. Following completion of the site visit (11.07.2017) there is no evident vehicle/ pedestrian access currently interconnecting to the application site from the county highway. The site is bounded by residential dwellings to the east, a petrol filling station to the north, and greenfield to the west and south. As noted within Candidate Site Assessment 013-2882 'Access from the South would require significant road works and widening with associated landscape impacts upon single country lane. Access from A487 might be possible via North East or North-West corners but further information required to clarify.' Within the overall	Requires the demolition of a dwelling or the store rooms of the petrol station, further information is required in this respect. The submission notes that the bungalow is of wool away construction and has a limited lifespan. Welsh Government Trunk Road Agency has advised that the creation of vehicular access could be possible but a Transport Statement and detailed proposal is required to clarify. 3rd party land ownership constraints to determine the development of a suitable vehicle/ pedestrian access onto the A487.  Temporary construction vehicle access.	<b>High</b>	<b>High</b>	The acceptability of vehicular access from the north is at present unknown and requires further information to confirm (access layout) as well as 3rd party land ownership.  The conclusion assumes that no further consideration of a southern access interlinking to Spring Hill is acceptable to the local planning/ highway authority.  Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.	>£100K

Site 054	Specified Use: Housing and Employment Number of Units: 5 Site Size: 0.2ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>assessment 013-2882 notes 'Access from the South would be unacceptable due to landscape impact of upgrades required.' Any proposed junction access onto the A487 (subject to proposed location and highway boundary/ land ownership) would likely be achievable given the preferable alignment of the carriageway and vertical/ horizontal alignment. Requires the demolition of a dwelling or the store rooms of the petrol station, further information is required in this respect. The speed limit near to the application site is retained at 40mph.</p> <p>It is anticipated that the county highway is capable of accommodating increased traffic movements.</p> <p>The A487 and nearby Spring Hill retain good levels of segregated footway provision with the potential to interconnect to the application site.</p>	<p>Welsh Government Trunk Road Agency has advised that the creation of vehicular access could be possible but a Transport Statement and detailed proposal is required to clarify.</p>				

Site 054		Specified Use: Housing and Employment Number of Units: 5 Site Size: 0.2ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>Public transport services are available within the vicinity of the site (more than 5 buses/trains per day). The closest bus stop (Kiel House) is located within the maximum walking and cycling thresholds. The bus stop provides frequent services &gt;5 services per day. Spring Hill or A487 provide continuous footways to the bus stop.</p> <p>No rail facilities are accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard and Goodwick) provides frequent services &gt;5 services per day.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£12,500.00
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	11Kv underground cables cross the development plot. Pole mounted transformer situated in the NW corner.	Low	Low	Site development proposals will need to take into account. Transformer re-location may be required. 11Kv cable diversion may be required.	Non-contestable Charge =£1258.4 Contestable work charge=£14827.86
<b>BT</b>	BT asset within Spring Hill.	BT asset within Spring Hill adjacent to site.	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 054	Specified Use: Housing and Employment Number of Units: 5 Site Size: 0.2ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Biodiversity</b>	<p>The NPA ecologist has stated that the northern half of this site comprises a mosaic of semi-natural habitats. This includes small fragment of ungrazed marshy grassland which conforms to the Priority Habitat type 'Purple Moor grass and rush pastures' under Section 9 of the Wales Environment Act (2016). The habitat shows affinities to NVC type M23 Juncus effusus/acutiflorus-Galium palustre rush-pasture. The grassland is dominated by Juncus effusus with Angelica sylvestris, Lotus uliginosum, Achillea ptarmic, Ranunculus acris and Ranunculus repens.</p> <p>Other habitats present within the potential footprint of the development include dense bramble scrub and young willow woodland with mature trees on the boundary.</p> <p>A wet, willow filled depression is also present on site which may be the remnant of an old pond.</p> <p>There is the potential for Dormice at this site.</p> <p>Some mitigation of ecological impact is likely to be required.</p>				<p>The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.</p>	

Site 054		Specified Use: Housing and Employment Number of Units: 5 Site Size: 0.2ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Trees and Landscape (National Park Qualities)</b>	This site is sited located immediately behind the existing garage and Spring Hill properties. It is visually well related to the existing centre and is small in scale when viewed from vantage points. It would not impact on the existing linear settlement pattern with respect to its small scale and location. It would not intersect important views to the agricultural fields and hillside to the south. There is a threat to mature trees or hedgerows within the site.	Existing boundary vegetation should be retained and strengthened as part of any development proposal.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The development of the site would not result in a loss of publicly accessible open space. Open space to the north but no visual impact upon it. Site is located next to facilities that promote physical recreation such as the coast and coastal path.				Site does not meet the threshold (33 units) for open space provision on-site nor off-site provision (10 units).	n/a
<b>Minerals protection</b>	The site may be within a mineral safeguarding zone. Superficial sand and gravel and slate. Site is already sterilised by neighbouring development, no significant additional sterilisation caused. Whilst material for development could be sourced from National Park quarries, it would have no direct impact on the management or restoration of these sites.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 054	Specified Use: Housing and Employment Number of Units: 5 Site Size: 0.2ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	n/a
<b>Other Community Facilities (including libraries)</b>	Site located adjacent to the centre boundary of Dinas Cross and close to associated services and facilities.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	n/a

Table A-13: Site 056, West of Narberth Road, Tenby

Site 056		Specified Use: Housing Number of Units: 33 Site Size: 1.10ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Sewerage</b>	The site is within 100m of the sewerage system. Adequate capacity is available in the sewerage system to cater for development of this site for housing.	DCWW Rising main runs in the highway adjacent to the site. No Foul sewers are shown connecting into or adjacent to the site. DCWW has confirmed that '6" foul main approx. 50m away. No issues at Tenby WwTW.'	Medium	Medium	Private sewer transfer may include some assets. Further investigation (including survey) required to confirm drainage solution.	£100K-£0.5M
<b>Water Supply</b>	The site is within 100m of an existing water system.	6 in DCWW water supply adjacent to site. DCWW has confirmed that 'HMA required, site in close proximity to reservoir which is gravity feed (DG2 avoidance)'	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. The site slopes steeply down from the road to the woodland. The site does not contain contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	There is adequate drainage capacity to cater for this development. The land is not in a flood zone.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 056		Specified Use: Housing Number of Units: 33 Site Size: 1.10ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Flood Risk</b>	Whilst the site is not in an area at risk of flooding, surface water flow paths mark its southern and western boundaries, with an ordinary watercourse also flowing along the western boundary (yellow/orange areas in inset image).	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to manage runoff to ensure no detriment to these flow paths and surface water flood risk. A development free buffer zone around the ordinary watercourse is also recommended. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	<p>The point of access is difficult due the topography and sharp dogleg on entrance to the site. The application site is situated to the west of Tenby. The site is bounded by a small section of the A478 to the east (circa 15m - 20m) and greenfield adjacent to all other boundaries.</p> <p>The A487 at this location retains street lighting and is subject to a 30mph speed limit although this increases to 40mph at a point approximately 105m north of the existing agricultural access. The boundary adjacent to the A487/ application site predominantly consists of shrubs/ trees. The point of access (at the existing agricultural access) is considered a constraint as the vertical alignment of the application site retains a reasonably steep gradient falling away from the county highway. It could therefore be difficult to achieve a standard compliant approach not</p>	<p>The access from the public highway needs to be improved. An alternative access would need to be used or ground levelling would be required. Site accessibility may prevent progress in site delivery.</p> <p>Topographic survey to confirm gradients at the proposed junction to inform development of site accessibility options.</p> <p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site. Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p>	<b>High</b>	<b>High</b>	<p>The topography of the proposed vehicle access (assuming its location at the existing agricultural access) could establish a significant constraint towards the viable accessibility of the site.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - No further significant comment to add to that already described. The extent of engineering required to establish viable access could be detrimental to the development schedule required to ensure the site is viable.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	>£100K

Site 056	Specified Use: Housing Number of Units: 33 Site Size: 1.10ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
	<p>exceeding 1 in 10 for a distance of at least 6m from the edge of the carriageway without the requirement for extensive engineering (ground levelling). Proposals would have to ensure a reasonable internal access road alignment could also be achieved on approach to the A487 in line with standard guidance.</p> <p>The alignment of the county highway at the existing site access could afford reasonable visibility splays for a 30mph carriageway (TAN 18 - 2.4m x 40m) however highway boundary/ land ownership plans would need to be reviewed given the positioning of a private residential dwelling immediately to the south of the existing agricultural access, as well as a relatively narrow section of the application site interfacing with the A487.</p> <p>There are dedicated footways adjacent to the application site along the A487. There are no public rights of way connecting to or through the site. Access by construction vehicles would be extensively restricted unless a viable access can be established off the A487.</p> <p>Vehicle traffic flows are anticipated to be high on the A487, especially during peak summer periods. There may be a requirement to complete</p>	<p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the existing speed limit and to assess the potential impact on required visibility splays.</p> <p>Temporary accessibility by medium to large construction vehicles needs to be considered.</p> <p>. Statutory undertakers' apparatus search and. Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the</p>				

Site 056	Specified Use: Housing Number of Units: 33 Site Size: 1.10ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
	a Transport Assessment to ensure suitable accessibility can be achieved.	sites and are quite standard for an engineer to consider as part of any design development				
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	There is a bus stop on the Narberth Road approximately 0.2km from the site. The closest bus stop (White Oaks) is located within the maximum walking and cycling thresholds. The bus stop provides frequent services >5 services per day. The bus stop is accessible via Narbeth Road, with footways provided on one side of the carriageway.	No action	Medium	Medium	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£82,500.00

Site 056	Specified Use: Housing Number of Units: 33 Site Size: 1.10ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
	The nearest rail station (Tenby) is located within the maximum walking and cycling thresholds. The rail station provides frequent services >5 services per day. The rail station is accessible via Narbeth Road, A4218, Greenhill Road. Footways are provided along the route including a footbridge close to the station.					
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	<i>WPD asset is shown adjacent to the site boundary</i>	<b>Medium</b>	<b>Medium</b>	<i>Connection application to be made in the normal manner once proposals are known. Reinforcement costs may be applicable.</i>	Non-contestable Charge=£3631.66 Contestable work charge =£62710.78
<b>BT</b>	<i>BT asset within Narberth Road</i>	<i>BT is adjacent to Narberth Road</i>	<b>Low</b>	<b>Low</b>	<i>BT connection application to be made in the normal manner once proposals are known. Reinforcement costs may be applicable.</i>	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.					
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.					
<b>Biodiversity</b>	The site is adjacent to an area designated for biodiversity importance.	The NPA ecologist has stated that the grassland is semi-improved but is not a species-rich example. This grassland has potential for restoration to species rich neutral grassland.  The site is directly adjacent to Ancient Semi-Natural Woodland which could be impacted by development through changes to light			The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.	

Site 056	Specified Use: Housing Number of Units: 33 Site Size: 1.10ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
		<p>pollution, garden encroachment and fly tipping.</p> <p>The woodland edge may be important for bats.</p>				
<b>Trees and Landscape (National Park Qualities)</b>	The site poses no threat to mature trees or hedgerows. The site is visually well-contained by the local topography and surrounding woodland.					
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space. The development of the site would not result in the loss of publicly accessible open space.		<b>Medium</b>	<b>Medium</b>	See main report for rationale behind provision requirement.	£68,541.00
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.					
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.					
<b>Education</b>	No educational issues				PCC has advised that no education contributions should be required for this site.	£0.00
<b>Other Community Facilities (including libraries)</b>	The site is with the Centre of Tenby and within walking distance of the wide range of facilities and services available in the town. The site is also within walking and cycling distance of the beaches and Coast Path.					

