

Potential site analysis for site 828, Manorbier Station

Associated settlement **Manorbier Station**
LDP settlement tier **Rural centres**
Community Council area **Manorbier**
Site area (hectares) **0.27**

Site register reference(s) (if proposed as development site for LDP) 3325/SR120

Relationship to designated areas

Not within 500 metres of a SAC.

Not within 500 metres of a SPA.

Not within 500 metres of a National Nature Reserve.

Not within 100 metres of a Local Nature Reserve.

Not within 500 metres of a Marine Nature Reserve.

Not within 100 metres of a Woodland Trust Nature Reserve.

Not within 100 metres of a Wildlife Trust Nature Reserve.

Not within 100 metres of Access Land.

Not within 100 metres of a Scheduled Ancient Monument.

Within 50 metres of a Listed Building.

Within a Historic Landscape Area.

Not within 100 metres of a Historic Garden.

Not within 50 metres of Contaminated Land.

Not within airfield safeguarding zones for buildings under 15m high.

Not within HSE safeguarding zones.

Not within MoD safeguarding zones for buildings under 15m high.

Not within 10 metres of a Tree Protection Order.

Not within 100 metres of ancient or semi-natural woodland.

Underlying Agricultural Land Classification: 4 (1 is Agriculturally most valuable, 5 is least valuable).

Not within a quarry buffer zone.

Not within safeguarded route for roads or cycleways.

No Public Right of Way.

Not a Village Green.

Stage one commentary

Site is not wholly within a Site of Special Scientific Interest; Natura 2000 site; National, Local, Marine, Woodland Trust or Wildlife Trust nature reserve; or Scheduled Ancient Monument.

Does the site pass stage one site criteria tests? **Yes**

Stage two evaluation

Ownership	not stated	
General overview	The site forms a level area of land adjacent to the railway station at Manorbier (Station).	
Greenfield or Brownfield/PDL	Greenfield	Estimated number of dwellings
Adjoining uses and access	The site is immediately to the south of the existing railway line at Manorbier. The southern border touches with a caravan park, but other wise there is agricultural land to the east and west. Existing access is off the road, located to the east.	
Visible constraints to development	Potentially restricted visibility onto the access point.	
Impact on National Park's Special Qualities	The site is within the Manorbier Registered Landscape of Special Historic Interest in Wales, noted in particular for the quite rare (within Wales) survivals of medieval open strip field systems, fossilised by later hedged enclosures. This site to the north of Manorbier, lies between built development and the railway station, and whilst buildings here would unacceptably extend the settlement, the provision of a car park would not impact upon the special qualities of the area.	
Landscape impact mitigation measures	Boundary planting would help to ensure that this site is acceptable	
Affordable housing capacity assessment		
General notes	In principle the provision of a car park adjacent to the train station is supported as it would allow park and ride for longer journeys to be made by train and possibly encourage greater use of the train service.	

Development planning history

Planning application history (planning applications within, overlapping or adjacent to the potential site)

Summary of geological risk (class A is lowest risk, class E is highest risk)

Running sand class A; compressible ground class A; landslide class B; soluble rock class E; shrink swell class B

Summary of flood risk (from TAN 15)

Not within a TAN 15 zone

Public transport service

Distance from potential sites to selected services in kilometres

Nearest shop	1.13	Nearest doctor	6.43
Nearest pub	0.95	Nearest Dentist	6.18
Nearest primary school	0.46	Nearest secondary school	5.71
Nearest post office	1.41	Nearest petrol station	4.91
Nearest community hall	5.33	Nearest police station	6.35
Nearest letter box	0.53	Nearest library	6.25
Nearest place of worship	0.53	Nearest cash point	1.12
Nearest sports ground	1.38		

* Distances are in kilometres, 'as the crow flies'

