

***Ardal Breswyl Gogledd Llandeilo***  
***Briff Drafft Cynllunio a Datblygu***  
**Llandeilo Northern Residential Quarter**  
**Draft Planning and Development Brief**



August 2009

***Canllawiau Cynllunio Atodol***  
**Supplementary Planning Guidance**



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## **Cyfarwyddyd Cynllunio Atodol Drafft Ardal Gogledd Llandeilo - Cyfarwyddyd Cynllunio a Datblygu**

Mae llunio'r cyfarwyddyd drafft ar gyfer Ardal Gogledd Llandeilo yn ddiweddglo i nifer o gyfarfodydd ynghylch yr ardal, a daw yn sgil cydweithredu rhwng cynrychiolwyr o Gyngor Sir Caerfyrddin, Cyngorwyr Lleol, Cyngor Tref Llandeilo, tîrfeddianwyr a phartion sydd â diddordeb. Fe'i lluniwyd yn sgil ymrwymiad a wnaed yng Nghynllun Datblygu Unedol (CDU) Sir Gaerfyrddin i lunio Cyfarwyddyd Cynllunio a Datblygu ar gyfer yr ardal hon.

Mae'r cyfarwyddyd drafft yn ddogfen dechnegol a luniwyd ar y cyd ag ymgynghorwyr Davies Richards Design Partnership a CDN Planning. Pan gaiff ei fabwysiadu fe fydd yn Gyfarwyddyd Cynllunio Atodol ac yn un o ddogfennau swyddogol y Cyngor.

Mae'r cyfarwyddyd wedi cael ei lunio yng nghyd-destun Cynllun Datblygu Unedol Sir Gaerfyrddin sy'n dyrannu'r safle ar gyfer datblygiad preswyl. Wedi iddo gael ei fabwysiadu'n ffurfiol gan y Cyngor bydd y cyfarwyddyd yn ystyriaeth berthnasol wrth benderfynu ar geisiadau cynllunio sy'n ymwneud â'r ardal. Bwriedir bod ei gynnwys yn rhoi arweiniad i ddatblygwyr neu i bartion sydd â diddordeb ynghylch unrhyw gynigion i ddatblygu'r safle.

Ymgynghorir ynghylch y cyfarwyddyd drafft rhwng 17eg Awst 2009 a 6ed Tachwedd 2009 a gwahoddir sylwadau ar ei gynnwys.

Mae croeso i chi roi barn ar gynnwys y cyfarwyddyd a dylech anfon sylwadau ysgrifenedig at y Rheolwr Blaen-gynllunio, 40 Heol Spilman, Caerfyrddin SA31 1LQ neu mewn e-bost at [blaengynllunio@sirgar.gov.uk](mailto:blaengynllunio@sirgar.gov.uk) erbyn 6ed Tachwedd 2009. Mae ffurflen ar gael i'ch helpu i gyflwyno eich sylwadau. Gellir cael copïau ychwanegol o'r ffurflen o'r cyfeiriad uchod neu ar-lein o [www.sirgar.gov.uk](http://www.sirgar.gov.uk). Er gwybodaeth, cynhelir arddangosfa gyhoeddus ynghylch y Cyfarwyddyd Cynllunio Atodol drafft yn Swyddfeydd y Cyngor, Heol Cilgant, Llandeilo drwy gydol y cyfnod ymgynghori.

## **Draft Supplementary Planning Guidance Llandeilo Northern Quarter Planning and Development Brief**

The preparation of the draft brief for the Llandeilo Northern Quarter represents a culmination of meetings in respect of the area and follows collaboration between representatives from Carmarthenshire County Council, Local Councillors, Llandeilo Town Council, landowners, and interested parties. Its preparation follows the commitment made within the Carmarthenshire Unitary Development Plan (UDP) to produce a Planning and Development Brief for this area.

The draft brief represents a technical document following its preparation in association with consultants Davies Richards Design Partnership and CDN Planning. It will upon adoption form Supplementary Planning Guidance, becoming an official Council document on the process.

It has been prepared within the context of the Carmarthenshire Unitary Development Plan in which the site has been allocated for residential development. The brief will upon formal Council adoption form a material consideration in the determination of any planning applications in respect of the area, with its contents intended to guide developers or interested parties in respect of any proposals for the site.

The draft brief is the subject of a consultation (17th August 2009 to 6th November 2009) with comments invited on its content.

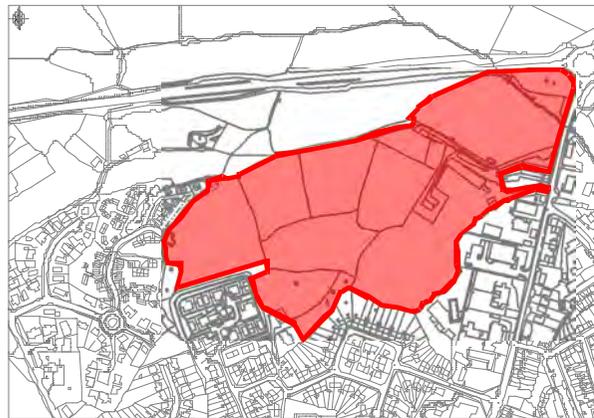
Your views on the content of the brief are welcomed and should be forwarded in writing to The Forward Planning Manager, 40 Spilman Street, Carmarthen SA31 1LQ or via Email to [forwardplanning@carmarthenshire.gov.uk](mailto:forwardplanning@carmarthenshire.gov.uk) no later than the 6th November 2009. A form is available to assist you in submitting any comments. Additional copies of the form maybe obtained from the above address or online at [www.carmarthenshire.gov.uk](http://www.carmarthenshire.gov.uk). For information a public exhibition on the draft SPG will be held at the Council Offices, Municipal Buildings, Crescent Road, Llandeilo throughout the consultation period.



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## PURPOSE OF THE DEVELOPMENT BRIEF

The development framework has been prepared by CDN Planning on behalf of Davies Richards Developments who are part owners of the land forming part of the brief area. It has been carried out in response to the requirements of the Carmarthenshire Unitary Development Plan (UDP), which identifies much of the site as a residential allocation. The brief also seeks to identify areas within the overall site which may offer the potential to accommodate future education provision, in accordance with potential future requirements. The location of the site is illustrated in Plan 1 below.



PLAN 1 Site Location

The development brief describes the site's constraints together with planning, design and transport requirements for the site and as such sets out a framework for the development.

The process of creating a brief for such an interesting and valuable land is important. One of the most important factors in the process is consultation with stakeholders and the public. A brief outline of the process that has been followed shows the significance given to consultation; see Figure 1 below.

Preparation of the development framework has been informed not only by the site analysis but also a series of key stakeholder meetings, which included representatives from Carmarthenshire County Council, Local Councillors, Llandeilo Town Council, landowners and other Government Agencies such as Countryside Council for Wales and the Environment Agency. In addition separate meetings were also held with officers of the Local Planning Authority to discuss issues raised.

The development brief, along with the policies and proposals contained within the Carmarthenshire Unitary Development Plan (UDP), will guide and assist developers and interested parties in drawing up development proposals in respect of the area. The development framework is the subject of public consultation (dates to be confirmed), with comments invited on its content. Following due consideration of any comments submitted, the Council will seek to formally adopt the brief as Supplementary Planning Guidance (SPG).

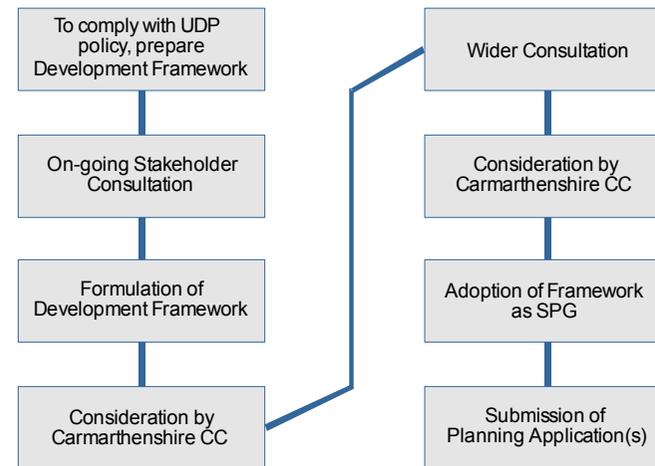


FIGURE 1 Process Flowchart

## POLICY BACKGROUND

This section provides an overview of the policies and guidance that are relevant to the development. It looks at both national and local guidance and how they contribute towards planning the development.