Table A-14: Site 061, Parc y Plant, Newport

Site 061						
Specified Use: Affordable Housing Number of Units: 10 Site Size: 0.34ha						
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	Dwr Cymru has advised that sewage treatment capacity is limited within Newport and that further upgrading may be required to accommodate additional development should this capacity be occupied by other development in the area. DCWW has also confirmed that a 6" connection is available in the adjoining road.	DCWW foul water sewer adjacent to site	Low	Low	Potential capacity issue. DCWW to advise. There is a 6" foul sewer in adjoining road. A detailed analysis would need to be undertaken on sewerage capacity.	<£100K
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has confirmed that it would be possible to 'Connect off 150mm DI main in adjoining road'.	150 mm DCWW water supply adjacent to site	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence that the site could consist of potentially contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 061	Specified Use: Affordable Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Flood Risk</b>	Whilst the site is not at risk of flooding, surface water flow paths are located adjacent to its eastern and western boundaries, with the Afon Ysgolheigion flowing alongside the western boundary.	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to manage runoff to ensure no detriment to these flow paths and surface water flood risk. A development free buffer zone around the Afon Ysgolheigion is also recommended. The buffer would potentially impact the developable area. This would be dependent on consultation with the Lead Local Flood Authority (LLFA) during the planning application process. A 2m buffer from the bank top is usually considered to be sufficient to allow for future maintenance of an ordinary watercourse. This area could be landscaped as part of amenity areas/car parking. If it is to be used to form the boundary of properties, then consideration will be needed to not impede flow and cause breaches of the Land Drainage Act, and land owners will need to be informed and reminded of their duties as Riparian Owners of the same act. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

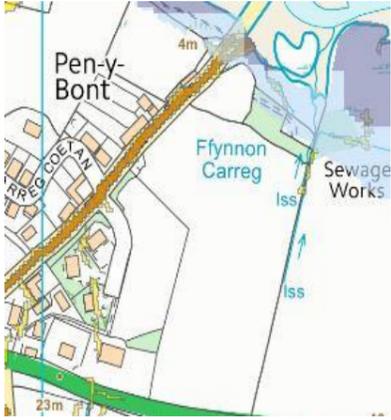
Site 061	Specified Use: Affordable Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>No objection from the Highways Authority in principle. Submitted information indicates that there is a bus stop 50m from the site. There are public footpaths from the two western corners of the site, providing access to residential areas, as well as a footpath along the north-eastern edge of the site, which leads to the road. There is also an access point from the highway (Pen y Bont). The site is accessible from the adjacent highway (Feidr Pen-Y-Bont) with an existing vehicle access situated towards the south-eastern point of the application site. Feidr Pen-Y-Bont is subject to a 30mph speed limit at this location and retains a moderate gradient rising on a north - south incline. There are no segregated footways provided within the highway at this location. It is anticipated that existing visibility splays could be enhanced (subject to highway boundary/ land ownership plans) via the completion of vegetation clearance and minor/ moderate earthworks to provide standard splays of 2.4m x 60m however the existing access gradient interconnecting between the highway and application site is moderate and would require further investigation to ensure maximum standards would not be exceeded (i.e. 1 in 10 for a distance of at least 6m from the edge of the carriageway of the main road). The nearby highway network is capable of accommodating increased traffic movements.</p> <p>Local pedestrian access could be considered along Feidr Pen-Y-Bont adjacent to the application site and where possible interconnecting towards the Feidr Pen-Y-Bont/ A487 junction positioned circa 60m to the south, to facilitate enhanced interconnectivity with local services and public transport facilities. The application site also benefits from interconnectivity to an existing Public Right of Way (footpath ref PP72 38/1) at its north-western point. The footpath runs adjacent to the site's northern boundary and connects between Feidr Pen-Y-Bont in the east to Lower St. Mary's Street in the west. PP72 38/1 retains stepped access and consideration could be given to improving accessibility</p>	<p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the 30mph speed limit and to assess the potential impact on required visibility splays.</p> <p>Statutory undertaker's apparatus search and Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p> <p>Feasibility of adjacent footpath enhancement, especially PP72 38/1.</p>	Low	Low	<p>There is potential for the existing vehicle access connecting to the application site to be enhanced to provide a viable development access, subject to further site investigation.</p> <p>It is understood that there is no objections from the Highways Authority in principle.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - Highway signage improvements. TRA may request traffic modelling of nearby A487/ Feidr Pen-y-Bont junction. Transport Statement at least required if 061 + 068 sites are developed.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<£50K

Site 061	Specified Use: Affordable Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	for all. A secondary footpath is situated at the site's south-western point with access over the Afon Ysgolheigion watercourse however accessibility was restricted at the time of the site visit - potential for this access to be enhanced also.					
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>Submitted information indicates that there is a bus stop 50m from the site. Closest bus stops (Golden lion Hotel east-bound and west-bound stops) to the site are located on the A487 within 100m of the site and therefore within the maximum walking and cycling distance thresholds. Frequent bus routes serve both stops. There is no existing footway provision on Feidr Pen-Y-Bont interlinking the site and the bus stops.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard &amp; Goodwick) provides frequent services.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£25,000.00

Site 061		Specified Use: Affordable Housing Number of Units: 10 Site Size: 0.34ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	No WPD asset crossing the site. Assets are in the adjacent highway.	Low	Low	Electricity connection application to be made in the normal manner once proposals are known. Reinforcement costs may be applicable.	Non-contestable Charge=£629.2 Contestable work charge=£15778.46
<b>BT</b>	BT asset within the Ferdi Pen -Y -Bont	BT is adjacent to Ferdi Pen -Y -Bont	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	Amenity grassland. Dormice are recorded in Newport so boundary trees and scrub would need to be retained. Otherwise the site does not include or close to any area designated for biodiversity importance.	Survey work may be required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Trees and Landscape (National Park Qualities)</b>	There is no threat to mature trees or hedgerows within or adjacent to the site. Existing boundaries will need to be maintained. The site has a low to moderate sensitivity to residential development with regard to landscape impact upon the character of the area. A Settlement Capacity Study has assessed certain Candidate Site submissions for Newport including proposed housing at this site. It is concluded that this site would have a low to moderate sensitivity to residential development with regard to landscape impact upon the character of the area.	Mitigation measures to reduce any additional visual impact include retaining and strengthening existing boundary vegetation and creating a strong green buffer between development and the stream along the western boundary.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The site is located within a designated open space. Submitted information indicates that there is an alternative playing field 75m from the site. There is also a children's play area nearby. Site is located next to facilities that promote physical recreation such as the coast and coastal path.	Development of this designated Open Space will require adequate mitigation or replacement of this community facility.	Medium	Medium	See main report for rationale behind provision requirement.	£11,325.00

Site 061	Specified Use: Affordable Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	There is a conservation area approximately 40m to the south west. There is a Listed Building adjacent to the site.	Development would need to consider visual impacts and seek to conserve and enhance the existing character of the Conservation Area and Listed Building.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	Site is located within the centre of Newport and thus is close to a range of services and facilities. Submitted information indicates that there is a shop 100m from the site.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-15: Site 068 (088A,089A and 090A), Land North of Newport Business Park, Newport

Site 068						
Specified Use: Housing Number of Units: 15 Site Size: 0.5ha						
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	Dwr Cymru has advised that sewage treatment capacity is available for the proposed site. DCWW has confirmed that there is a 6" connection in the adjoining road.	DCWW foul sewer adjacent to site	Low	Low	Likely connection available	<£100K
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has confirmed that there is a 6" connection in the adjoining road.	DCWW water supply adjacent to site	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence that the site could consist of potentially contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is located in proximity to an area prone to flood risk but is not at risk of flooding itself.	 <p>(Source: Natural Resources Wales)</p>			The site is located close to Nyfer Estuary. Although it is currently outside the TAN15 C2 flood zone, over the longer the effects of climate change and shoreline management policies may impact the degree of flood risk. The Shoreline Management Plan indicates 'no active intervention' as the	

Site 068	Specified Use: Housing Number of Units: 15 Site Size: 0.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		(NRW))			policy approach for this stretch of coastline.	
<b>Access</b>	<p>The site is accessible from the public highway and the nearby highway network is capable of accommodating increased traffic movements. No objections from the Highways Authority in principle. Potential for access through the Newport Business Park/land to the south? The site is accessible from the adjacent highway (Feidr Pen-Y-Bont) with an existing agricultural vehicle access situated towards the south-western point of the application site. Feidr Pen-Y-Bont is subject to a 30mph speed limit at this location and retains a moderate gradient rising on a north - south incline. A private residential driveway is positioned opposite the existing access and there are no segregated footways provided within the highway at this location. It is anticipated that existing visibility splays could be enhanced (subject to highway boundary/ land ownership plans) via the completion of vegetation clearance and minor earthworks to provide standard splays of 2.4m x 60m however the existing access gradient interconnecting between the highway and application site is moderate and would require further investigation to ensure maximum approach gradients would not be exceeded (I.e. 1 in 10 for a distance of at least 6m from the edge of the carriageway off the main road). The nearby highway network is</p>	<p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the 30mph speed limit and to assess the potential impact on required visibility splays.</p> <p>Statutory undertaker's apparatus search and Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for</p>	Low	Low	<p>There is potential for the existing vehicle access connecting to the application site to be enhanced to provide a viable development access, subject to further site investigation. It is understood that there is no objections from the Highways Authority in principle.</p> <p>NPA meeting (10/08/2017) confirmed that the NPA does not consider access through the business park a viable option as this would involve additional 3rd party land owners.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - Highway signage improvements.</p>	<£50K

Site 068	Specified Use: Housing Number of Units: 15 Site Size: 0.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>capable of accommodating increased traffic movements.</p> <p>Local pedestrian access should be considered along Feidr Pen-Y-Bont towards the Pen-Y-Bont Business Park highway junction positioned circa 45m to the south to facilitate enhanced interconnectivity with local services and public transport facilities. Suitable land adjacent to the highway would appear available along the adjacent highway to facilitate infrastructure provision subject to the review of highway boundary/ land ownership plans.</p> <p>An alternate vehicle junction could be considered via the Pen-Y-Bont Business Park/ land to the south at a point opposite the Pembrokeshire Dental Centre. An existing at-grade agricultural access with dropped kerbing interconnecting with the adjacent highway is situated at this location and suitable visibility splays could be provided on the inside of the carriageway bend. Access would however be required through land not retained within the proposed application site. Segregated footways are already provided within the business park.</p>	<p>most of the sites and are quite standard for an engineer to consider as part of any design development.</p>			<p>TRA may request traffic modelling of nearby A487/ Feidr Pen-y-Bont junction. Transport Statement at least required in 061 + 068 sites are developed.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>Public transport services are available within 50m of the site.</p> <p>Closest bus stops (Golden lion Hotel east-bound and west-bound stops) to the site are located on the A487 within 250m of the site and therefore within the maximum walking and cycling distance thresholds. Frequent bus routes serve both stops. There is no existing footway provision on Feidr Pen-Y-Bont interlinking the site and the bus stops.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard &amp; Goodwick) provides frequent services.</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p><b>Low</b></p>	<p><b>Low</b></p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections,</p>	<p>£37,500.00</p>

Site 068	Specified Use: Housing Number of Units: 15 Site Size: 0.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
					rail and cycling).	
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	LV underground service cables cross the development plot.	Low	Low	Site development proposals will need to take into account.LV cable diversion may be required.	Non-contestable Charge=£786.5 Contestable work charge=£23546.28
<b>BT</b>	BT asset within Feidr Pen-Y-Bont	BT is Adjacent to Feidr Pen-Y-Bont	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include or is it close to any areas designated for biodiversity importance.	Further survey work may be required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 068	Specified Use: Housing Number of Units: 15 Site Size: 0.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Trees and Landscape (National Park Qualities)</b>	There is no threat to mature trees or hedgerows within or adjacent to the site. The site would have a moderate to high landscape sensitivity and would be unlikely to accommodate residential development without some residual adverse landscape impacts. However, these impacts have been attributed particularly to the southern areas of sloping landform that is overlooked from the north, outside of the site area proposed in this submission.	Suggested mitigation measures include consideration of layout and massing to integrate with the neighbouring business park, retention and strengthening of boundary hedge banks with new ones to subdivide the larger site and maintain areas of greenspace to break up development.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The development not result in any loss of publicly accessible open space. The closest public open space is 100m from the site.		Medium	Medium	See main report for rationale behind provision requirement.	£10,728.00
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	There is a listed building (Cromlech House) to the west across Feidr Pen-y-Bont road.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	Site is located adjacent to the Centre of Newport. Dental centre and a car garage in the business park adjacent to the site.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-16: Site 086A, West of the Green, Lydstep, Manorbier

Site 086A	Specified Use: Market and Affordable Housing Number of Units: 10 Site Size: 0.4ha (as amended, the original site area submitted was 1.3ha with 86 houses)					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	There is an existing sewerage system further than 100 metres. No issues with sewage treatment (DCWW has confirmed adequate capacity is available in the sewerage system to cater for development of this site for housing.) DCWW has confirmed that off-site sewers would be required.	No DCWW foul or surface water sewer adjacent to site	Medium	Medium	Requisition may be required. Private sewer transfer may include some assets	£100K - £0.5M
<b>Water Supply</b>	The site is within 100m of existing water supply. A welsh water utilities plan is provided in the supporting information.	90 mm PE DCWW water supply adjacent to site	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence that the site could consist of potentially contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	There is adequate drainage capacity to cater for this development. The land is not in a flood zone.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 086A	Specified Use: Market and Affordable Housing Number of Units: 10 Site Size: 0.4ha (as amended, the original site area submitted was 1.3ha with 86 houses)					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Site accessibility may prevent progress in site delivery. Access can be achieved from the A4139 or from The Green. See planning supporting statement within the file for info on sight lines etc. The application site is accessible from the county highway (A4139) adjacent to the site's northern boundary. A speed limit change from 60mph to 30mph is situated adjacent to the site and perceived vehicle speeds were relatively high following completion of the site visit (12.07.2017). The boundary at this location is predominantly shrubs and trees.</p> <p>There is potential to establish a vehicle access off the A4139 to support the development, slightly relocated from the existing access towards the northeast of the application site. Visibility splays could conflict with 3rd party land and, as noted, vehicle speeds could be reasonably high given the positioning of the speed limit change adjacent to the access. Extension of 30mph zone would be recommended to support minimum Y-distance splays (TAN 18 - 2.4m x 40m) as well as the possible implementation of traffic calming measures. The number of proposed dwellings is modest and a single vehicle access is anticipated to be suitable to accommodate all new vehicle trips.</p> <p>A secondary or alternate vehicle access could be considered via The Green at the site's south-eastern boundary, however the county highway at this location is reasonably narrow and the gradient between The Green and the application site may also not be conducive to supporting a viable vehicle access. This location could however present a suitable opportunity for pedestrian access.</p>	<p>Improve site access from the public highway. Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved and facilitate widening of the A4139.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the existing speed limits and to assess the potential impact on required visibility splays. Consider extension to existing 30mph speed limit adjacent to site to encompass length of western splay.</p> <p>Statutory undertaker's</p>	<b>Low</b>	<b>Low</b>	<p>Site accessibility may prevent progress in site delivery. Access can be achieved from the A4139 or from The Green. Regular bus services are available.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<£50K