Consultee responses

Consultee	Date of response	Response
Countryside Council for Wales	01/05/2008	No adverse comments received.
Dwr Cymru	21/07/2008	Sewerage – There is no public sewerage system in this area. Any new development will require the provision of satisfactory alternative facilities for sewage disposal.
Dwr Cymru	21/07/2008	Sewage Treatment - We have numerous Waste Water Treatment Works within the County which are designed to treat foul effluent from residential and commercial/industrial premises. The discharges from each of the Works are licensed by the Environment Agency to meet European Directives. Dependant on the scale of development identified within your proposed Local Development Plan the associated sewerage catchment, and may need to be upgraded as required to accommodate future growth.
Dwr Cymru	21/07/2008	Water Supply – Pembrokeshire Coast National Park is fed from strategic Water Treatment Works in the County. These water treatment works are important assets for Dwr Cymru/Welsh Water (DCWW) in delivering potable water to customers, Commercial, Health & Education premises. DCWW are developing a 25 year water resource plan to meet projected future demands for the County. Based on future demands already shared with us we do not foresee any problems at present in meeting the anticipated domestic demands during the life of the Local Development Plan. Water is a precious resource and in line with Government objectives on sustainable development we would look to promoters of developments to have considered and included where feasible, water efficient devices within buildings and sustainable drainage measures.
Pembrokeshire Highway Authority	04/08/2008	Use existing access. No objection.

Pembrokeshire County Council Drainage

26/01/2009 The development of this site would appear not to affect ordinary watercourses. It would be preferable if surface water was disposed to soakaways/SUDS in order not to increase the risk of flooding or exacerbate existing flooding in downstream catchments. If, however, ground conditions are not suitable for the use of soakaways/SUDS or positive drainage systems are required for adoption purposes, then any conventional drainage system discharging to watercourse either directly or indirectly, should include measures to improve the status quo.
It should be noted that ordinary watercourses must not be filled in, culverted, or the flow impeded in any manner, without the prior written consent of the Environment Agency under Section 23 Land drainage Act 1991. Approval of Pembrokeshire County Council is also required to culvert a watercourse under Section 265(1) Public Health Act 1936.

Reasons site is suitable for development

The provision of a car park adjacent to the railway station provides an opportunity for improved sustainability at this Centre.

Reasons site is not suitable for development

Does the site pass stage two tests? Yes **Proposed use** Car park

Stage three: Sustainability Appraisal

Sustainability Objective	Summary	Commentary
1	++	This site is not in agricultural use
2	++	The additional car parking provided by this site will increase community accessibility to the train station and have a positive outcome for private car use overall.
3	+	This site is at the North of Manorbier Station and bounded by the railway to the north. A well planned development and appropriate materials will help to integrate this development.
4	0	Though the development will enable greater access to public transport this will not necessarily impact upon greater numbers taking part in recreational activity.
5	0	The development will not achieve this aim
6	+	The site is not in an area liable to flood. Design should incorporate sustainable design principles.
7	++	The reduction in overall use of private car is likely to have a positive effect on this aim.
8	++	The provision of a car park will help the local community access services.
9	0	This development will not help to achieve this aim.
10	+	The car park will not negatively impact upon cultural distinctiveness.

11	0	Development of an individual site is irrelevant to this sustainability objective, as its goal is to avoid negative effects on minerals acquisition wherever and whatever the use of those mineral products.
12	0	Development here is likely to not affect levels of waste, but may impact on waste disposal requirements at the car park.
13	+	The Authority does not have SPG in place on developer contributions which would help inform this element of the appraisal. No needs other than those identified by statutory consultees are currently apparent apart from affordable housing.
14	+	There is the potential for improved planting as part of this development.
15	0	Policy 17, Sustainable Design aims to make efficient use of water resources. Issues relating to water quality are addressed at Stage 2 and through the Habitats Regulation Screening and Assessment at Stage 5.

Overall Sustainability Appraisal

This development will provide improved access to public transport facilities and sustainable design principles and planting can benefit sustainability objectives

Is the site acceptable for development after Sustainability Appraisal Yes

Stage four: compatibility with the Preferred Strategy

Is site within or adjacent to named centre? Yes

Is the proposed use listed as appropriate for the centre? Policy 40 'Sustainable Transport' supports this use which would help to link travel modes.

Is the provision consistent with the scale of development proposed for? Yes

Is the provision meeting an identified need in the centre? The lack of car parking provides a hinderence to rail travel from this station.

If greenfield, are there sufficient brownfield sites to avoid choosing this one? There are insufficient brownfield sites.

Overall stage 4 assessment

The site is within or adjacent to a named centre in the Strategy. A use is proposed which is considered appropriate as per the Strategy - see Policy 36 and Policy 40.

Is the site compatible with the preferred strategy? Yes

Stage Five: Habitat Regulations Assessment

For more information see the Habitats Regulations Screening and Appropriate Assessment reports

Policy 36 (Community Facilities) is considered not to have Likely Significant Effect on Natura 2000 sites, in part because the scale and location of proposed sites are not considered to have Likely Significant Effect.