### Planning Policy Wales

Planning Policy Wales (PPW) is a document which sets out the land use planning policies of the Welsh Assembly Government. Areas of the PPW that are relevant to the proposal are on;

- Housing
- Negotiating planning obligations
- Conserving and improving natural heritage and the coast
- Transport
- Sustainability and good design

### Ministerial Interim Planning Statement (MIPPS)

The MIPPS on housing replaces chapter nine of Planning Policy Wales. The objective of this document is to provide homes that are in good condition, in safe neighbourhoods and sustainable communities. It also aims to provide a greater choice for people over the type of housing and the location they live in and to recognise the needs of all, including those in need of affordable housing in both urban and rural areas.

Areas of specific relevance within this document are:

- Objectives of the document
- Affordable housing
- Development control and housing

### National Planning Guidance

#### *TAN 2 Planning and Affordable Housing*

This TAN provides practical guidance on the role of the planning system in delivering affordable housing. The Local Market Housing Assessment 2006 states that Carmarthenshire needs approximately 800 new affordable homes a year over the next five years and that the planning system must try to ensure that one in every four homes on private development are affordable for local people. TAN 2 provides guidance on establishing an appropriate and well-integrated mix of housing types and tenures which will contribute to the identified need for affordable housing, and to the objective of achieving mixed and sustainable communities

#### *TAN 12 Design*

The Welsh Assembly Government is committed to achieving good design at every scale throughout Wales and this TAN gives detailed guidance on how this may be facilitated within the planning system. TAN 12 states that the design of development in the environment is significant to the quality of our lives and is a major factor in sustaining a positive image for Wales. Therefore when looking at a residential development of this

scale, design must play a key role.

#### *TAN 15 Development and Flood Risk*

A part of the site falls into a C2 flood zone and the guidance in TAN 15 is of relevance.

#### *TAN 18 Transport*

As there will be new residential development and an increase in road users it is essential to look at this document. TAN 18 looks at how both PPW and the Wales Transport Strategy aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities. This includes:

- integration of transport and land use planning
- integration between different types of transport
- integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation.

#### *Other Guidance*

Other documents of some importance are:

- Carmarthenshire's Highways Design Guide
- Manual for Streets
- Model Design Guide for Wales – Residential Development.

These guidance documents will assist in the design process of the development.

## Carmarthenshire Unitary Development Plan

The development plan in respect of Llandeilo is the Carmarthenshire Unitary Development Plan (UDP), adopted July 2006.

The UDP identifies Llandeilo as a *secondary settlement*. The UDP allocates 1,747 new residential properties over the plan period to be spread over the identified secondary settlements. This should incorporate a mix of dwelling types and sizes to reflect the housing requirement of the locality (Policy H1).

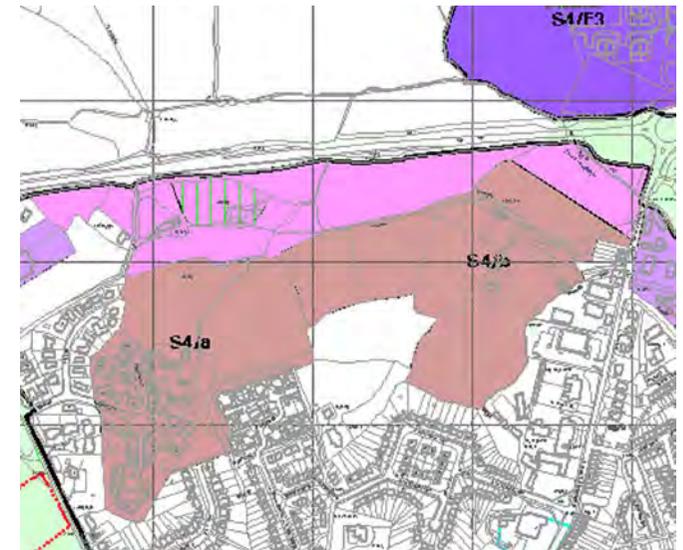
In terms of the northern quarter of Llandeilo, the UDP identifies this as the area where the majority of residential growth for the town should be focused over the plan period (see Plan 2).

The following policies are relevant to the development of the site:

- Policy H1: Housing Provision
- Policy H2: Residential development within settlements
- Policy H4: Affordable housing
- Policy H18: Residential Planning & Development Briefs
- Policy GDC2: Overall development policy
- Policy GDC7: Open Space and Amenity Areas
- Policy GDC32: Development Limits and White Land (refer to Appendix 5)
- Policy GDC33: Community benefits
- Policy REC1: New indoor and outdoor recreation facilities within settlements
- Policy REC7: Protection of Recreational Open Space
- Policy REC8: Provision of open space in new residential developments
- Policy EN13: Hedgerows
- Policy EN14: Tree preservation orders
- Policy C1: Provision of community facilities

Copies of the policies (with the exception of GDC32) can be found in Appendix 1 of this document. Policy GDC32 is addressed in Appendix 6.

The Development Framework covers an area which is also allocated as 'white land' seen below between the coloured area and the existing built up area of Llandeilo to the south. The area is two fields in size and currently measures approximately 1.8Ha. The land is privately owned and serves no active use.



PLAN 2 Site Allocation

## LOCATION AND CONTEXT

This framework has been produced to cover the area shown in red on Plan 1. It must be noted that this area extends beyond that identified within the UDP. Justification for this is provided in Appendix 6.

The site comprises approximately 10 hectares of generally northerly and easterly sloping pasture land with well established mature hedgerows and trees. The site is at the northern end of Llandeilo located between the new Llys Pencrug development to the west and Rhosmaen Street to the east. To the north of the site is the A40 which leads from Carmarthen up to Llandovery and to the south is the older more established Town. The main uses surrounding the site are residential, schools and retail units with further agricultural farmland to the north.

The site is currently used primarily for agricultural purposes; however within the area there are two residential dwellings, a caravan site some of which are also inhabited.

This large site is under the ownership of four different parties. The ownership split is identified in the plan in Appendix 2

A detailed analysis of the natural environment of the site has been undertaken in order to assess the strengths and weaknesses of the site and identify opportunities for new development.

This section examines the various elements that

make up the natural environment of the site. The urban and rural context of the site has been summarised in Appendix 3 and constraints have been identified in Appendix 4. All of these have been taken into consideration when developing the framework.

## TOPOGRAPHY

The topography of the site consists mainly of a north facing slope which lies at 65m AOD at the top and down to 30m AOD at its lowest level. It can also be split into three distinct areas; eastern, central and western.

- The slopes of the eastern section are orientated towards the north east and relatively smooth in profile, levelling out at the base into the flatter stream side of Nant Gurrey-fach.
- The central section faces more directly north and it is the uppermost (hilltop) area around the

properties of Highbury and Oakwood where more level ground is to be found.

- The final, western section whilst still sloping to the north overall is a more complex and varied topography with some lower sections facing east due to factors such as the erosive effects of a spring line and a minor (disused) quarry.

## LANDSCAPE PATTERN

The development area shares the same landscape characteristics as the surrounding countryside.

The majority of the current landscape shows a field pattern of interlocking curvilinear form that is typical of early enclosure field formation. The historic landscape as shown by early Ordnance Survey maps certainly shows that the present day pattern is largely unchanged since the 19th century. The only hedgerow changes noted are a new hedgerow section to the rear (south) of Glyn-

Photograph showing topography and surrounding landscape



ceirch and removal of a hedgerow running north-westwards from the same general area towards Nant Gurrey-fach. The small woodland block adjacent to Maes Elfryn is original whereas the block adjacent to Oakwood is of more recent (presumably 20th century) origin.

The rationale for the particular format of enclosure is unknown but there are some qualitative differences in the arrangement of the hedgerow and woodland pattern. These differences are possibly in response to the underlying landform and can therefore be described within the same three (Topography) sections outlined above.