Site 086A	Specified Use: Market and Affordable Housing Number of Units: 10 Site Size: 0.4ha (as amended, the original site area submitted was 1.3ha with 86 houses)					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>A footway link east towards Lydstep will be required. This can be achieved within the site interconnecting to existing footways to the east adjacent to the A4139. Footway provision adjacent to the A4139 would also help support the provision of viable visibility splays.</p> <p>There are no public rights of way connecting to or through the application.</p>	apparatus search and topographic survey at proposed vehicle access.				
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>Regular bus services are available. The closest bus stops are within the maximum walking (less than 1km) and cycling (less than 5km) distances - The Green (East-bound and West-bound stops). There is no existing footway interconnection between the site and bus stops. Frequent bus services operate from these stops at &gt;5 services per day.</p> <p>Manorbier train station is located further than the maximum walking threshold and within the cycle distance threshold. Frequent rail services operate from the station.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£25,000.00

Site 086A	Specified Use: Market and Affordable Housing Number of Units: 10 Site Size: 0.4ha (as amended, the original site area submitted was 1.3ha with 86 houses)					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	No WPD asset crossing the site. Assets are in the adjacent highway.	Low	Low	Electricity connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	Non-contestable Charge=£1367.3 Contestable work charge=£9907.67
<b>BT</b>	BT is adjacent to the A4139	BT is adjacent to the A4140	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include or is it close to any areas designated for biodiversity importance				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Trees and Landscape (National Park Qualities)</b>	Threat to mature trees and hedgerows within the site. Detrimental impact on the character of the locality.	Removal of hedgerow/trees will be needed to create a suitable access into the site. Mitigate the visual impact of the site and visibility to the west. The site area will need to be limited with land highlighted for future growth beyond 2031 in order to protect			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 086A	Specified Use: Market and Affordable Housing Number of Units: 10 Site Size: 0.4ha (as amended, the original site area submitted was 1.3ha with 86 houses)					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		the character of the village				
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space. The development of the site would not result in the loss of publicly open space.		Low	Low	See main report for rationale behind provision requirement.	£2,077.00
<b>Minerals protection</b>	Site is within a mineral safeguarding zone. This would not cause additional sterilisation but the impacts would need to be mitigated.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is located within an area designated for cultural heritage importance. Historic boundary feature to northern boundary of site – identified as Pembrokeshire Style Hedgebank.	Hedgebank to be retained through careful positioning of site access. Enhanced through future management and planting scheme.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including</b>	The site is at the edge of Lydstep and within easy walking distance of the facilities and services available in Manorbier (0.2km).				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Site 086A	Specified Use: Market and Affordable Housing Number of Units: 10 Site Size: 0.4ha (as amended, the original site area submitted was 1.3ha with 86 houses)					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
libraries)						

Table A-17: Site 096A, Cippin Store, Newport

Site 096A	Specified Use: Housing Number of Units: 15 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	Dwr Cymru has advised that sewage capacity for foul flows only exist for this site. The road network does however act as a significant constraint. DCWW has stated that 'off-site sewers would be required (poss HMA) to establish adequate connection point.'	Further survey work required. DCWW foul assets service adjacent to the development site - likely private sewer transfer. Connection may require 3rd party land agreement.	Medium	Medium	Requisition may be required. Private sewer transfer may include some assets. Access through 3rd party land may be needed to discharge to point of connection agreeable to DCWW.	£100K - £0.5M
<b>Water Supply</b>	The site was said not to be within 100m of existing water supply but there is a local connection shown on asset plans. DCWW has confirmed that offsite mains would be required.	3" DCWW water main is shown within Feidr Brenin	Medium	Medium	Likely connection available	£100K - £0.5M
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 096A	Specified Use: Housing Number of Units: 15 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Regeneration/ Site Conditions</b>	The site is greenfield and is being used as a caravan park. The site may contain contaminated land. Gas pipeline running along southern boundary.	The site is capable of remediation.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	<p>The site's existing vehicle access is situated along the northern boundary providing connectivity to Feidr Brenin. This is currently retained as a narrow single lane. The alignment of the county highway along the site's northern boundary would suggest that suitable visibility splays could be achieved for the 30mph speed limited retained at this location. This would require extensive realignment of existing hedgerow and suitable drainage given the site's gradient sloping towards the county highway. Statutory undertaker's apparatus is situated along the southern boundary near to the existing access that could require relocation, subject to the final location of any vehicle access at this location. There are however, objections from the highways team re: elevations and tight access. The Welsh Government Trunk Road Agency has advised that access via the county road would be unacceptable in principle due to the vertical highway alignment issues where it connects with the A487. There is a public right of way situated just outside of the site near to the site's northeastern point.</p> <p>However, the initial Candidate Site Assessment 096-3435 notes 'objections from the highways team re: elevations and tight access'. The</p>	<p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site and to assess the level of disruption to the existing rural character of the existing Feidr Brenin road. Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p> <p>Potential vehicle speed survey could be required adjacent to a new</p>	Medium	Medium	<p>Further feasibility assessment and consultation with the TRA and LHA is required to determine the suitability of vehicle access.</p> <p>Whilst concerns have been raised by the TRA, the number of new trips stemming from the proposed 15 dwellings would be reasonably low for - further consideration with the TRA/ LHA.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - Highway signage improvements and robust pedestrian links would be important. New residential turning movements could be an improvement against existing touring caravan vehicles accessing the site.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	£50K - £100K

Site 096A	Specified Use: Housing Number of Units: 15 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>Welsh Government Trunk Road Agency has advised that, based on the level of information available at this time, that access via the county road would be unacceptable in principle due to the vertical highway alignment issues where it connects with the A487.</p>	<p>proposed vehicle access to capture any variance away from the existing speed limits and to assess the potential impact on required visibility splays.</p> <p>Statutory undertaker's apparatus search Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering</p>				

Site 096A	Specified Use: Housing Number of Units: 15 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		<p>proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p> <p>Consideration of additional passing opportunities along Feidr Brenin.</p>				
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>The Cnwc y Crogwydd east-bound bus stop and Ffordd Bedd Morys west-bound bus stop are located on the A487 approximately 825m walking distance from the existing site access (via Feidr Brenin/ Feidr Ganol/ Maes-Y-Cnwce), and therefore within the maximum walking and cycling distance thresholds. Frequent bus services operate from this stop at &gt;5 services per day.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard &amp; Goodwick) provides frequent services.</p>	<p>No existing walking infrastructure is provided on the county highway.</p> <p>Consider connectivity to existing PRow situated near to the application site.</p>	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£37,500.00
<p><b>Utilities – Electricity</b></p>	<p>There are electricity pylons crossing the site (east to west, roughly through the centre).</p>	<p>WPD asset plans show 11Kv overhead lines running through the site. Site development proposals will need to take into account - including</p>	Low	Low	Site development proposals will need to take into account. Re-location may be required. 11Kv cable diversion may be required.	<p>Non-contestable Charge=£943.8</p> <p>Contestable work charge=£33670.04</p>

Site 096A	Specified Use: Housing Number of Units: 15 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		maintenance zones. Or re-location/diversion may be required.				
BT	BT assets (pole mounted cables) are shown within the site along the NW and NE boundaries.	BT assets (pole mounted cables) are shown within the site along the NW and NE boundaries.	High	High	Site development proposals will need to take into account. Re-location, diversion underground may be required	>£0.5M
Utilities - Broadband	The site is not within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Renewable and Low Carbon Energy	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Biodiversity	The site does not include or is it close to any areas designated for biodiversity importance	Survey work may be required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Trees and Landscape (National Park Qualities)	There is a threat to mature trees or hedgerows within the site. The topographical characteristics of the site present an obstacle to development. The site slopes upwards to the south, where it meets the A487. Development of this site could have a detrimental impact on the character of the centre or locality. Concerns exist with regard to the landscape impact of developing the entire site upon the existing character and appearance of Newport. However, an area of reduced landscape sensitivity in the north-west corner of the site is considered able to assimilate some development within the landscape without causing an unacceptable detrimental impact in this regard.	Partial development of the site could maintain much of the existing trees and hedgerow within and along the boundaries of the site. Mitigation measures include limiting development to a small block in the northern part of the site, retain all hedge banks			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 096A	Specified Use: Housing Number of Units: 15 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
		along site boundaries with additional planting, maintain areas of open space and create a strong green corridor along the western boundary.				
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space. The development of the site would not result in the loss of public open space.		Medium	Medium	See main report for rationale behind provision requirement.	£10,728.00
<b>Minerals protection</b>	The site is within a mineral safeguarding zone. Superficial sand and gravel and slate. Land is already sterilised and would not cause additional sterilisation.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is located within an area designated for cultural heritage importance: Newport and Carningli Historic Landscape.	Development would need to consider visual impacts and seek to protect the historical character of the area.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	Site located close to the Centre boundary of Newport and close to associated services and amenities. However, the road does not include pedestrian access.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	



Site 106	Specified Use: Housing Number of Units: 10 Site Size: 0.33ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Access</b>	<p>The application site is accessible from the county highway with an existing agricultural access situated along the site's southern boundary. The existing access retains at-grade accessibility into the application site and is positioned opposite private residential accesses. Hedgerow is currently retained along the site's boundary at this location adjacent to the A487. The carriageway adjacent to the site is subject to a 50mph speed limit however during the site visit (11.07.2017) there was a perception that vehicle speeds were &gt;50mph in some instances. There is no street lighting adjacent to the site however a dropped kerb footway facilities an informal at-grade crossing to interconnect the segregated footway situated along the southern extent of the A487 at this location to footpath PP50 30/2 which extends within the application site (from the agricultural access) adjacent to its western boundary.</p> <p>The positioning of the application site would suggest that suitable visibility splays could be achieved in both directions (TAN 18 2.4m x 160m for an 85kph (53mph) design speed, however this would be subject to a highway boundary/ land ownership review. As noted vehicle speeds could be higher than the existing speed limit of 50mph. Impact on hedgerow.</p> <p>It is anticipated that the local highway would be able to satisfactorily accommodate any new trips associated with the development of 10 residential dwellings.</p>	<p>Improvements will be required to the existing agricultural access. Access arrangements to the remainder of the agricultural field will also require further clarification to fully assess the appropriateness of the site.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved as well as enhanced footway/ crossing provision adjacent to the application site.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the existing speed limit and to assess the potential impact on</p>	<b>Low</b>	<b>Low</b>	<p>Highway deficiencies could create a potential barrier to housing delivery at this site. The access road is characterised by fast moving traffic (50 mph).</p> <p>Further feasibility assessment would be required to determine whether a suitable vehicle access could be established.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - 10 dwellings is considered a high number based on the existing characteristics of the settlement, as well as the nature of passing traffic at reasonably high speed. Circa 5 dwellings would be considered a more acceptable proposal.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<b>&lt;£50K</b>

Site 106	Specified Use: Housing Number of Units: 10 Site Size: 0.33ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
		<p>required visibility splays.</p> <p>Statutory undertakers' apparatus search and.</p> <p>Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development</p>				

Site 106	Specified Use: Housing Number of Units: 10 Site Size: 0.33ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate

Site 106		Specified Use: Housing Number of Units: 10 Site Size: 0.33ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>The closest bus stop (Square and Compass Inn) is located within the maximum walking and cycling thresholds approximately 300m west of the site. The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible via the A487 where there is good footway provision.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard and Goodwick) provides frequent services.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (estimate based on 5 dwellings) (transport infrastructure includes road and walking connections, rail and cycling).	£25,000.00
<b>Utilities – Electricity</b>	There are pylons crossing the site, which may need to be moved as a result of development.	11Kv underground cables runs adjacent to the development plots. Location to be confirmed.	Low	Low	Site development proposals will need to take into account. Re-location may be required. 11Kv cable diversion may be required.	Non-contestable Charge=£1574.1 Contestable work charge=£14276.97
<b>BT</b>	BT asset within Bryngolau, Square & Compass	BT is Adjacent Bryngolau, Square & Compass	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The NPA ecologist has stated that Semi-improved neutral grassland. Mapped by NRW as part of the local grassland network.				The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the	

