

## Potential site analysis for site 829, Land at Saundersfoot Railway Station, Pentlepoir

Associated settlement	<b>Countryside</b>
LDP settlement tier	<b>Smaller settlements</b>
Community Council area	<b>Saundersfoot</b>
Site area (hectares)	<b>0.4</b>

**Site register reference(s) (if proposed as development site for LDP)** 3325/SR122

### **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.

Not within 50 metres of a Listed Building.

Not within 500 metres of 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

<b>Ownership</b>	Unknown	
<b>General overview</b>	The site is currently a tarmaced single lane access track to the railway station and adjacent wooded / scrub area, separated by a metal fence. Access to the railway is restricted by bollards, but otherwise forms the entrance to the station.	
<b>Greenfield or Brownfield/PDL</b>	Greenfield	<b>Estimated number of dwellings</b>
<b>Adjoining uses and access</b>	The site is part of a wider area of woodland to the east, and divided from further woodland and agricultural fields to the west by the railway line. Existing access is from the B4316 to the south of the site.	
<b>Visible constraints to development</b>	The site is wooded and access appears constrained.	
<b>Impact on National Park's Special Qualities</b>	This area contains some attractive farmland and woodland patches which intersperse the smaller settlements and farmsteads. This site adjacent to the railway line, and the provision of a car park at this location would not impact upon the special qualities of the wider area.	
<b>Landscape impact mitigation measures</b>	Retain woodland buffer to the east	
<b>Affordable housing capacity assessment</b>		
<b>General notes</b>	Supporting information has been provided which seeks a car park use to support transport to the adjacent railway station. 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. Provision of such facilities should also provide for bus access with associated turning facilities to allow inter-connection of services and public transport links within the locality.	

## 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 C; no soluble rocks; 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	1.12
Nearest pub	0.45	Nearest Dentist	5.52
Nearest primary school	1.31	Nearest secondary school	5.39
Nearest post office	1.78	Nearest petrol station	0.91
Nearest community hall	1.12	Nearest police station	1.66
Nearest letter box	0.09	Nearest library	1.65
Nearest place of worship	0.53	Nearest cash point	0.69
Nearest sports ground	1.28		

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

## Consultee responses

Consultee	Date of response	Response
Countryside Council for Wales	02/05/2008	This site appears to support a mixture of woodland and scrub either across the entire site, or in places within the site. Although not designated, we advise that it should be considered under your Authority's general duty to have regard to conserving biodiversity, as set out in section 40 of the Natural Environment and Rural Communities (NERC) Act (2006). We believe you can do this by ensuring that existing ecological connectivity is retained and opportunities for creating links are taken where appropriate.
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	Visibility is currently limited to the left and there is no scope for moving the access. Removal of a few trees will help to achieve the appropriate visibility splays. No objection subject to this work being undertaken.
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 development of this site as a car park to serve the railway station, and to allow bus access is supported in principle, provided that the ecological connectivity which the site provides is retained and further ecological linkages provided where possible.

**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 currently agricultural land
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 to the east of Saundersfoot station and bounded by the railway access to the west. 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 of minerals acquisition wherever and whatever the use of those mineral products.
12	0	Development here is likely to marginally increase waste, though this inevitable and the only way to avoid this would be to have no development and no increase in population (in or outside the Park, as displacement of the waste generation would not eliminate its harmful effects).
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	0	This site forms part of a mosaic of woodland and agriculture and undoubtedly makes an important contribution to ecological connectivity which should be retained as well as opportunities for enhancement of biodiversity sought.
15		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

In overall terms this site will provide for a sustainable approach to accessing public transport. The loss of trees at the site can be mitigated through retention of ecological connectivity and as many of the trees as possible.

**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?      No

Is the proposed use listed as appropriate for the centre? Not applicable

Is the provision consistent with the scale of development proposed for Not applicable

Is the provision meeting an identified need in the centre? The provision of a car park here would assist in enabling links between modes of transport

If greenfield, are there sufficient brownfield sites to avoid choosing this one? not alternative brownfield site available.

Overall stage 4 assessment

Although not within a named Centre 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.