The hedgerows on the slopes of the eastern section are principally orientated north-east to south-west. This means that from key views such as the A40T and an adjacent roads there is an open aspect to the hillside as the hedgerow (and stream-side vegetation) ascends the contours. The flat section at the base of the hill adjacent to Nant Gurrey-fach is also open with views across the floodplain towards the attractive dwelling of Glyn-ceirch.

By contrast the hedgerows running along the contours in the central (north facing slopes) section provides a series of horizontal lines of vegetation and thus less exposed views of the hillside when viewed from the north. The hilltop block of trees adjacent to Highbury / Oakwood is prominent upon the skyline.

Within the final western section the more varied topography is reflected in the hedgerow and



Photograph of Local Authority Housing to the west of the site.



Photograph looking north east towards roundabout.

woodland arrangement. The scattered tree groups near the stream top and north of the disused quarry are prominent and the hedgerow pattern allied to stream-side vegetation provide a relatively enclosed and intimate landscape minimising significant inward views.

## VIEWPOINTS

Views within the site are from the public footpath that runs through the centre of the area. In detail, starting in the east, from Rhosmaen street, past the temporary accommodation and Glyn-ceirch before continuing through to the western site edge at Erw'r Delyn. The path is at present mainly rural in character but this is changing at the western end as the new residential development encroaches from the south. At this point the path splits going north to cross the A40T and the countryside beyond or southwest via a semi-sunken lane to reach Dynevor Park after crossing Carmarthen Road.

## PUBLIC RIGHTS OF WAY

The most prominent PROW on the site runs from east to West. It links Rhosmaen Street to the east with Carmarthen Road to the west. Off this PROW there is a route which leads to the north of the site over the A40. The main route enters the site between No.s 8 and 10 Rhosmaen Street and exists the site to the west between 24c and 26 Carmarthen Road. To the west the route follows the driveway/access road for Erw'r Delyn and Crug Manor and follows the hedgerow to the east and in front of Glyn Ceirch and the Caravans.

## DRAINAGE

Two minor drainage streams issue from near the top of the development site and have cut small but steep sided minor “valleys” down to Nant Gurrey fach, a west to east flowing minor tributary of the River / Afon Towy. The majority of Nant Gurrey fach lies outside the site to the north of the A40T but a small section occupies the lower, flatter section of the eastern slopes referred to above.

## LANDSCAPE SPECIES

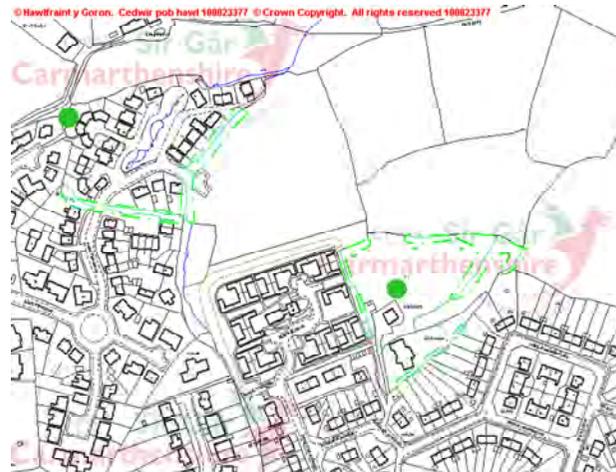
The hedgerow shrubs are of native, principally deciduous species, typically hawthorn (*Crataegus monogyna*), blackthorn (*Prunus spinosa*), and hazel (*Corylus avellanae*).

The tree population is also overwhelmingly of native, deciduous species, principally ash (*Fraxinus excelsior*) but with some oak (*Quercus robur*) It is noticeable that (due probably to the local microclimate) towards the hilltop some other species appear such as lime (*Tilia spp*) and beech (*Fagus sylvatica*). The “new” planting block adjacent to Highbury / Oakwood contains some mature conifers (possibly *Pinus spp*) which lend a more “parkland” appearance to this part of the hilltop.

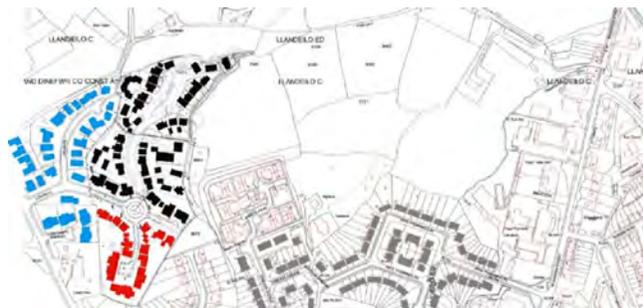
## TREE PRESERVATION ORDERS

Although there are numerous mature hedgerows on the site, many of these are not protected by Tree Preservation Orders (TPOs). The main area of TPO's is to the south of the site around Highbury

and Oakwood properties shown on the Plan 3 below taken from the Carmarthenshire UDP. They largely follow the existing field boundaries. The second main area of preservation orders is to the east of the site adjoining Pen Crug. These hedgerows are a mixture of tree species as stated previously. However there is a single cypress tree adjoining Highbury (shown as a green circle) which is protected.



PLAN 3 TPOs



PLAN 4 Densities

## URBAN FORM AND DENSITY

The immediate area was investigated in some detail to establish the grain, character and density. Appendix 5 includes a detailed analysis which shows that density around the edges of the site range between 15.5 to 24 units/ha. Plan 4 illustrates the urban form of residential development surrounding the site and demonstrates a clear distinction between the older local authority housing of the 1930's and the more recent developments adjoining Carmarthen Road and especially Llys Pencrug. To distinguish between the different developments the insert map below shows the various developments in different colours.

The significant difference between the local authority housing layout and the more recent developments are emphasised by various features. The more recent developments provide a richer diversity in housing type, as such creating more interest within the street scene. The Local Authority housing is monotype without punctuation and set at a distance from the road thus creating a very open character to the street. The figure ground also emphasises a more formal pattern to the layout. The more recent development is a little less formal with properties located to the rear of others, and small courtyards located off main routes.

There are also comparisons to be made within the more recent development. The built form in the new Llys Pencrug development is denser, with properties closer to each other, thus creating a tighter and more attractive street scene. A more

# THE SITE AND ITS EXISTING SURROUNDINGS

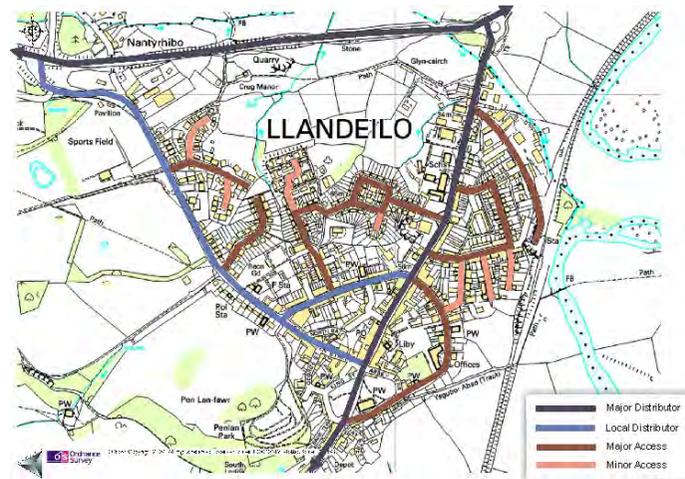
detail analysis of surrounding densities can be found in Appendix 5.

## HIGHWAY HIERARCHY

Llandeilo's major routes enclose the Town within a triangle shape. The A40 to the north is an important trunk road which is the main route from Llandeilo to the market Town of Carmarthen. It also continues to the north towards Llandovery. Rhosmaen Street (A483) is another important route through the Town. This has always been the main route through the centre of the Town, and is therefore a very historic part of the Town. Off this main route through the Town are a number of smaller loop roads serving residential areas.

Another significant route is Carmarthen Street which leads to Carmarthen Road. This provides a link from the South of the Town to the north west where it links through to the A40. Although not considered to be a major distributor it is an important link and the volume of traffic using the route it could be considered as a major distributor. Within the 'heart' of the triangular shape is an important major access route which is made up of Greenfield Place, Dynevor Avenue and Heol Y Garreg Las. The three roads create a loop from the major distributor to a Local Distributor which again links to Carmarthen Street and Rhosman Street.