Site 106	Specified Use: Housing Number of Units: 10 Site Size: 0.33ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
	<p>Indicators of unimproved grassland, Black knapweed and Meadow vetchling are common. Common Birds-foot trefoil was present but not common (abundant Marsh Birdsfoot Trefoil). The grassland has been neglected for some time hence coarse species such as cocksfoot, false oat and hogweed are dominant, as a consequence it is hard to assess grassland quality. On the whole this site has good potential for restoration to species –rich neutral grassland.</p> <p>Development of a small part of the site with enhancement of the rest of the site could provide an opportunity for biodiversity gain.</p> <p>Japanese knotweed present on site.</p>				<p>extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.</p>	
<b>Trees and Landscape (National Park Qualities)</b>	<p>Development is not considered to cause a significant detrimental impact upon the character of the village and could remain in context with neighbouring residential development.</p>				<p>Information not to be considered in the viability assessment as doesn't present an abnormal cost.</p>	
<b>Recreational and Amenity Open Space</b>	<p>Site is located next to facilities that promote physical recreation such as the coast and coastal path.</p>		<b>Low</b>	<b>Low</b>	<p>See main report for rationale behind provision requirement.</p>	£2,077.00
<b>Minerals protection</b>	<p>Whilst material for development could be sourced from National Park quarries, it would have no direct impact on the management or restoration of these sites.</p>				<p>Information not to be considered in the viability assessment as doesn't present an abnormal cost.</p>	

Site 106	Specified Use: Housing Number of Units: 10 Site Size: 0.33ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	Site located adjacent to the Centre boundary of Square and Compass and close to associated services and amenities. There is a garage and shop in proximity to the site across the road.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-19: Site 112, Bryn Hir, Tenby

Site 112		Specified Use: Housing Number of Units: 127 Site Size: 4.37ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of the sewerage system. DCWW has confirmed: '100m off site sewer - no issues. No issues at Tenby WwTW.'	Adequate capacity is available in the sewerage system to cater for development of this site for housing. DCWW asset plans are inconclusive and a survey would be required to confirm size and location.	Low	Low	Further investigation required to locate and map existing drainage assets	<£100K
<b>Water Supply</b>	The site is within 100m of an existing water system. DCWW has confirmed 'HMA required - number of properties and high point.'	6" water main is shown within the site	Medium	Medium	Likely connection available	£100K-£0.5M
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. The site does not contain contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	There is adequate drainage capacity to cater for this development. The land is not in a flood zone. It is noted that the NPA would require greenfield runoff on this site.	DCWW asset plans are inconclusive and a survey would be required to confirm size and location.	Medium	Medium	Further investigation required to locate and map existing drainage assets.	£100K-£0.5M
<b>Flood Risk</b>	The site is not at risk of flooding. It is bordered to the east and west by surface watercourses/drainage systems, shown in the insert image.	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to manage surface water runoff so as not to exacerbate surface water flood risk within the local drainage catchments.	

Site 112	Specified Use: Housing Number of Units: 127 Site Size: 4.37ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Site accessibility may prevent progress in site delivery. The candidate site submission evidence states that: vehicular access to the new residential development will be over adjacent Council owned land, from a new access junction on to the A478. No vehicular access will be provided from the existing residential area at Lady Park. It is, however, necessary to ensure pedestrian permeability to the bus stops in Lady Park and on Narberth Road. In addition, links to the existing public rights of way and cycle network should be established to encourage the adoption of these modes.' It is noted that the required access road would be long and that PCC have begun to consider this.</p> <p>The A487 adjacent to the proposed vehicle access point off the A487 is subject to a 40mph speed limit however this increases to 50mph approximately 25m to the north of the access. Whilst the horizontal alignment of the carriageway appears favourable to establish suitable Y-distance visibility splays for a 40mph zone (TAN 18 - 2.4m x 120m), highway boundary/ land ownership plans will need to be reviewed and consideration towards extending the A487 40mph speed limit to within the full length of the northern splay. There is no existing street lighting at the location of the existing access. The existing agricultural access is at-grade with the highway although there is an incline that would need consideration to ensure maximum approach gradients would not be exceeded (I.e. 1 in 10 for a distance of at least 6m from the edge of the</p>	<p>The candidate site submission evidence states that: vehicular access to the new residential development will be over adjacent Council owned land, from a new access junction on to the A478. No vehicular access will be provided from the existing residential area at Lady Park. It is, however, necessary to ensure pedestrian permeability to the bus stops in Lady Park and on Narberth Road. In addition, links to the existing public rights of way and cycle network should be established to encourage the adoption of these modes.' It is noted that the required access road would be long and that PCC have begun to consider this. Further information is required to fully assess the feasibility of obtaining suitable vehicular access to</p>	<b>High</b>	<b>Medium</b>	<p>Site accessibility may prevent progress in site delivery, subject to further detailed analysis of supporting design criteria.</p> <p>There are viable opportunities to provide robust interconnectivity to existing public rights of way (assuming any required diversions can be achieved) and county highway pedestrian facilities.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - It is understood that an existing Transport Assessment has been submitted for this proposed development site. Access is to be proposed off the main A478 which could viably consist of a priority junction or roundabout. Once a viable vehicle access has been established, the site is generally considered sustainable on transport grounds including its interconnectivity to cycle ways and PRoW.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	>£100K

Site 112	Specified Use: Housing Number of Units: 127 Site Size: 4.37ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	<p>carriageway off the main road). Separate access to adjacent agricultural land will also have to be considered. It is noted that vehicle access between the A487 and proposed development is not contained within the application site boundary. The existing single lane track is bridleway SP46 8/1/ SP46 8/4 (Sperricomb Lane) extending for approximately 450m from the county highway into the site and interconnecting with bridleway SP46 7/2 / National Cycle Network Route 4). Additional public rights of way are also contained within the site including footpaths SP46 6/1, SP46 29/1 and SP46 10/2. Opportunities to interconnect existing pedestrian facilities are also available via Lady Park.</p>	<p>the site. Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved. Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the existing speed limits and to assess the potential impact on required visibility splays. Consider extension to existing 40mph speed limit. Statutory undertaker's apparatus search and topographic survey at proposed vehicle access. Transport Assessment, including capacity analysis. Completion of a supporting Travel Plan. Potential requirement to divert existing public rights of way will retain programme constraints and be</p>				

Site 112	Specified Use: Housing Number of Units: 127 Site Size: 4.37ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
		<p>subject to potential local opposition.</p> <p>Suitability of a single vehicle access serving the site.</p>				

Site 112		Specified Use: Housing Number of Units: 127 Site Size: 4.37ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>Public transport services are available within the vicinity of the site (more than 5 buses/trains per day). There is a public bus stop at Lady Park and on Narberth Road, approximately 300m away. The cycle route 4 runs down the eastern side of the site. (see plan submitted in the candidate site submission, which shows the public rights of way on the site). The closest bus stop (White Oaks) is located within the maximum walking and cycling thresholds. The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible by foot from the northwest of the site via Sperricomb Lane, and via Upper Hill Park with the latter retaining good continuous footway provision.</p> <p>The nearest rail station (Tenby) is located within the maximum cycling threshold however it exceeds the maximum walking threshold. The rail station provides frequent services &gt;5 services per day.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	High	High	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling). 'On a larger development of 100 dwellings, contributions might be necessary to provide a new bus service or the diversion of an existing route.'	£317,500.00
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	Service underground cables cross the development plot along the western boundary.	High	High	Site development proposals will need to take into account or minor diversion may be required.	Non-contestable Charge=£3148.2 Contestable work charge=£153577.6
<b>BT</b>	BT asset within Upper Hill park	BT asset is indicated within Upper Hill Park.	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

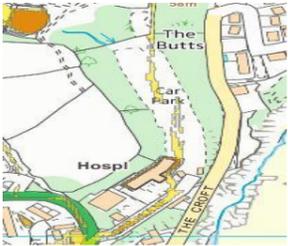
Site 112	Specified Use: Housing Number of Units: 127 Site Size: 4.37ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	<p>The NPA ecologist has stated that the piece of land between Sperricombe to the southwest of Sperricombe Lane is mapped as a mixture of woodland and scrub. A number of springs appear to rise in this area according to the OS map.</p> <p>The site contains mature hedgerows and treelines, particularly along Sperricombe lane.</p> <p>There is also a small triangle of semi-natural habitat the very southern end of the site. Mainly rough semi-improved grassland and mixed scrub which is of local importance to wildlife.</p> <p>The grassland is semi-improved but is not a species-rich example. This grassland has potential for restoration to species rich neutral grassland.</p> <p>Dormice may also be present on site, they would mainly be associated with scrub, woodland and boundary features. Bats are also likely to be using the site for commuting and foraging including light sensitive species.</p>				The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.	
<b>Trees and Landscape (National Park Qualities)</b>	Loss of some trees/hedgerow will be required to achieve access into the site. The site is within the Centre boundary for Tenby and is allocated for residential development in the current Local Development Plan. The site occupies high ground but views are contained from within Tenby. There are sea views from the site. Further containment of the	Tree/hedgerow removal along the site boundary will be required to achieve access to the site.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 112		Specified Use: Housing Number of Units: 127 Site Size: 4.37ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	site by planting and the design of development will be important in relation to the preservation and the enhancement of the character of Tenby.					
<b>Recreational and Amenity Open Space</b>	As identified on the site visit, the site is a publicly accessible area of informal parkland, with pedestrian routes and accesses from the nearby housing estate in three identified locations. The eastern edge of the site is a dedicated cycle route. There are wooded pedestrian routes around the boundary of the main part of the site on the eastern site. To the north of the site is a Bridleway. (see plan submitted in the candidate site submission, which shows the public rights of way on the site) Potential to keep the woodland areas surrounding the site, should the main field be developed?		<b>High</b>	<b>High</b>	See main report for rationale behind provision requirement.	£218,113.00
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The submission states that 'various reports have been undertaken over the years including an archaeological assessment. These reports will be produced when a planning application is submitted.'				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				PCC has advised that no education contributions should be required for this site.	£0.00

Site 112	<b>Specified Use: Housing</b> <b>Number of Units: 127</b> <b>Site Size: 4.37ha</b>					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Other Community Facilities (including libraries)</b>	The site is within the Centre of Tenby and within walking distance of the wide range of facilities and services available in the town including the beaches and coast path (1 mile). New Hedges has a mini market and Post Office, and is 700m from the site.					

Table A-20: Site 113, Butts Field Car Park, Tenby

Site 113		Specified Use: Mixed Use Number of Units: 80 Site Size: 0.94ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
<b>Sewerage</b>	The site is within 100m of the sewerage system. Adequate capacity is available in sewerage system to cater for the redevelopment of this site. DCWW has confirmed: '6" foul sewer in Gas Lane - no issues. No issues at Tenby WwTW.'	DCWW foul adjacent to site within Gas Lane	Low	Low	Likely connection available	<£100K
<b>Water Supply</b>	The site is within 100m of an existing water system. DCWW has confirmed stated that a 'Off-site mains likely required'	DCWW asset adjacent to site within Gas Lane	/Medium	Medium	Likely connection available	£100K-£0.5M
<b>Waste Management</b>	Whilst the redevelopment of the site for housing has the potential to increase overall waste produced, some infrastructure is already present and will off-set the amount to some extent.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	Brownfield site within the Centre of Tenby. The site is currently a tarmac car park with a slight slope north. It appears to be used for both cars as well as coaches, providing a base for coach travel. There is a possibility that the site could be contaminated as the former Tenby Gasworks was located on the adjacent site.	Site investigation work would be required, if development were to be proposed. (see comments from the contaminated land inspector in the site submission form).			Information not to be considered in the viability assessment as doesn't present an abnormal cost. Unknowns regarding contamination on site may impact on delivery.	
<b>Drainage</b>	There is adequate drainage capacity to cater for this development. The land is not in a flood zone.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 113	Specified Use: Mixed Use Number of Units: 80 Site Size: 0.94ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
<b>Flood Risk</b>	There is a surface water flow route through the site, with a low risk attributed, and a medium risk of surface water flooding is mapped around the Hospital at the southern boundary of the site.	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to consider and manage the surface water flow route. Development of the site could potentially deliver a local flood risk benefit. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	<p>The site is accessible from the public highway and the network is capable of accommodating the resulting traffic movements. The application site is currently a car park referenced as North Beach (Buttsfield) with 237 general spaces and 18 disabled parking bays, together with extensive coach parking for approximately 12 coaches. The car park is Pay &amp; Display and at the time of the site visit (12.07.2017) the car park was well used.</p> <p>The site is accessible from the public highway via Gas Lane (Gas Lane/ A478 junction is situated approximately 160m to the south of the existing car park) which also provides access to Tenby Cottage Hospital. It is anticipated that the county highway would subsequently be capable of accommodating the resulting development traffic movements given the site's extant use as a car park with high traffic use especially during the summer peak season. However, given the scale of the proposed site it is anticipated that a Transport Assessment would be</p>	<p>Impact of displaced car and coach parking, especially during peak season summer months.</p> <p>Completion of a Transport Assessment to support planning.</p>	<b>Low</b>	<b>Low</b>	<p>The extant vehicle access into the site provides a suitable option that can be utilised by proposed development at this location.</p> <p>A wider strategic assessment regarding the extensive loss of car parking could be required to determine impact.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - A Full Transport Assessment would be required. The key transport issue raised considers the impact of displaced parking which would need to be clearly addressed. The existing car parking is well positioned and provides valuable strategic parking opportunities, especially for coaches. Not currently known if an alternate car parking site has been identified. Already a parking shortage at peak times.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<b>&lt;£50K</b>

Site 113	Specified Use: Mixed Use Number of Units: 80 Site Size: 0.94ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
	<p>required once formal details of the development are known.</p> <p>A key consideration of the development is subsequently the displacement of car parking. It is not known whether alternative car parking arrangements would be provided to absorb this extant demand, however this application could require the completion of a strategic parking assessment to formally assess the impact.</p> <p>The site is already connected to adjacent footways retained within the county highway along Gas Lane. The site also retains footpath SP46 11/2 along the site's eastern boundary with direct pedestrian access from the car park provided. SP46 11/2 interconnects with SP46 11/1 and SP46 12/1 providing pedestrian access to The Croft and onwards towards North Beach.</p>					

Site 113	Specified Use: Mixed Use Number of Units: 80 Site Size: 0.94ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>Public transport services are available within the vicinity of the site (more than 5 buses/trains per day). The site is within the Centre of Tenby and within easy distance of a wide range of services and facilities and served well by public transport. A footpath runs along the eastern boundary of the site (see plan in submission evidence). The nearest bus stop (Gas Lane Surgery) is located within the maximum walking and cycling thresholds. The bus stop provides frequent services &gt;5 services per day. There are site accesses to the north and south of the site. The bus stop is accessible from the site accesses at the south of the site. There are no segregated walking routes to the bus stop.</p> <p>Tenby train station is located within the maximum walking and cycling thresholds, south-west of the site. Tenby provides frequent services. Footways and footpaths are provided for the majority of the route.</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	High	High	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling). 'On a larger development of 100 dwellings, contributions might be necessary to provide a new bus service or the diversion of an existing route.'</p>	£200,000.00
<p><b>Utilities – Electricity</b></p>	<p>The site is within 100m of existing electricity systems.</p>	<p>WPD asset plans show 11Kv overhead lines at the site entrance. Site development proposals will need to take into account - including maintenance zones. Or re-location/diversion may be required.</p>	Low	Low	<p>Site development proposals will need to take into account. Or Strategic WPD asset which would require the appropriate project team attention to relocate asset. Timescale and cost TBC.</p>	<p>Non-contestable Charge=£2363.55 Contestable work charge=£45776.04</p>

Site 113		Specified Use: Mixed Use Number of Units: 80 Site Size: 0.94ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
BT	BT asset within Gas Lane	BT adjacent to the site entrance in Gas Lane	Low	Low	BT connection application to be made in the normal manner once proposals are known. Reinforcement costs may be applicable.	<£100K
Utilities - Broadband	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Renewable and Low Carbon Energy	No renewable energy issues				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Biodiversity	The site does not include or close to any areas designated for biodiversity importance				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Trees and Landscape (National Park Qualities)	The site is surrounded to the north, east and west, by mature trees/ woodland. Development of the site may lead to the loss of some trees. This is a brownfield site in the Centre of Tenby and visually is wholly contained by the local topography and existing development.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Recreational and Amenity Open Space	The site is not located within or close to a designated open space. The development of the site would not result in the loss of publicly accessible open space.		High	High	See main report for rationale behind provision requirement.	£166,160.00
Minerals protection	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Heritage	The site is close to a conservation area.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
Education	No educational issues				PCC has advised that no education contributions should be required for this site.	£0.00

Site 113	Specified Use: Mixed Use Number of Units: 80 Site Size: 0.94ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
<b>Other Community Facilities (including libraries)</b>	As a town centre site, there is scope for people to walk and cycle to a wide range of services and facilities. There is also a leisure centre in the town and access to local beaches and the Coast Path. Adjacent to the site is a doctor's surgery and the Tenby Cottage Hospital.					

Table A-21: Site 124, East of Tower Hill, Dinas Cross

Site 124	Specified Use: Housing Number of Units: 20 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of an existing sewerage system. Sewage treatment capacity may exist for the development of this site. DCWW has confirmed that there is a 225mm connection in the adjoining road.	DCWW foul sewer adjacent to site	Low	Low	Likely connection available	<£100K
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has confirmed that there is a 3"CI in the adjacent road.	A DCWW 3" CI main runs adjacent to the site	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence that the site could consist of potentially contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 124	Specified Use: Housing Number of Units: 20 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	<b>High</b>	<b>High</b>	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within an area prone to flood risk. There is a surface water flow path to the west of the site.	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to manage surface water runoff so as not to exacerbate surface water flood risk within the local drainage catchment.	

Site 124	Specified Use: Housing Number of Units: 20 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Dispute over land to the east of the site. The landowner claims part of their land has been taken for access. Access is characterised by small single-track roads with relatively tight bends. A PROW runs adjacent to the Northern Boundary of the site. A narrow strip of land interconnects the application site with the adjacent county highway (Maes Y Llan). The adjacent highway at this location is subject to a 30mph speed limit and retains reasonable gradient the carriageway and application site. Adjacent highway boundary/ land ownership may restrict opportunity for viable visibility splays. Whilst the nearby highway network is capable of accommodating increased traffic with no adverse impact at nearby junctions anticipated, the adjacent highway at this access point is narrow (circa 3.5m) leading to a nearby junction circa 35m to the west - increased traffic movements at this location could establish inter-vehicle unless the carriageway can be widened (review of highway boundary required).</p> <p>Site access for medium/ large construction vehicles would be extensively restricted unless access issues noted can be satisfactorily resolved.</p> <p>There is no footway provision adjacent to the application site although nearby residential development does retain segregated</p>	<p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site and to assess the level of disruption to the existing rural character of the existing Maes Y Llan road.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved, and any potential for highway widening adjacent to the proposed site access.</p> <p>Consider opportunity to widen nearby junction to west of proposed vehicle access point (subject to highway boundary/ land ownership).</p> <p>Temporary construction vehicle access.</p>	<b>Medium</b>	<b>Medium</b>	<p>The provision of a new vehicle access is subject to a number of criteria being assessed, as described herewith.</p> <p>A review of residential density could be considered where any issues of inter-vehicle conflict/ restricted visibility cannot be addressed.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - It was acknowledged that this site retains extensively restricted access. It was recommended that the site would benefit from a reduced number of dwellings as a potential option to provide a maximum development schedule of circa four to five dwellings. Full site development is unlikely to be supported on transport/ accessibility grounds.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	£50K - £100K

Site 124	Specified Use: Housing Number of Units: 20 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	<p>footways.</p> <p>A public footpath (PP16 43/1) runs in an east/ west direction along the applications site's northern boundary. There is strong potential for any residential development to interconnect with this existing footpath to improve sustainability of the site.</p>	<p>Statutory undertakers' apparatus search and Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development</p>				

Site 124		Specified Use: Housing Number of Units: 20 Site Size: 1.5ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>The closest bus stop (Kiel House) is located within the maximum walking and cycling thresholds. The bus stop provides infrequent services &lt;5 services per day. The bus stop is accessible by foot via the south and west of the site. Located south through Bryn-henllan along Maes Y Llan and Feidr Road, connecting with the A487. The footway provision along the route is intermittent.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard and Goodwick) provides frequent services.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Medium	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£50,000.00
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	WPD asset plans show 11Kv overhead lines at the site entrance. Site development proposals will need to take into account - including maintenance zones. Or re-location/diversion may be required.	Low	Low	Site development proposals will need to take into account. Or Strategic WPD asset which would require the appropriate project team attention to relocate asset.	Non-contestable Charge =£1367.3 Contestable work charge=£11539.11
<b>BT</b>	BT asset situated adjacent to Maes Yr Eglwys	BT asset situated adjacent to Maes Yr Eglwys	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 124	Specified Use: Housing Number of Units: 20 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The NPA ecologist has stated that the grassland is mapped as semi-improved by the Wales Phase 1 survey. A walkover survey identified high dominance of Yorkshire Fog which is an indicator of higher nutrient levels. It has some botanical interest with species such as Black knapweed, Red Clover, Yellow rattle and Meadow vetchling present but these are rare. The grassland could not be described as a species rich example and is of limited ecological interest. However, the grassland has been neglected for a number of years and the absence of grazing and/or cutting can have a significant impact on the frequency of indicator species. The site has potential for restoration to enhance species richness and development of part of the site with enhanced management of the rest offers an opportunity for significant biodiversity gain.				The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.	
<b>Trees and Landscape (National Park Qualities)</b>	There is no threat to mature trees or hedgerows within or adjacent to the site. Boundary screening issues and potential disruption to agricultural land and public routes. Existing boundaries will require retention for screening purposes. Potential detrimental impact on the character of the area around the site. Although currently designated as Green wedge it is considered the site could accommodate some form of	Mitigation measures would involve maintaining the current level of natural screening available from existing boundaries, strengthening those to the north and east with additional planting, and avoiding a			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 124	Specified Use: Housing Number of Units: 20 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	development without causing an unacceptable detrimental impact upon the existing character of Dinas Cross.	regimented layout to assimilate development into the surrounding landscape.				
<b>Recreational and Amenity Open Space</b>	The development of the site would not result in the loss of publicly accessible open space. The site is not within or close to a designated open space. Site is located near to facilities that promote physical recreation such as the coast and coastal path.		Medium	Medium	See main report for rationale behind provision requirement.	£22,847.00
<b>Minerals protection</b>	The site could fall within a mineral safeguarding zone.	Sand and gravel and slate, and is already sterilised and would not cause additional sterilisation				
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.					
<b>Education</b>	No educational issues		Medium	Medium	PCC has advised that no contributions are likely to be required for primary school provision. However, £2,630.77 per dwelling is likely to be required for secondary school provision.	£52,615.40
<b>Other Community Facilities (including libraries)</b>	The site is not close to employment uses. Site located adjacent to the Centre boundary of Dinas Cross and close to associated services and amenities.					

Table A-22: Site 129, West of Rosebush, Rosebush, Maenclochog

Site 129		Specified Use: Housing Number of Units: 10 Site Size: 0.36ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
<b>Sewerage</b>	Dwr Cymru has advised that the sewage treatment works is currently overloaded and that a feasibility study will be required in order to determine the level of improvements required to accommodate any development. DCWW has stated that off-site sewers would be required, approx 150m.	No DCWW foul or surface water sewer adjacent to site	Medium	Medium	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution. Capacity issue to be discussed with DCWW	£100K - £0.5M
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has confirmed a connection to a 4" main traversing the site. Diversion/easement would be required.	A DCWW 4" CI main runs adjacent to the site	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield and slopes up to the west. Topography may hinder development.	Site excavation may be required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 129	Specified Use: Housing Number of Units: 10 Site Size: 0.36ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
<b>Access</b>	<p>The application site is accessible from the adjacent public highway (B4313) with an existing agricultural vehicle access situated towards the south-eastern point of the application site. The B4313 is subject to a 30mph speed limit at this location and retains a slight gradient rising on a south - north incline towards a carriageway brow circa 90m to the north of the existing vehicle access. The site access is situated immediately north of a private residential dwelling vehicle access and highway boundary/ land ownership plans should be checked to ensure that any visibility splays would not be compromised, subject to the final positioning of the new junction. However, it is anticipated that standard visibility splays for a 30mph zone (2.4m x 60m) should subsequently be achievable from the application site. The nearby highway network is capable of accommodating increased traffic movements.</p> <p>The application site is generally at grade with the adjacent highway and reasonable gradients are retained within the application site affording opportunity for a standard vehicle junction to be provided, although existing statutory undertakers apparatus may require relocating including the positioning of an existing telegraph pole. Local pedestrian access should be</p>	<p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the 30mph speed limit and to assess the potential impact on required visibility splays.</p> <p>Statutory undertaker's apparatus search and Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could</p>	<b>Low</b>	<b>Low</b>	<p>There is reasonable opportunity for the development of a suitable vehicle/ pedestrian access off the B4313, subject to further analysis being completed as highlighted.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - The implementation of 'gateway' features on the adjacent highway could be considered to manage local speeds and vehicle/ pedestrian safety. Highway signage improvements.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<b>&lt;£50K</b>