Overall the exercise has identified that Llandeilo is reasonably well connected in terms of its permeability and legibility. It is therefore essential



PLAN 5 Existing Highway Hierarchy



Photograph showing Llys Pencrug Development

this is replicated in the new development. The only roads that let the whole Town down in terms of its legibility in highway terms are the two cul-de-sacs off Carmarthen Road to the west of the Town. It is clearly possible to provide a link through, complementing the overall highway character of the Town.

## OPEN SPACE

As a small Market Town, Llandeilo does not have a significant number of smaller more formal open spaces, there doesn't appear to be any structure to the spaces that have been identified. The larger open space to the west of the site forms part of the Dinefwr House estate and Penlan Park. To the north of this larger space are some playing fields which are used by Llandeilo Rugby Football Club; however this is also available for special events.

The two spaces to the south of the Town are part of a cemetery therefore can not be considered a formal open space for recreation and play. The only significant open space within the Town is to the west adjacent to the Fire Station. This is an 'L' shaped space that goes to the rear of the Fire Station.

Although not shown on this map there are a couple of spaces within the newer Llys Pencrug Development. The larger space is an attractive water feature which incorporates an existing spring in the ground. This is a more formal space which is used as an attractive space to add to the character of the area. The second space is more incidental and informal.

## LOCAL VERNACULAR AND MATERIALS

Llandeilo's major growth took place in the early 1900's when its position as one of the main Market Towns in Carmarthenshire meant that a significant amount of building was taking place.. Most of those buildings built during this period survive today and are the basis for the local vernacular character.

One of the most endearing images of Llandeilo is the colourful terrace development along the southern approach into the town, which continues further along the hill into the town centre. This strong frontage development creates an effective, memorable and high quality southern gateway into the town that epitomises the general character of Llandeilo. A similar high quality gateway is required at the town's northern approach. The Northern Residential Quarter will allow for the creation of a new entrance gateway, which will be a key part of the Framework.

Rendered elevations painted in many colours is the traditional vernacular of the area. Openings for windows are small which provides little light into the building. Roofs generally have a pitch of between 30 and 40 degrees and covered with Welsh slate.

Due to modern building standards, sustainability requirements and design issues, this vernacular cannot be replicated in a pastiche way. Modern interpretations of this traditional vernacular can be achieved, particularly at the recent development at Llys Pencrug where the modern interpretation of the traditional vernacular has been successfully

incorporated and adapted into a modern scheme, meeting modern building standards and respecting the historical character and appearance of the town.

## SURROUNDING USES

The site is currently primarily used for agriculture / grazing with two residential properties and a small caravan park located within the site. The dominant land use in the area surrounding the site is residential to the east, south and west. Open countryside dominates the north and north-west areas of the site. Commercial and industrial uses to the east and north provide valuable services and employment opportunities to the town.

To the east a long Rhosmaen Street sees the most variation in the types of use adjoining the site. There is significantly more commercial uses along this section of the street. A small supermarket is the main commercial use at this location. Ysgol Teilo Sant and Ysgol Gynradd Llandeilo are a

dominant feature of Rhosmaen Street which also adjoin the site. There is a clear opportunity to connect the existing schools to the development site through a pedestrian and possible vehicular link to the rear. Should this area be developed in the future then it is considered essential that pedestrian and vehicular links are created. Such links would be reinforced should the area identified in the brief be brought forward for education purposes.

North of the site is largely countryside, with the exception of the small business park, with the only links being via a public right of way across the A40. The main types of businesses located within these units are small or medium sized enterprises. These include manufacturing firms, food processing business and agricultural suppliers



## VISION

The development framework will deliver an attractive and distinctive residential development based on modern urban design principles but drawing on the characteristic Llandeilo vernacular but cognisant of the need to provide future occupiers with dwellings fit for 21st Century living. The brief capitalises upon the natural environment assets of the site and utilises these as part of the landscape strategy to produce an environment that will create an attractive new entrance to the Town and northern edge. Through the combination of open spaces, streets and buildings the scheme will demonstrate a sense of place and foster a sense of belonging to those who use it. The brief acknowledges the need for future education provision within the town, and identifies possible areas of opportunity where such aspirations could be accommodated.

## Key Objectives:

- To contribute to the sustainable and incremental growth of Llandeilo by providing a strategic vision for the site.
- To create a practical, robust and flexible framework for development on this site, capable of responding to market demand.
- To enhance the character of the town through a high quality development and creating a new northern entrance gateway.
- To provide a range of high quality residential accommodation.
- To provide a range of vibrant and well-used public open spaces.
- To create a development with good vehicular, pedestrian and cycle linkages.
- Accords with relevant Unitary Development Plan policies.
- The Development Framework will respond to the topography of the site and will respect and enhance the character of the existing landscape, preserving and enhancing existing wooded areas and hedgerows.
- The framework will take into account of views to and from the site and preserve or enhanced existing hedgerows and maintained existing pedestrian rights of way through the site.
- Development must respect the existing urban form of surrounding residential development.
- A network of high quality new formal and informal public open spaces will be provided, which will be integrated into the wider network of open spaces in the locality.
- New development must respect and integrate

successfully with the wider network of open spaces, roads, footpaths and land uses, but it must also respect the scale, design, architectural features, and materials used in existing development.

- The development must reflect the historical character of Llandeilo, but also foster new standards for future development, and
- Be integrated into the existing highway network of Llandeilo and the surrounding area. Any new development will be fully integrated with surrounding neighbourhoods by pedestrian and vehicular routes.
- Endeavour to adopt a building strategy that utilises greener and energy saving materials and renewable resources for energy provision.
- The framework affords an opportunity to respond to the need for future education provision in the town by suggesting potential locations.

In accordance with best practice this section sets out what will be expected of future developers of the site and addresses the key aspects of Policy H18.

**The main principles to be covered within this section are:**

1. Natural Environment; looking at how the landscape features of the site can be incorporated and enriched within a future development.
2. Accessibility and Ease of Movement; looking at the access points, potential routes through for vehicles, pedestrians and cyclists.
3. Continuity and Enclosure; giving advice on how spaces and roads should be treated in terms of creating attractive spaces which are overlooked and safe.
4. Public Realm; looking at how the various open spaces (including the White Land) provided within the scheme contribute to creating a distinctive place and are treated, and how they provide clear demarcations between public and private.
5. Variety and Diversity; majoring on how the development should be providing units for everyone across the social range.
6. Adaptability; ensuring that the development is adaptable for changing demands.
7. Education; ensuring the development accommodates the potential for education provision in accordance with the aspirations of the Local Authority.

## NATURAL ENVIRONMENT

The sites natural heritage is arguably its best and richest feature. It is therefore essential that the design of a new scheme on such a site takes into account the features identified in the analysis.

The analysis has identified the most important features of the site's landscape and biodiversity. It is essential that the final scheme is designed around these features. The impact of such a development on an important site like this means that measures should be introduced that compensate for the potential loss of natural features that exist. Detail on what exactly could be incorporated in to the site are identified in the biodiversity section later, however basic measures such as using native trees, providing nesting boxes and creating new open spaces which add to the value of the site should be considered.

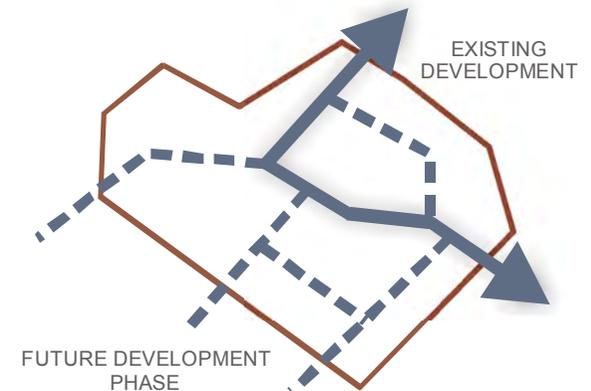
Existing hedgerows and clusters of trees will need to be used to incorporate pedestrian routes and attractive routes through the site. In addition open spaces can be created along these routes thus creating an effective link between the spaces in the development, which brings a high standard of legibility and permeability to the site.