Site 129	Specified Use: Housing Number of Units: 10 Site Size: 0.36ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
	considered along the B4313 towards the Y Bwthyn junction to facilitate safe highway crossing and interconnectivity with local services and public transport facilities. Suitable land adjacent to the highway would appear available along the B4313 to facilitate infrastructure provision subject to the review of highway boundary/ land ownership plans.	significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.				
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>Public transport services are available but infrequent around the site. The closest bus stop (Post Office) is located within the maximum walking and cycling thresholds. The bus stop provides infrequent services &lt;5 services per day. There is limited footway provision.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Carbeston Road) provides frequent services.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£25,000.00

Site 129		Specified Use: Housing Number of Units: 10 Site Size: 0.36ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
<b>Utilities – Electricity</b>	There are electricity pylons going across the site.	WPD asset plans show 11Kv overhead lines running through the site. Site development proposals will need to take into account - including maintenance zones. Or re-location/diversion may be required.	Low	Low	Site development proposals will need to take into account. Re-location may be required. 11Kv cable diversion may be required. This will be dependent on the agreed layout of the development.	Non-contestable Charge =£2575 Contestable work charge=£45999.58
<b>BT</b>	BT Assets within the site	BT cables cross the development plot.	High	High	Site development proposals will need to take into account. BT cable diversion may be required.	>£0.5M
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	Poor semi-improved grassland. Some evidence that the land has undergone disturbance. Areas of dense bramble. The site does not include or close to any area designated for biodiversity importance.	A biodiversity assessment may be required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 129	Specified Use: Housing Number of Units: 10 Site Size: 0.36ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
<b>Trees and Landscape (National Park Qualities)</b>	This site has been identified as having potential for development with regard to landscape and visual impact considerations within the Pembrokeshire Coast National Park Settlements Capacity Study Update (July 2016). This study is available to view as part of the draft Preferred Strategy consultation. The site is located on the Western edge of Rosebush and fronts onto the main B4313 road. Detached properties are located opposite to the east. Land slopes up steeply to the West along western boundary. The site is of poor visual amenity quality and is contained with rising land to the west. Development for housing is considered to consolidate the building line of the village and would maintain the linear frontage character.	The extent and impact of the topography on the site can be mitigated. Enhancement measures to reduce visibility in the wider landscape include retaining the vegetated bank to the west and strengthening other field boundary hedgebanks.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	Western section is designated as open space (a cricket ground).				Site does not meet the threshold (33 units) for open space provision on-site. However, for residential developments of 10 or more units, open space provision may be required off-site in order to provide necessary open space to serve a development.	
<b>Minerals protection</b>	The site could fall within a mineral safeguarding zone. Igneous rock and slate, land is already sterilised by neighbouring development and would not cause additional sterilisation.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	There is not located within or close to an area designated for cultural heritage importance. There is a				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 129	Specified Use: Housing Number of Units: 10 Site Size: 0.36ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate
	Listed Building adjacent to the site.					
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	The site is not close to employment uses. Site would be located either within or adjacent to the new Centre boundary of Rosebush and would be close to associated services and amenities. There is a public house in the village.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-23: Site 131A (131), North of Jason's Corner, Stackpole and Castlemartin

Site 131A	Specified Use: Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	Only limited capacity is available in the sewerage system to cater for development of this site for housing. However, the site is within 100m of an existing sewerage system. DCWW has confirmed that 'Nearest sewer approx 75m away. No more than 10 dwellings capacity available in Stackpole.'	Any available capacity will depend on the delivery of other candidate sites being considered in Stackpole and the potential to off-set requirements with the closure of the school. No DCWW foul or surface water sewer adjacent to site	Medium	Medium	Private sewer transfer may include some assets. Further investigation (including survey) required to confirm drainage solution.	£100K-£0.5M

Site 131A	Specified Use: Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Water Supply</b>	The site is within 100m of an existing water system. DCWW has confirmed that 'Water connection okay; 3" in adjacent road.'	DCWW runs adjacent to the site.	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Development of additional housing is likely to marginally increase waste.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	There is only limited sewage capacity to cater for this development in Stackpole. The land is not in a flood zone.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is located upslope of (and drains to) an ordinary watercourse and surface water flow path (see orange in inset image).	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to manage runoff to ensure no detriment to downstream surface water flood risk. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 131A	Specified Use: Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>Walking distance to the village facilities and services. There are no existing vehicle access points interconnecting from the county highway (Jason's Corner) into the proposed application site however the site does interface at-grade with the county highway along its southern boundary over approximately 50m. The highway at this location retains a fence line with a grass verge and large mature evergreen trees. There is street lighting and a narrow footpath is situated opposite the site adjacent to residential properties. Whilst a 30mph speed limit is retained within the village, actual vehicle speeds at the site's interface with the county highway are anticipated to be relatively low affording a reasonable opportunity for vehicle access to be provided (TAN 18 - 2.4m x 22m for a 20mph design speed, although 40m visibility splays could be achievable subject to landownership and actual vehicle speeds being assessed). Any new junction at this location would likely require the removal of at least one mature tree and possible minor relocation of existing statutory undertaker's apparatus. It is anticipated that the adjacent county highway would be able to accommodate increases in traffic associated with the proposed development. Existing traffic flows are anticipated to be very low at this location. Access for medium/ large construction vehicles would need detailed consideration for the rural</p>	<p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site and to assess the level of disruption to the existing rural character.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved, and any potential for highway widening adjacent to the proposed site access.</p> <p>Temporary construction vehicle access.</p> <p>Statutory undertakers' apparatus search and. Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is</p>	Low	Low	<p>The provision of a new vehicle access is subject to a number of criteria being assessed as described herewith, however there is reasonable opportunity to establish a viable junction interconnecting from Jason's Corner.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - No specific concerns were recorded for this proposed development site.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<£50K

Site 131A	Specified Use: Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	<p>roads interconnecting to the application site. Local road widening would also be recommended along Jason's Corner to allow for reasonable access and passing opportunities to accommodate any increase in vehicle traffic. Highway widening could consider the provision of integral pedestrian facilities to interconnect to existing provision within the village. There are no public rights of way connecting to or through the application site.</p>	<p>always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p>				
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>Limited bus service is available. The closest bus stop (Old Post Office) is located within the maximum walking and cycling thresholds. The bus stop provides infrequent services &lt;5 services per day. The bus stop is accessible by foot via an unnamed road leading to The Stackpole Inn and an unnamed road leading through Stackpole, where there is partial footway provision.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes (&gt;5km from the application site). The nearest rail station (Lamphey) provides frequent</p>	<p>Sufficient public transport connections need to be provided. Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p><b>Low</b></p>	<p><b>Low</b></p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).</p>	<p>£25,000.00</p>

Site 131A	Specified Use: Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	services >5 services per day.					
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems. There are pylons crossing the site, which may need to be relocated.	WPD asset plans show 11Kv overhead lines bisecting the site. Site development proposals will need to take into account - including maintenance zones.	Low	Low	Site development proposals will need to take into account. Or Strategic WPD asset which would require the appropriate project team attention to relocate asset.	Non-contestable Charge =£2372.56 Contestable work charge =£16702.93
<b>BT</b>	BT asset within Jason's Corner	BT asset within Jason's Corner	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include or close to any areas designated for biodiversity importance.	The development will need to be sensitive as the site is surrounded by ancient semi-natural woodland adequate buffering from light pollution, garden encroachment and fly-tipping will be required. The woodland edge has potential for			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 131A	Specified Use: Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
		commuting and foraging bats, particularly Horseshoe bats which are light sensitive.				
<b>Trees and Landscape (National Park Qualities)</b>	Threat to mature trees and hedgerows within the site. This is a large site. Good design and positioning of new dwellings would allow integration with existing village. Development should be limited to southern part of the site. There is a need to retain and maintain existing screening provided by woodland to the north and west of the site.	Tree/hedgerow removal along the site boundary may be required to achieve access to the site.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The development of the site is not within or close to a designated open space or would not result in the loss of publicly available open space.		Low	Low	See main report for rationale behind provision requirement.	£1,788.00
<b>Minerals protection</b>	Site is within a mineral safeguarding zone.	This would not cause additional sterilisation but the impacts would need to be mitigated.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	There are Scheduled Ancient Monuments adjacent to the site.	There is an earthwork situated to the east of the site.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	The nearest school is closing at the end of term.	Educational facilities need to be provided for the site. It is noted that the education authority has indicated that 10 houses could be	n/a	n/a	Site does not meet the threshold (20 units) for a contribution towards education provision.	n/a

Site 131A	Specified Use: Housing Number of Units: 10 Site Size: 0.34ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
		accommodated within existing provision.				
<b>Other Community Facilities (including libraries)</b>	The site is within Stackpole and in walking distance of the range of services and facilities available in the village		n/a	n/a	Site does not meet the threshold (20 units) for a contribution towards community facilities.	n/a

Table A-24: Site 136A, Land South of A487, South West of Castle Terrace, Dinas Cross

Site 136A		Specified Use: Housing Number of Units: 5 Site Size: 0.17ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of an existing sewerage system. There is a possible infrastructure capacity issue that could act as a constraint to development. There is limited sewage capacity within Dinas Cross and upgrade works may be required should this capacity be occupied by other development in the area. DCWW has confirmed that there is a 125mm foul sewer in the adjoining road.	The capacity issue can be addressed through investigation/mitigation. Drainage and sewage capacity form material planning consideration to prevent unacceptable adverse impacts. DCWW foul sewer adjacent to site.	Low	Low	Potential capacity issue. DCWW to advise. There is a 125mm foul sewer in the adjoining road. A detailed analysis would need to be undertaken on sewerage capacity.	<£100K
<b>Water Supply</b>	The site is within 100 of existing water supply. DCWW has stated that it would be possible to connect off 90mm profuse in adjacent road.	DCWW water supply adjacent to site	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. The site could consist of potentially contaminated land. Gas pipeline running underneath site.	The site may be capable of remediation.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 136A	Specified Use: Housing Number of Units: 5 Site Size: 0.17ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Flood Risk</b>	<p>There is a small area at low to medium risk of surface water flooding in the north-west corner of the site. There are also small, spring fed, watercourses along the eastern and western boundaries of the site.</p>	 <p>(Source: Natural Resources Wales (NRW))</p>			<p>The site will need to manage runoff to ensure no detriment to surface water flood risk. A development free buffer zone around the ordinary watercourses at the site boundaries is also recommended. The buffer would potentially impact the developable area. This would be dependent on consultation with the Lead Local Flood Authority (LLFA) during the planning application process. A 2m buffer from the bank top is usually considered to be sufficient to allow for future maintenance of an ordinary watercourse. This area could be landscaped as part of amenity areas/car parking. If it is to be used to form the boundary of properties, then consideration will be needed to not impede flow and cause breaches of the Land Drainage Act, and land owners will need to be informed and reminded of their duties as Riparian Owners of the same act. Information not to be considered in the viability assessment as doesn't present an abnormal cost.</p>	

Site 136A	Specified Use: Housing Number of Units: 5 Site Size: 0.17ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<p><b>Access</b></p>	<p>Highway deficiencies could create a potential barrier to housing delivery at this site. Insufficient highway network may prevent progress in site delivery. The trunk road agency has identified improvement works would be needed. The application site is accessible from the county highway with an existing agricultural access situated along the site's northern boundary. The existing access retains dropped kerbing, good visibility in both directions (2.4m back from the carriageway edge) and is positioned opposite an existing bus lay-by. Hedgerow is currently retained along the site's boundary at this location. A staggered junction is situated circa 35m to east and the highway adjacent to the site is subject to a 40mph speed limit, although this reduces to 30mph at a point circa 20m to the west. Street lighting, dedicated footways and bus stop infrastructure (shelters) are all present within close proximity of the existing access.</p> <p>It is anticipated that a suitable simple junction could be established off the A487 at or near to the existing site access (subject to highway boundary/ land ownership). Horizontal alignment is preferable at this location although vertical alignment would need checking to ensure maximum approach gradients would not be exceeded for access onto a trunk road. For a 40mph road it is anticipated that visibility to the east could be</p>	<p>Welsh Government Trunk Road advise that a right turn lane may be required into the site. Further information is required from the developer to assess further [this comment possibly relates to previous application 136 site proposals - revised application 136A to serve just 5 to 7 dwellings may not now require a right turn lane unless passive provision to accommodate future development is applicable].</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved as well as enhanced footway/ crossing provision adjacent to the application site.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle access to capture any variance away from the existing speed limits and to assess the</p>	<p><b>Medium</b></p>	<p><b>Medium</b></p>	<p>There is viable potential to establish a suitable junction access off the A487 subject to additional design assessment being completed.</p> <p>The trunk road agency has identified improvement works would be needed - the specific context of these improvements in relation to Site 136A needs to be established through additional consultation with TRA.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - The site is likely to benefit from a speed survey to help determine the viability of available visibility splays. Extension of the 30mph zone adjacent to the site and north of the existing bus stops could be considered, together with 'gateway' features. Small development &lt;5 units is likely to be acceptable, subject to TRA approval also.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<p>£50K - £100K</p>