Providing a variety of spaces within the development which have different features or design will help to enhance the biodiversity of the site. Each space will have planting and features that provide a home to different species of wildlife. Providing open space which is left to its own devices to grow naturally along with spaces that are looked after and manicured can also add

variety to the development. Providing spaces that are left to their own devices will also reduce the burden on the future management of the space, be it by the Council or a private management company.

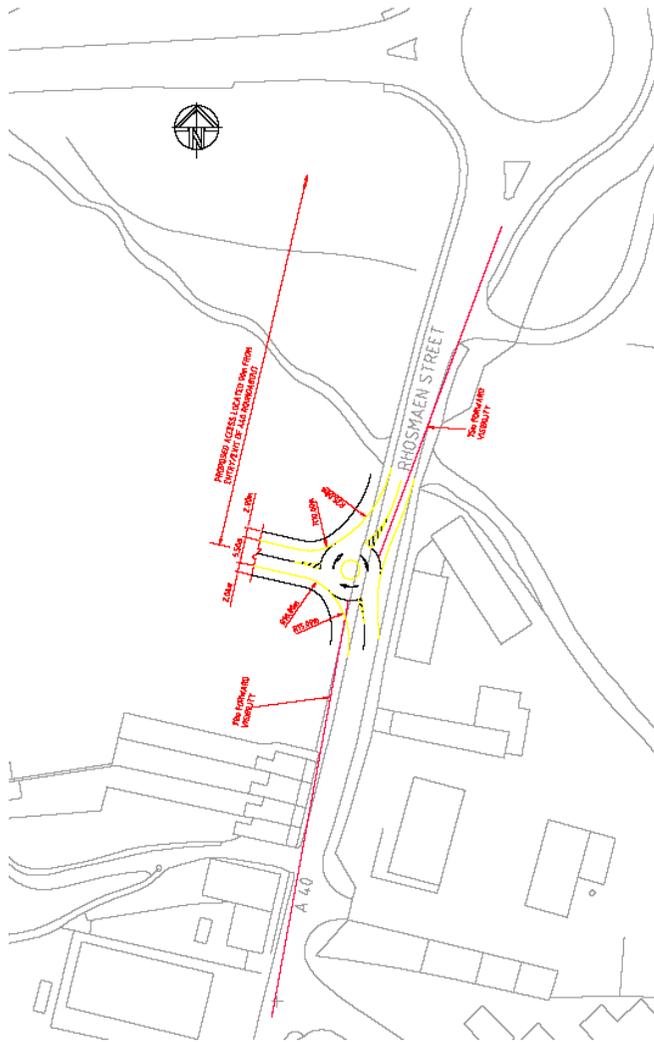
## ACCESSIBILITY & EASE OF MOVEMENT

THE NETWORK OF STREETS SHOULD BE PERMEABLE, CONNECTING THE DEVELOPMENT TO ADJACENT AREAS



Accessibility and ease of movement are two of the most important aspects to any new development but especially Llandeilo. Ensuring a development in which vehicles, pedestrians and cyclists are taken into account is very important. It is therefore vital that there is collaboration between the highway engineer and the designers.

In march 2007 the Welsh Assembly Government published Technical Advice Note (TAN)18 – Transportation, which sought to encourage the delivery of an efficient and sustainable transport system that is well integrated with land uses.



**PLAN 6** Proposed new roundabout on junction with Rhosmaen Street

Street design is seen as being critically important in providing alternatives to car travel and achieving high quality in the environment. It is recognised that streets have five main functions: place, movement, access, parking and utilities. Technical design guidance is provided in Manual for Streets (March 2007), which superseded Design Bulletin 32 and “*should be referred to by all organisations and professions engaged in designing new development*”

The main vehicular access to the site is from two fixed locations; a new roundabout off Rhosmaen Street and by an extension to Llys Pencrug (see Plan 6). The principle of the roundabout design has been discussed with WAG and there is an acceptance that this is a suitable solution.

These locations also provide pedestrian and cycle access to the development site. Additional points of access are provided for pedestrians at “Highbury” and by a public footpath that runs around the northern boundary of the site. The opportunity of providing pedestrians and cycle access to the rear of Ysgol Gynradd Llandeilo, Ysgol Teilo Sant and the Coop, emerging onto Heol y Garreg Las will be an essential element of the development. The potential for a new education provision will further influence the opportunities, and may offer scope for further enhancements of access onto the site.

Making connections between developments is essential in creating a successful and vibrant place. Integrating a clear hierarchy of routes through the site is important in creating legibility

and permeability. Having a main route through with secondary roads leading to access roads will provide good legibility for the site. This should mean that the development reduces the need to use the car and encourage walking or cycling

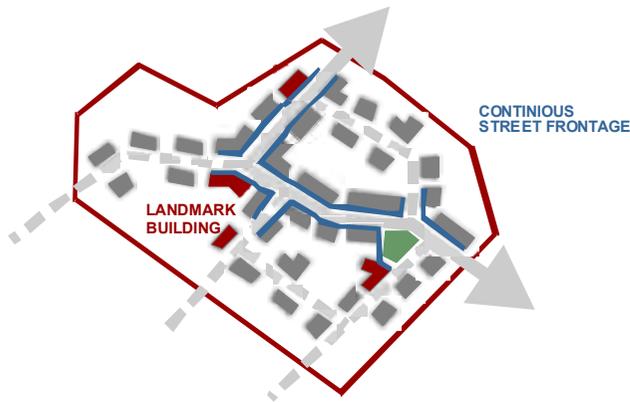
Streets will be designed with a maximum vehicle speed of 20mph in mind. Carriageway widths will be appropriate for the requirements of its users with carriageways that range from 4 and 5m in widths. The developments main route will link the two site accesses and provide the main vehicular route through the site. A nominal carriageway width of 5m is envisaged but this will vary where necessary, due to building placement and to accommodate the paths of service vehicles and in order to provide design interest and landmarks within the development. A serpentine alignment with narrowing road widths and where forward visibility is not excessive will discourage high traffic speeds and prevent the use of the route as a rat-run. Direct frontage access will be provided from the main street with a mixture of appropriately designed off and on street car parking.

Secondary level streets with 4m wide carriageways and 5m wide shared surface streets will permeate from the main street.

It will be essential that streets are designed to reduce speeds to ensure safe and attractive routes for pedestrians and cyclists. This can be done through minimising straight stretches of streets, bringing built development close to the street, thus creating an enclosed feel and avoiding junctions with extended visibility splays.

## CONTINUITY & ENCLOSURE

A STRONG BUILDING LINE ALONG THE MAIN ROAD PROVIDES CONTINUITY THROUGH THE DEVELOPMENT AND IDENTIFIES KEY ROUTES THROUGH THE SITE. LANDMARK BUILDINGS ALSO HELP WITH LEGIBILITY WITHIN THE SITE BY IDENTIFYING KEY SPACES OR PLACES.



Streets and open spaces should always be overlooked by buildings and continuous street frontage. This creates streets and spaces that are safer and more pleasant to be in. Creating safe places that nurture a sense of belonging and pride further enhances the value of the development. They also nurture and develop more social interaction between residents which foster a sense of community and encourage a sense of place.

Creating such spaces is relatively simple provided a number of design principles are met. One of these has been mentioned already, that is making sure that buildings overlook spaces. This is essential in achieving the 'eyes on the street' principle. This is possibly the main objective in

achieving this principle. It is also important to distinguish between public and private spaces. Providing small private spaces outside the fronts of properties brings residents out of their front door to look after their space, this in turn increases the opportunity for chance meetings between residents and fosters relationships which create a sense of belonging and community. Demarcating private and public space also goes a long way in reducing the amount of left over space within the development.

In terms of public footpaths and cycle routes it is important that these are overlooked to discourage crime and provide a quality public realm. These routes should therefore be sent through the most overlooked areas.

Parking facilities often break up frontages and disrupt the continuity of the street. Therefore parking should mainly be provided to the side of dwellings off the main frontage of the development. If parking is provided in parking courtyards, it is essential that these spaces are overlooked to provide security and the vision of crime ridden 1960's parking lots are not repeated.

## PUBLIC REALM

PUBLIC REALM MUST BE INTEGRATED INTO A DEVELOPMENT SCHEME IN ORDER TO CREATE QUALITY, ATTRACTIVE AND SAFE ENVIRONMENTS



It is important that the development provides a quality, attractive and safe environment for all members of society.