Site 136A	Specified Use: Housing Number of Units: 5 Site Size: 0.17ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	<p>achieved given the alignment of the carriageway (possible relocation of bus infrastructure/ statutory undertakers apparatus may be required) however the alignment to the west could restrict Y-distance visibility to circa 70m - 75m. TAN 18 indicates Y-distance splays of 120m for an 70kph (44mph) design speed</p> <p>It is anticipated that the local highway would be able to satisfactorily accommodate any new trips associated with the development of 5 to 7 residential dwellings.</p> <p>There is no existing footway along the A487 adjacent to the application site. Consideration would need to be given to suitable footway and A487 crossing provision to interconnect with existing infrastructure and public transport facilities.</p>	<p>potential impact on required visibility splays. Consider a possible extension of 30mph zone adjacent to the application site to achieve suitable visibility splays.</p> <p>Statutory undertaker's apparatus search and topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p>				

Site 136A		Specified Use: Housing Number of Units: 5 Site Size: 0.17ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>There are public transport services available within the vicinity of the site. There is a bus stop on the road adjacent to the site.</p> <p>The closest bus stop (Maesydderwen) is located within the maximum walking and cycling thresholds, adjacent to the proposed application site. The bus stop provides infrequent services &lt;5 services per day. There is no footway provision adjacent to the site.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard and Goodwick) provides frequent services.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£12,500.00
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	No WPD asset crossing the site. Assets are in the adjacent highway.	Low	Low	Electricity connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	Non-contestable Charge=£2261.6 Contestable work charge=£11845.49
<b>BT</b>	BT asset within the A487	BT is adjacent to the A487	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.					
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.					

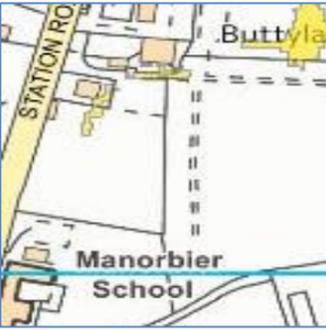
Site 136A	Specified Use: Housing Number of Units: 5 Site Size: 0.17ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Biodiversity</b>	<p>The NPA ecologist has stated that this area is mapped on the NRW Phase 1 as marshy grassland. The grassland community shows affinities to NVC type M23 Juncus effuses/acutiflorus- Galium palustre rush-pasture Juncus acutiflorus sub- community a Priority Habitat type 'Purple Moorgrass and rush pastures' under Section 9 of the Environment (Wales) Act 2016. 2 plants of Whorled Caraway were found, this is a scarce plant with a westerly distribution primarily associated with this grassland type.</p> <p>The Local Biodiversity Action Plan for Pembrokeshire includes a target for no net loss of Purple Moor grass and Rush pastures.</p> <p>Snipe were recorded in the grassland. This is an Amber listed bird having undergone moderate declines in the past 25 years with particularly steep declines in lowland wet grasslands.</p> <p>This area is also highlighted as part of the NRW Focal Networks for heathland and the local grassland network reflecting its important position in the landscape in relation to connectivity with other areas of important habitat.</p> <p>Grasslands of this nature provide a water retention function and may help to reduce flood risk.</p>				<p>The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.</p>	

Site 136A	Specified Use: Housing Number of Units: 5 Site Size: 0.17ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Trees and Landscape (National Park Qualities)</b>	Threat to mature trees and hedgerows within the site. Land slopes up to the south. The extent and impact of the topography on the site can be mitigated through the small scale of the site. Site is considered acceptable regarding its landscape impact and would maintain the significance of the existing green wedge designation. The designation would site within the context of neighbouring residential development to the north, and would not reduce the visual break and distinction to an unacceptable extent.	Existing trees and hedgerow will require as much retention as possible in order to assimilate any development into the surrounding landscape context. Excavation may be required to keep building heights to an acceptable height with regard to their landscape and visual impact. Residential development needs to be assimilated into the surrounding landscape context.				
<b>Recreational and Amenity Open Space</b>	The site is located close to a designated open space. The development of the site would not result in the loss of publicly accessible open space. Site is located next to facilities that promote physical recreation such as the coast and coastal path.				Site does not meet the threshold (33 units) for open space provision on-site nor off-site provision (10 units).	
<b>Minerals protection</b>	The site could fall within a mineral safeguarding zone. Igneous Rock and Slate. Land is sterilised by neighbouring development and would not cause additional sterilisation.					
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.					
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	

Site 136A	Specified Use: Housing Number of Units: 5 Site Size: 0.17ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Other Community Facilities (including libraries)</b>	The site is close to 'good neighbour' employment uses. Site located adjacent to the Centre boundary of Dinas Cross and close to associated services and amenities.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	

Table A-25: Site 138, Buttylands, Manorbier

Site 138	Specified Use: Affordable Housing Number of Units: 18 Site Size: 0.6ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	There is no sewerage system within 100m of the site. DCWW has noted that the nearest sewerage is approximately 600m to the west in Jameston. No issues at Tenby WwTW.	No DCWW foul sewer adjacent to site.	<b>High</b>	<b>High</b>	Private sewers transferred to DCWW may not be shown on asset plans - further investigation would be required. Alternative drainage solution to be investigated including Requisition. Costs estimated at Medium/High by DCWW, therefore, a conservative approach has been taken.	>£0.5M
<b>Water Supply</b>	Likely connection available. DCWW has noted that 'water connection okay, 3" in adj road. 6"PVC in vicinity not to be connected to - trunk.'	A DCWW 3" CI main runs adjacent to the site	<b>Low</b>	<b>Low</b>	Likely connection available	<£100K
<b>Waste Management</b>	Housing development is likely to marginally increase the amount of waste produced.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is part brownfield/part greenfield. The site is flat and currently used as a caravan park.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 138		Specified Use: Affordable Housing Number of Units: 18 Site Size: 0.6ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
<b>Drainage</b>	The site is not within a flood zone. There is no adequate drainage capacity to accommodate development of the site.	No DCWW surface water sewer adjacent to site.	<b>High</b>	<b>High</b>	Alternative drainage solution to be investigated including Requisition.	>£0.5M
<b>Flood Risk</b>	A small area of the site is mapped as at low risk of surface water flooding (yellow area in image). No other sources of flood risk identified.	 <p>(Source: Natural Resources Wales (NRW))</p>			The site will need to manage surface water runoff so as not to exacerbate surface water flood risk on site or downstream. Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	The site is accessible from the public highway and the highway network is capable of accommodating the resulting traffic movements. The site is within the Centre of Manorbier Station which has a limited range of facilities and services. The site is close to a frequent bus service linking to Pembroke Dock, Tenby and beyond. The application site is currently accessible via an existing vehicle access off the county highway (Station Road), however the interlinking access road between the county highway and application site is not believed to be adopted highway. The site	<p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site and to assess the level of disruption to the existing rural character.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved, and any potential for highway widening adjacent to</p>	<b>Low</b>	<b>Low</b>	<p>There is reasonable opportunity for the development of a suitable vehicle/ pedestrian access off the Station Road. This could either be considered via utilisation of the existing vehicle access interconnecting to the application site (subject to shared access rights being secured) or via a potentially new vehicle access off Station Road.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - No specific concerns were recorded for this proposed development site. The site was recognised as being sustainable with vehicle access options via the existing access or a new provided off the adjacent county highway.</p> <p>Transport Assessments and Transport Statements would be required by the Highway</p>	<£50K

Site 138	Specified Use: Affordable Housing Number of Units: 18 Site Size: 0.6ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	<p>interfaces adjacent to Station Road along its western boundary for a distance of approximately 70m. Station Road is subject to a 20mph speed limit at this location, retains partial lighting and traffic calming infrastructure, and provides a segregated footway adjacent to the application site. Station Road also provides access to a number of commercial and residential properties as well as a primary school situated to the south of the application site. The application site retains an existing land use within Buttylands Manor as a caravan and camping site, and is therefore already generating extant vehicle trips.</p> <p>The existing vehicle access is anticipated to be suitable to accommodate any additional traffic demand associated with the development of 18 dwellings. However, this assumes that shared rights of access would be retained at this location for access from the county highway. Visibility splays at the existing access are reasonable. access is required from the existing site access there may be landownership issues.</p> <p>Assuming a new vehicle access would subsequently be required, it is anticipated that a new simple junction could be provided off Station Road given the favourable horizontal and vertical alignment at this location. Visibility splays for a 20mph road (TAN 18 - 2.4m x 22m)</p>	<p>the proposed site access.</p> <p>Temporary construction vehicle access.</p> <p>Statutory undertakers apparatus search and Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development.</p>			Authority for developments as appropriate.	

Site 138	Specified Use: Affordable Housing Number of Units: 18 Site Size: 0.6ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	<p>should be achievable within the confines of the application site boundary, and subject to a review of highway boundary/ land ownership plans enhanced Y-distance splays of approximately 40m in both directions could be achieved. The repositioning of existing traffic calming and street lighting would likely be required as part of any new access.</p> <p>The site would interlink with existing pedestrian facilities provided for along Station Road. There are no existing public footway connecting to and throughout the application site. Access for construction vehicles should be viable from the A4139 via Station Road subject to a robust access plan being established.</p>					
<p><b>Sustainable Transport</b></p> <p><i>Walking threshold - 1km</i></p> <p><i>Cycling threshold - 5km</i></p> <p><i>Bus/ rail services &lt; / &gt; 5 per day</i></p>	<p>The closest bus stop (Bier Cross) is located within the maximum walking threshold (1km). The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible by foot from the north of the site via an unnamed access road to Buttylands Touring Park, and Station Road. There is partial footway provision along Station Road.</p> <p>Manorbier train station is located within the maximum walking threshold (1.2km). The rail station provides frequent services &gt;5 services per day, and is accessible from Station Road from the site access as described above. There is no formal footway provision along</p>	<p>Provision of walking routes interconnecting with existing infrastructure along the county highway.</p>	<p><b>Low</b></p>	<p><b>Low</b></p>	<p>Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).</p>	<p>£45,000.00</p>

Site 138		Specified Use: Affordable Housing Number of Units: 18 Site Size: 0.6ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/Medium/Low)	Level of Impact (High/Medium/Low)	Conclusion	Cost Estimate*
	the route via Station Road. Pedestrians would also travel over the rail crossing to access the station.					
<b>Utilities – Electricity</b>	There are facilities for electricity connection in the area.	11Kv underground cables cross the development plot. LV cable located NE corner of site	Low	Low	Site development proposals will need to take into account. 11Kv cable diversion may be required.	Non-Contestable Charge=£6067.67. Contestable work charge=£27058.63
<b>BT</b>	BT asset within Station Road.	Existing BT cables cross the development plot. Distribution pole and associated chamber may require repositioning	Medium	Medium	Site development proposals will need to take into account.	£100K-£0.5M
<b>Utilities - Broadband</b>	The site is not within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include and is not close to any areas designated for biodiversity importance. The site is currently used a caravan site and likely to be intensively mown. No major ecological issues likely.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Trees and Landscape (National Park Qualities)</b>	The site poses no threat to mature trees or hedgerows. The site is currently well screened from the road with mature vegetation.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open Space</b>	The site is not located within or close to a designated open space and the development of the site would not result in the loss of publicly available open space. The site is currently part of a caravan park and the visual impact would be limited to local views. It is allocated for residential development in the		Low	Low	Site does not meet the threshold (33 units) for open space provision on-site. However, for residential developments of 10 or more units, open space provision may be required off-site in order to provide necessary open space to serve a development. See calculation table in main report.	£2,601.00

Site 138	Specified Use: Affordable Housing Number of Units: 18 Site Size: 0.6ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	current Local Development Plan.					
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.					
<b>Heritage</b>	The site is within a historic landscape.					
<b>Education</b>	It will be assumed that new housing provision will need to provide for a sufficient number of school places, in accordance with the planning obligations SPG.				Site does not meet the threshold (20 units) for a contribution towards education provision.	n/a
<b>Other Community Facilities (including libraries)</b>	No community facility issues.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	n/a

Table A-26: Site 151A, Land North West of Maes Ewan, Solva

Site 151A	Specified Use: Housing Number of Units: 45 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The Sewage Treatment Works at Solva is currently overloaded and upgrading is required to accommodate any additional development within the Centre. Dwr Cymru is currently unable to provide a timescale for when this upgrade will be completed. DCWW has	DCWW foul assets service adjacent to the development site - likely private sewer transfer. Connection may require 3rd party land agreement.	Medium	Medium	Requisition may be required. Private sewer transfer may include some assets. Access through 3rd party land may be needed to discharge to point of connection agreeable to DCWW.	£100K - £0.5M