The public realm is the only part of the development which every member of society can see therefore it is vital that it portrays the development in a positive light. All aspects of the development should be considered, green spaces, squares and playgrounds. It is within these spaces chance meetings, incidental play, and community events occur.

It is imperative that public and private spaces are clearly demarcated so that there is no confusion over the management of the space. Spaces that

are not managed properly end up deteriorating and not providing the quality space which creates a sense of place.

Materials used within these spaces are important. A simple palette of materials should be used across the whole development which will provide continuity within the development and aid in legibility. The materials chosen should be natural, robust and hard wearing and should be agreed with Carmarthenshire Planning Authority. This is also the case with any proposed street furniture. Furniture should be located to minimise clutter within the environment, avoid physical obstruction and anti social behaviour.

### VARIETY & DIVERSITY

It is essential that within a residential development a choice of properties and tenures is provided within the site, this is also required by UDP policy. These choices should not be grouped together but spread all around the development to aid interaction and diversity. This is especially true when dealing with the location of affordable housing and market entry units. Guidance suggests and expects that where affordable housing is required these units should be evenly distributed around the site.

Grouping too many affordable units together segregates them from the rest of the development and can end up in deterioration of the urban environment but also more importantly segregation within the community. This does not therefore create a sense of place or close nit community. If however a few affordable units form small clusters within the development this helps make the occupants feel more comfortable in their surroundings and consequently make integrating with the other parts of the community much easier and successful. The guiding principle will need to be that such a mix of house types should be “tenure neutral”.

### ADAPTABILITY

Generally adaptability is thought of as relating to single buildings. This position isn't incorrect, but there are far wider implications to adaptability. The street layout and block structures are very important parts of creating a development that is, as a whole, adaptable. This comes back to points raised within the Accessibility section. Making connections to the wider urban fabric means that future development of the site, if demand changes, can be easily achieved without having to remove vital infrastructure. Streets and spaces should be robust, simple and clutter free so that a variety of uses can be integrated into the street in the future.

In essence this development should be designed with 'longevity' in mind.

## INDICATIVE SITE LAYOUT

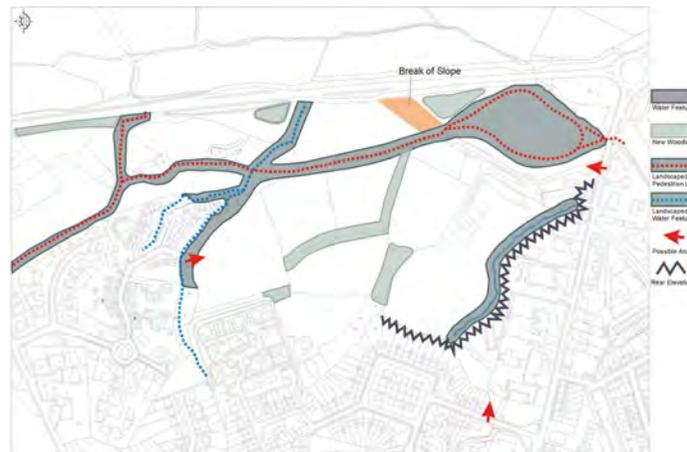
The development framework drawing shows an attractive new place to live within the town of Llandeilo; respecting the local context and responds to the design objectives/principles identified in previous sections of this document and accords with the aims of UDP policy, in particular H18.

As a consequence of the constraints (Plan 7) and landscape assessment (Plan 8) the development framework as illustrated in Plan 10 (overleaf) has enabled us to deliver the following:

- The creation of a high quality development reflecting local character and vernacular whilst at the same time fostering new standards for future development in Llandeilo and provide a new distinctive residential quarter.
- To create a cohesive development that integrates successfully with adjoining land uses and the town as a whole in terms of its highway network, pedestrian network and public open space network.
- To create an attractive northern Entrance Gateway to complement the traditional southern approach into Llandeilo.
- To provide a strong northern edge between the development site and land to the north, limiting further encroachment into the open countryside.
- To strengthen and enhance the existing pattern of hedgerows and woodland and provide new open spaces and new planting as shown in Plan 6.



PLAN 7 Constraints



PLAN 8 Initial Landscape Framework

- Create a sense of place by responding to the character and appearance of the surrounding area.
- The form and grain of the development will relate to surrounding residential developments.
- Strong, mainly unbroken frontages will define streets and key open spaces throughout the development.
- Frontage development along the northern and north-east edges of the site, creating an attractive northern approach in to the town.
- Provide capacity of up to 215 dwellings with a range of densities as shown in Appendix 7, allowing for a variety of character.
- Create an inclusive development by providing a range of dwelling types, sizes and tenure.
- Corridors of open spaces will allow for a seamless transition between the countryside to the north and the new development areas.
- Views and vistas of the countryside are provided throughout the hillside development.

### The Master Plan Numbers:

Total Number of Units = 215.  
 Total Developable Area = 6.66 ha  
 Average Density = 32 units/ha  
*(Based on Developable Area)*  
 Total Open Space Provision = 3.33 ha  
 Total Site Area = Approx 10 ha  
 Average Density = 21.5ha  
*(Based on Overall Site Area)*

*Note:* These figures do not take account of the potential for the siting of a school.

## Potential Education Provision

As a result of discussions undertaken as part of the formulation of the brief, it was deemed appropriate to identify potential locations within the brief area that could accommodate a new education facility. It should be noted that the areas identified on Plan 9 represent two such possible locations. However, whilst the Authority has acknowledged a commitment to identify the need for education provision, the areas highlighted on the plan are merely indicative and will be subject to further consideration in respect of education requirements.



PLAN 9 Potential School Locations



PLAN 10 Development Framework

### LANDSCAPE STRATEGY

The indicative layout (See Plan 10 and 11) ensures a development that will be set within a sensitive and well designed landscape structure that also provides good accessibility to all. Any proposal should accommodate a range of new Public Open Spaces and facilities (LAP & LEAP) in accordance with the requirements of policy REC 1 and REC 8 providing new recreational opportunities for not only the residents of the new development but for the town as a whole. A network of vehicular, pedestrian and cycle pathways link each Public Open Space to the surrounding development and the rest of the town. For further details in respect of open space provision, contact Carmarthenshire County Council

#### Green Corridors

A network of green corridors will be implemented within the site, whereby existing hedgerows will be retained (compliant with policy EN13) and enhanced with new landscaping and the introduction of enhanced pedestrian and/or cycle paths. These corridors will help to 'frame' the residential development within the scheme, defining block boundaries and new open spaces. Existing TPO's will be protected in accordance with policy EN14.

The green corridors will create the effect of the countryside to the north 'bleeding' into the new development, allowing for the seamless transition of the surrounding countryside into the northern edge of the town. These corridors will also allow

for increased biodiversity within the scheme, providing the opportunity for wildlife to move freely from the surrounding countryside into and through the development site.

The most significant of these green corridors runs north-south through the centre of the site. This space will provide the primary north-south pedestrian/cycle route through the development, linking a series of formal and informal Public Open Spaces.

#### Northern Gateway Open Space

At the northern-eastern end of the site, a new Public Open Space will be introduced which will act as a new Gateway into the town of Llandeilo by providing a new attractive northern approach into the town. This reflects its designation in the UDP as an amenity area under Policy REC7 and GDC7.

The space will act as a landmark space within the development, setting the standard for the scheme and providing a focal point within not only the development but also the wider town. This new space will accommodate new community and recreational facilities (LEAP) and could, for example, provide a venue for outdoor events during summer months.

#### Incidental Public Open Space

Within the scheme there is a number of incidental Public Open Spaces providing informal and/or formal play space. These spaces act as secondary focal points within the development and

will be enclosed by the built form, adding to the sense of place and community within the development. These spaces may also feature public art and LAP facilities.



PLAN 11 Landscape Strategy

## ACCESS & MOVEMENT STRATEGY

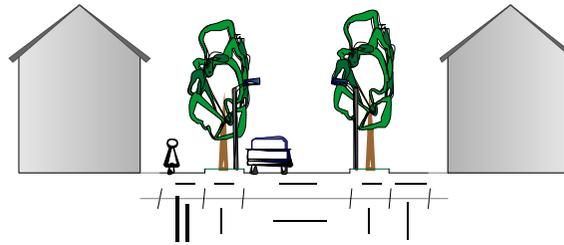
The landscape and access strategy ‘dovetail’ together to create the key building blocks of the development area. The new development will be accessed from Rhosmaen Street with a main street winding through the development area to Llys Pencrug in the west. The development will encourage walking and cycling with the use of pedestrian paths linking development blocks and open spaces.

The design will create streets and corridors of movement that are responsive to the urban form and help to create a development that has a distinct sense of place. The list below summarises the key elements of the access and movement strategy for the Northern Residential Quarter:

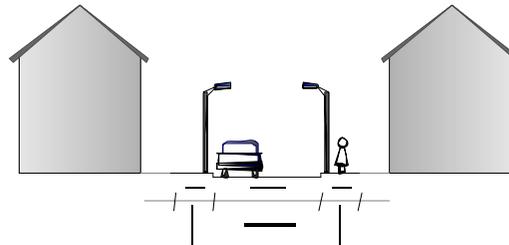
- Improved legibility and variety through the access hierarchy, illustrated in Plan 12, with the potential for varying frontage characteristics,
- New Entrance Gateway at the north-east area of the site.
- Linkages between Rhosmaen Street and Llys Pencrug, allowing for better integration of the site and the wider town.
- Sufficient on-street and on-plot parking to meet the needs of residents and visitors to the site.
- A series of squares and shared surfaces will act as traffic calming measures and create an environment which is attractive and safe for both vehicles and pedestrians
- Existing public rights of way will be maintained and enhanced where necessary. The highway network to be designed with a maximum speed of 20mph in mind

### Access Hierarchy

#### Main Street



THE MAIN STREET AND SECONDARY ROUTES THROUGH CAN INCLUDE A LANDSCAPED VERGE BETWEEN FOOTPATHS AND THE CARRIAGEWAY, OR ALTERNATIVELY BE CHARACTERISED BY A MORE URBANISED FORM WHERE PROPERTIES ARE PROJECTED CLOSER TO THE CARRIAGEWAY WITH MINIMAL SETBACKS AND FRONT GARDENS

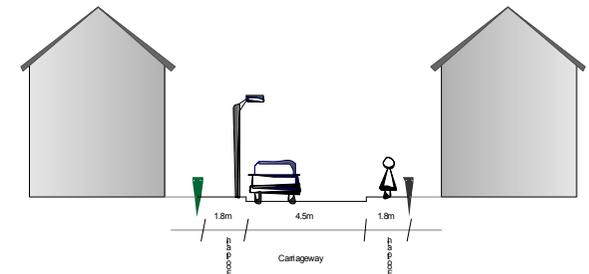


The main street will link Rhosmaen Street in the east with Llys Pencrug in the west. The carriageway will be at least 5m - 5.5m in width accommodating on-street parking and direct frontage access. Along the street, a 2.0m pavement will be provided on the street side occasionally separated from the highway by a tree planted verge reflecting the character of the street in Llys Pencrug. The street will be accommodating both cycles and vehicles. The character of this main street will vary from semi-rural in the west with tree lined roads, green verges and varying

building lines to a more structured and urbanised character in the east. The target design speed is 20 mph.

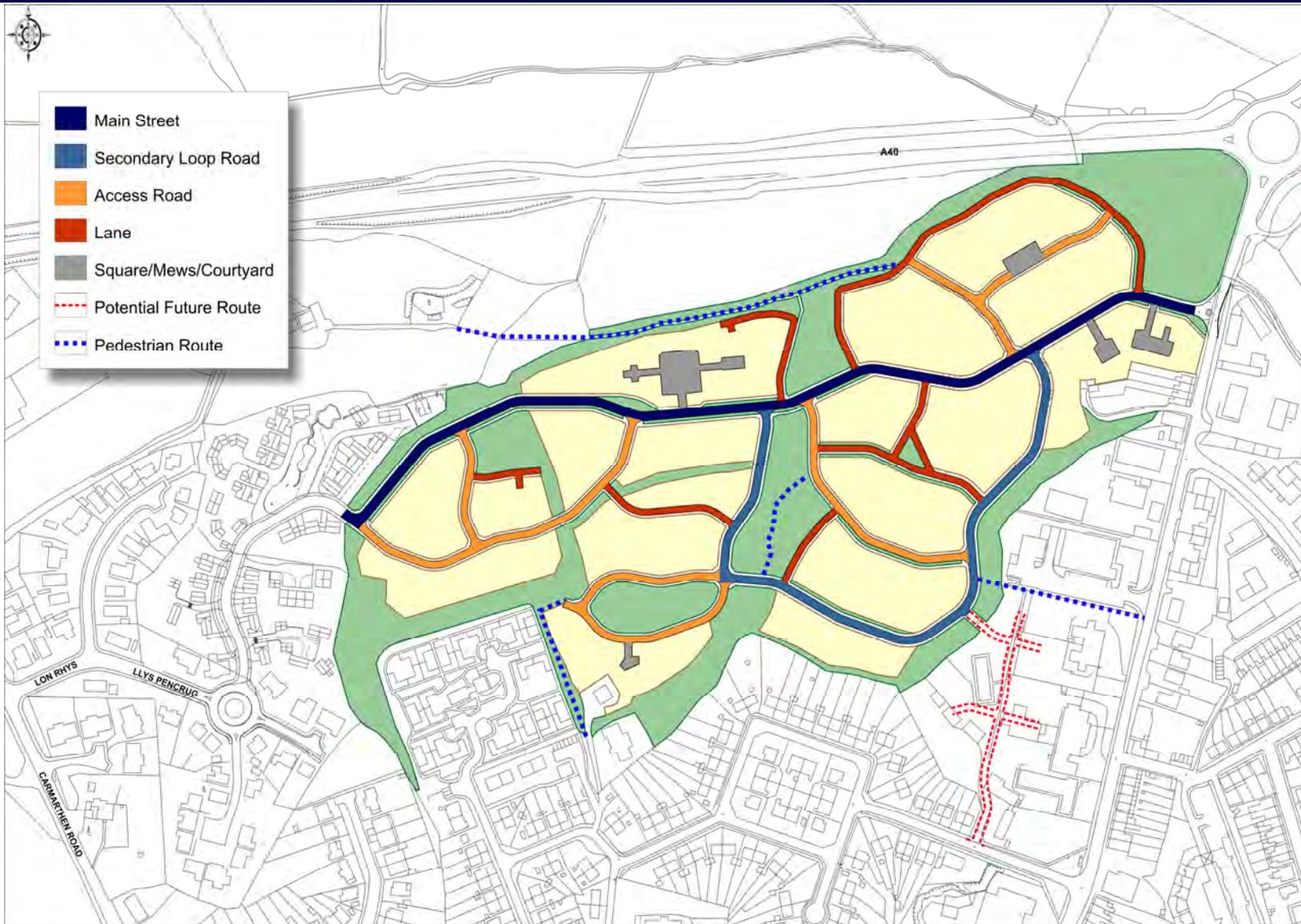
Two distinct characters will be evident along the route - the Main Street and the Country Lane, discussed further in the section 3 that addresses the character zones.

#### Secondary Loop Street



ACCESS STREETS ARE ILLUSTRATED ABOVE WHERE BOUNDARIES ARE DEFINED WITH A HEDGE OR LOW WALL.

This loop street will provide access to the development blocks of the Hillside character area. As the street runs along many of the site's green corridors and open spaces, the character of the street frontage will be semi-formal. A strong building line with consistent setbacks and front garden depths will help to define this route as a main circulatory route through the development. The majority of the street will be lined with trees and other vegetation to provide a transition between the built form of the development and the landscaped areas. The carriageway will be at least 4m - 5.0m wide with 1.8m pavements both sides on either side. The target design speed is 20 mph.



PLAN 12 Access and Movement Strategy

### Access Streets

Access streets will serve the majority of properties on the site. The width of the carriageway will be at least 4.5m with 1.8m pavements on either side. In certain areas, particularly when fronting open spaces, it may be possible to reduce the need for pavements to just one side. Access streets may also be shared surfaced for vehicles and pedestrians when providing access to less than 25 units, however where linked to the Main street or the Secondary Loop Street, this can be increased to 50 units. The target design speed is no more than 20 mph.