Site 151A	Specified Use: Housing Number of Units: 45 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	confirmed that 'Off-site sewers required (poss HMA) to establish adequate connection point.'					
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW has confirmed that a crossing - easement/diversion would be required, to connect off mains in the road to the east of site.	DCWW assets are shown crossing the site on the SE boundary and SW corner.	Medium	Medium	Site development proposals will need to take into account. Diversion may be required as part of the development work. Likely connection available	£100K - £0.5M
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	The site is greenfield. There is no evidence that the site could consist of potentially contaminated land.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

Site 151A	Specified Use: Housing Number of Units: 45 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Access</b>	<p>The application site for the development of 45 dwellings is bounded by the A487 along it's south-western boundary, greenfield sites to the west, and residential development to the north and east. A new vehicle/ pedestrian access would be required from the A487.</p> <p>The A487 at this location retains street lighting and is subject to a 30mph speed limit adjacent to the site, increasing to 40mph at a point approximately 50m west of the A487/ Bro Dawel junction. There are no existing access points connecting into the site from the A487 and the boundary predominantly consists of hedgerow.</p> <p>Based on the alignment of the carriageway, there is reasonable opportunity to establish a new simple vehicle junction off the A487. Visibility splays for a 30mph speed in a built-up area (TAN 18 - 2.4m x 40m) appear achievable although this would require the extensive realignment of hedgerow. There are existing vehicle junctions accessing into Bro Dawel opposite the site to the south of the A487. The positioning of any new development access will therefore have to consider the location of these existing junctions, with potential for a staggered junction arrangement to be progressed.</p> <p>There are no dedicated footways adjacent to the application site along</p>	<p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved.</p> <p>Potential vehicle speed survey could be required adjacent to a new proposed vehicle accesses to capture any variance away from the existing speed limits and to assess the potential impact on required visibility splays.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p> <p>Statutory undertakers' apparatus search and. Topographic survey have been noted as potential requirements to inform design development of any new or modified access point. They may or may not be required but I would recommend noting at this stage of the</p>	<b>Medium</b>	<b>Medium</b>	<p>There is reasonable opportunity for the development of a new vehicle access to be provided off the A487, subject to further analysis being completed as highlighted.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - A new vehicle access off the A487 is supported in principle; either a staggered priority junction could be considered or a roundabout proposal to help reduce speeds locally. Extend new footways/ cycle links east towards Solva as part of the development proposals. A Transport Assessment may be required for a development of this scale [notes based on original Site 151 proposals for 117 dwellings - comments considered applicable for revised proposals for 45 dwellings as at 25.10.2017].</p>	£50K - £100K

Site 151A	Specified Use: Housing Number of Units: 45 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
	the A487 however there is footway provision adjacent to the Bro Dawel dwelling. Footways also extend along the A487 east of the site towards central Solva. There is good opportunity to provide new footways adjacent to the A487/ application site to interconnect with existing infrastructure provision.	assessment as, until these items are completed, there is always a residual risk that a buried service or local topography could significantly increase the cost of any access engineering proposal. These two items are noted for most of the sites and are quite standard for an engineer to consider as part of any design development				
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>There is a bus stop on the southern corner of the site. The nearest bus stops (Minimarket east-bound and west-bound) are therefore located within the maximum walking and cycling distance thresholds. Frequent bus routes operate from these stops at &gt;5 services per day. There are no continuous footways interlinking the site with these bus stops.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Clarbston Road) provides frequent services.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	<b>High</b>	<b>High</b>	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£112,500.00

Site 151A		Specified Use: Housing Number of Units: 45 Site Size: 1.5ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Utilities – Electricity</b>	The site is within 100m of existing electricity systems.	11KV Underground cables cross the development plot along the SW and SE boundaries.	Low	Low	Site development proposals will need to take into account. Re-location, diversion may be required dependent on-site layout.	Non-contestable Charge=£1367.3 Contestable work=£14790.28
<b>BT</b>	BT asset within the Ynys Dawel	BT is adjacent to Ynys Dawel	Low	Low	BT connection application to be made in the normal manner once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Biodiversity</b>	The site does not include or is it close to any areas designated for biodiversity importance	Further survey work may be required.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Trees and Landscape (National Park Qualities)</b>	This site is currently identified as an area for future growth within the current Local Development Plan. The landscape and visual impact of development has therefore already been considered and deemed to be acceptable. There are high hedgerows along the south-western site boundary.	Trees and hedgerow form field boundaries that will require protection. The number of potential dwellings on the site has been reduced. With regard to minimising landscape and visual impact, it is considered that this provision should be concentrated in the South-East section, where it would minimise expansion of the building line into the countryside.			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Recreational and Amenity Open</b>	The site is not located within or close to a designated open space.		Low	Low	See main report for rationale behind provision requirement.	£9,537.00

Site 151A	Specified Use: Housing Number of Units: 45 Site Size: 1.5ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Space</b>	The development of the site would not result in the loss of publicly open space.					
<b>Minerals protection</b>	The site is within a mineral safeguarding zone for igneous rock. The land is already sterilised by neighbouring residential development.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is not located within an area designated for cultural heritage importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				PCC has advised that no education contributions should be required for this site.	
<b>Other Community Facilities (including libraries)</b>	Site is located on the edge of the Centre of Solva. There is a school in proximity to the site.					

Table A-27: Site 308, Land adjacent Temple House, Square and Compass

Site 308		Specified Use: Number of Units: 8 Site Size: 0.17ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sewerage</b>	The site is within 100m of an existing sewerage system. There is a possible infrastructure capacity issue that could act as a constraint to development. There is limited sewage capacity within Dinas Cross and upgrade works may be required should this capacity be occupied by other development in the area. DCWW has noted that there is a 150mm foul service traversing the site - an easement/diversion may be required. No issues have been identified.	DCWW foul sewer adjacent to site	Low	Low	Potential capacity issue. DCWW has advised that there are no issues in Trefin WwTW accommodating the foul-only flows from the proposed site.	<£100K
<b>Water Supply</b>	The site is within 100m of existing water supply. DCWW have confirmed that there is capacity for development at the site.	6" water main is shown within A487	Low	Low	Likely connection available	<£100K
<b>Waste Management</b>	Waste treatment/storage forms a material planning consideration during the construction and end use of the site.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Regeneration/ Site Conditions</b>	Site is noted as brownfield on the site information submitted. NPA consider the site to be greenfield - unmanaged scrub. The site fronts the A487.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Drainage</b>	Surface water run off may increase.	No DCWW surface water sewer adjacent to site	High	High	Private sewer transfer may include some assets. Further investigation required to confirm drainage solution.	>£0.5M

Site 308	Specified Use: Number of Units: 8 Site Size: 0.17ha					
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Flood Risk</b>	The site is not located within or adjacent to an area prone to flood risk. However, inspection of OS mapping identifies a well and/or spring that may be located along the north-eastern site boundary.	 <p>(Source: Natural Resources Wales (NRW))</p>			Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Access</b>	<p>The submitted information states that there are no existing access points connecting into the site from the A487 and the boundary predominantly consists of hedgerow. New access would be required from the A487. Highways Authority to advise, currently unknown.</p> <p>The southern perimeter of the application site fronts onto the A4887, which retains a speed limit of 50mph. There is a dedicated footway provision adjacent to the application site, extending along the southern extent of the A487 with dropped kerb informal crossings accessing residential properties located intermittently throughout. There are no formal public rights of way leading through or connecting to the site.</p> <p>Based on the alignment of the carriageway, there could be potential to establish a new simple vehicle junction off the A487.</p>	<p>Further information is required to fully assess the feasibility of obtaining suitable vehicular access to the site and to assess the level of disruption to the existing rural character.</p> <p>Highway boundary/ land ownership plans to be reviewed to ensure the provision of viable unobstructed visibility splays can be achieved, and any potential for highway widening adjacent to the proposed site access.</p> <p>Temporary construction vehicle access.</p> <p>Statutory undertaker's apparatus search.</p>	<b>Low</b>	<b>Low</b>	<p>Highway deficiencies could create a potential barrier to housing delivery at this site. The access road is characterised by fast moving traffic (50 mph).</p> <p>Further feasibility assessment would be required to determine whether a suitable vehicle access could be established.</p> <p>PCC Highways Meeting (20/09/2017) additional comment - 10 dwellings is considered a high number based on the existing characteristics of the settlement, as well as the nature of passing traffic at reasonably high speed. Circa 5 dwellings would be considered a more acceptable proposal.</p> <p>Transport Assessments and Transport Statements would be required by the Highway Authority for developments as appropriate.</p>	<b>&lt;£50K</b>

Site 308		Specified Use: Number of Units: 8 Site Size: 0.17ha				
Constraint/ Possible Planning Obligation	Site Issues/Relevance	Mechanisms to Address	Costs to overcome (High/ Medium/ Low)	Level of Impact (High/ Medium/ Low)	Conclusion	Cost Estimate*
<b>Sustainable Transport</b>  <i>Walking threshold - 1km</i>  <i>Cycling threshold - 5km</i>  <i>Bus/ rail services &lt; / &gt; 5 per day</i>	<p>The closest bus stop (Square and Compass Inn) is located within the maximum walking and cycling thresholds approximately 450m west of the site. The bus stop provides frequent services &gt;5 services per day. The bus stop is accessible via the A487 where there is good footway provision.</p> <p>No rail facilities are considered to be accessible via walking and cycling modes, within the vicinity of the site. The nearest rail station (Fishguard and Good wick) provides frequent services.</p> <p>Submitted information states that: the A487 road has a footpath and the surrounding roads are generally quiet. National Cycle Network Route 4, Celtic Trail, is located within 2.4km.</p>	Provision of walking routes interconnecting with existing infrastructure along the county highway.	Low	Low	Development to consider provision of viable walking/cycling opportunities to improve sustainability to the site. Planning Obligations SPG states that (as a guide only), for 5 or more dwellings, a cost of £2,500 per dwelling is charged, for contributions to transport infrastructure (transport infrastructure includes road and walking connections, rail and cycling).	£20,000.00
<b>Utilities – Electricity</b>	There are pylons crossing the site, which may need to be moved as a result of development.	11Kv underground cables runs adjacent to the development plots. Location to be confirmed.	Low	Low	Site development proposals will need to take into account. Re-location may be required. 11Kv cable diversion may be required.	Non-contestable Charge=£1367.3 Contestable work charge=£9907.67
<b>BT</b>	BT asset within the A487	BT is adjacent to the A487	Low	Low	BT connection application to be made in the normal manor once proposals are known. Reinforcement costs may be applicable.	<£100K
<b>Utilities - Broadband</b>	The site is within 100m of an existing broadband zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Renewable and Low Carbon Energy</b>	No renewable energy issues.				Information not to be considered in the viability assessment as doesn't present an abnormal	

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					cost.	
<b>Biodiversity</b>	The NPA ecologist has stated that the site appears to be mostly rank grassland, bramble scrub and more mature scrub such as gorse. Although of some local significance for ecology it does not appear as though there are any priority habitats present. It is noted that there may be Japanese Knotweed present on the site.				The site is likely to require mitigation measures to be built into the design of proposed development. Some additional cost could therefore be incurred in these cases, but the extent of these costs or whether they would be considered abnormal is unclear at present. Therefore, the information has not been considered in the viability assessment.	
<b>Trees and Landscape (National Park Qualities)</b>	This site represents a potential infill plot of land with neighbouring residential development to the east and west. The main road runs adjacent to the southern boundary, divided by a mature high-level hedgerow that currently screen the site and prevents key views to the coastal headland to the north. This would require partial removal to gain access. The land is laid to scrub. The site would be less well related to the village core than other Candidate Sites to the west (Site refs 014 and 106), which are closer to the garage and pub. There is also no corresponding development across the road to the south. The site would not intersect key views out to the coast and, subject to further assessment, could be a preferred development option. The site currently serves as a visual break in the frontage, which may increase in importance depending on the level of development allocated in Square and Compass as a whole.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	

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<b>Recreational and Amenity Open Space</b>	Site is surrounded by open countryside.				Site does not meet the threshold (33 units) for open space provision on-site nor off-site provision (10 units).	
<b>Minerals protection</b>	The site is not within a mineral safeguarding zone.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Heritage</b>	The site is not located within or close to an area designated for cultural heritage importance.				Information not to be considered in the viability assessment as doesn't present an abnormal cost.	
<b>Education</b>	No educational issues				Site does not meet the threshold (20 units) for a contribution towards education provision.	
<b>Other Community Facilities (including libraries)</b>	A Petrol filling station is approximately 250m from the site, which includes a shop. A public house is located within 500m. Further facilities can be found at Croesgoch, 2.4km from the site.				Site does not meet the threshold (20 units) for a contribution towards community facilities.	