### Courtyards

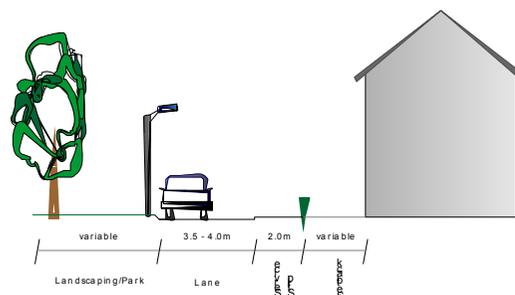
These enclosed areas will be largely shared surface areas serving a small number of dwellings and will provide intimate spaces characterised by an irregular shape and form. These spaces will accommodate parking areas and provide access to residential plots and garages. Speed limits within courtyards will be 15 mph or less.

### Lanes

In low density areas and next to open space areas, there may be a need to minimise the impact of highways whereby the road is better integrated with the landscape. This is particularly important along the central green corridor and along the northern edge of the site. Lanes will generally be informal in character and will be no more than 4.0m wide with a 2.0m pavement or service strip on one side. Landscaping should be provided on

either side of the road through tree-planting or hedges defining property boundaries. The target design speed is 15 mph.

### Surface Materials



LANES ARE ILLUSTRATED ABOVE WHERE BOUNDARIES ARE DEFINED WITH A HEDGE OR LOW WALL.

The quality of the public realm will be heavily influenced by the surface materials selected. The primary materials to be incorporated into the development are summarised below.

### Highways

- Bitumen Macadam will be the primary material used for main access roads.
- Where appropriate, the use of paving slabs or imprint coloured tarmac could be used in high density areas, such as the entrance gateway and Main Street area of the Primary Road.

### Footpaths

- The primary material to be used is Bitumen Macadam.
- Where roads align with open spaces, particularly along the northern edge and along green corridors within the scheme, it will be a requirement to cover footpaths in a pea-shingle bound with resin to prevent migration of materials.

### Shared Surface Areas

- Within shared surfaced areas, single concrete block paving material, such as Marshalls Tegula, can be used covering both footway and carriageway. Colour and texture should appear natural and consistent with the character of the area.
- Within shared surface sections the carriageway will be defined by either a drainage channel, low kerb, bollards or any combination of these elements.
- The entrance to shared surface sections should be defined by transition strips in a different colour and texture (small concrete blocks or setts) to the main material selected to signal the change in status and context.

### Traffic Calming

The urban form of development can act as the main means of traffic calming through the position of buildings and the alignment of roads and other measures, which are outlined below.

- *Variations in carriage width* combined with projecting buildings further towards the carriageway will act as a natural traffic calming measure.
- *On-street parking* in certain locations within the scheme can help to reduce traffic speeds. The siting of on-street parking should avoid impacts to highway or pedestrian safety.
- *Splitter islands can be provided at pedestrian crossings, particularly along the Primary Road.*
- *Mini-roundabouts can be provided at certain junctions, although should be avoided where possible.*
- *Speed control bends*
- *Road narrowing*  
*Surface treatment*

## Car Parking

Car parking within the development will need to balance the requirements set out in relevant guidance with the desire to create a high quality public realm. The development should avoid a parking-dominated landscape that would compromise the character and quality of the new residential quarter.

On-plot parking garages and car spaces should be provided behind the building line to avoid visual intrusions onto the street scene. Parking provision for each property type will be consistent with the guidance set out in Manual for Streets.

Where appropriate, within the development visitor spaces should be provided on street or within parking courtyards. Within widened sections of the

carriageway or adjacent to key public open spaces, visitor spaces can be accommodated.



## Lighting and Street Furniture

Street furniture will be required throughout the scheme, particularly in open spaces. Furniture should be simple and discrete in style.

Street lighting should minimise light pollution and visual intrusion along the Primary Road. The standard distributor road lantern should be avoided in favour of a hanging style lantern with an aesthetically acceptable design. Other residential roads should accommodate a simple hanging lantern.

## SAFETY & SECURITY STRATEGY

Natural surveillance results in streets, squares and open spaces etc. feeling safe and secure. Therefore it is paramount that these spaces have 'eyes' overlooking them from ground level and from higher up.

Naturally overlooked spaces discourage potential offenders from committing crime. If a person feels safe then it is a more attractive place to live. It is therefore essential that all spaces, be they public or private, are overlooked. There are a number of ways in which this can be achieved.

## Residential Roads

To achieve good natural surveillance along residential roads it is essential that:

- *Properties do not turn their backs on the road;*
- *Properties are not set too far back from the edge of the pavement*
- *If properties are built up to the pavement or road, consideration must be made for the privacy of those inhabiting the building. Often larger, full length windows end up being permanently covered by curtains or blinds and therefore negating their overlooking purpose; and*
- *In some cases balconies or Juliet balconies can be provided on upper floors to bring the residents out and provide overlooking.*

## Squares/Courtyards/Open Space

Depending on the uses that surround these spaces natural surveillance can be achieved in various ways:

- It is essential to have properties facing the open spaces
  - Providing children's play equipment within larger squares help to create vitality which, in turn provides surveillance
- Use of balconies and Juliet balconies bring people out of their houses to provide surveillance

## Parking Court

Providing natural surveillance is often difficult within parking courts. Car owners should always be able to see their cars from their property. Parking courtyards are often located at the rear of properties, which often provide a haven for thieves. Good surveillance of parking courts can be achieved through:

- Creating large fenestration from habitable rooms in the rear of buildings;
- Incorporating flats above the garages and locating other residential units so that they front onto the courtyards; and
- Effective use of soft and hard landscaping which helps to distinguish between private and public areas.

## SUSTAINABILITY STRATEGY



The development framework has responded to the requirements of PPW, TAN 12 (Design), Consultation Draft of TAN 12 dated 14<sup>th</sup> May and UDP Policy H18 . The development framework responds to the context of the site and its surroundings The site is well rated to local facilities and services with good pedestrian and cycle linkages, in particular;

### Location

- The site is located within a reasonable walking and cycle distance to the town centre, recreational and educational facilities
- Public transport is located within walking distance, with an opportunity at some stage to run a bus route along the main route.

### Landscape

- The development will provide a network of open spaces and green corridors creating an inviting and attractive public realm promoting active, healthy lifestyles
- Existing planting will be retained where possible

and enhanced if necessary, particularly along existing hedgerows and wooded areas

Retention of existing planting along with the introduction of further planting will encourage wildlife habitats - plant, insect and animal

## Movement

- Close proximity of the site to local services and facilities will minimise the need for private vehicles and encourage walking and cycling
- Green corridors will facilitate pedestrian and cycle access to and from the site
- Access to public transport along Rhosmaen Street will further reduce reliance on private vehicles

## Residential Development

- The framework makes the most effective and efficient use of the site
- Residential areas and open spaces have been designed with natural surveillance as a guiding principle with built-in security through surveillance and clear definition of public/private space
- Open spaces are enclosed with frontage development to ensure surveillance
- A range of housing types and tenure will ensure a mixed and diverse community

## Transition Towns

Llandeilo, was the first Transition Town in Wales. This network of communities across the UK and Ireland seek to respond locally

to the challenges presented by Climate Change and Peak Oil. The network aims to reduce the town's carbon footprint and increase the resilience to the shocks that Peak Oil will bring. In Llandeilo there are initiatives looking at:

- Allotments
- Food and Farming
- Renewable Energy
- Permaculture
- Diwylliant a Iaith - culture and language

The development framework can contribute to the delivery of this initiative, especially in terms of energy efficiency.

### Energy Efficiency

Building and construction are at the front-line of the climate change debate. This sector contributes over 40% of greenhouse gas emissions and results in major impacts from 'cradle to grave'.

The major areas of energy consumption within households results from:

- daily operation of artificial environments for human life (e.g. heating, cooling, lighting, ventilation, etc)
- use of electrical appliances for daily home / work tasks (e.g. washing machines, boilers, televisions, computers, etc).

Reducing carbon dioxide emissions will require

changes in human behaviour which will come from greater understanding and peer pressure, innovative low carbon solutions and importantly, new thinking. The Stern Review on 'The Economics of Climate Change' (see [www.sternreview.org.uk](http://www.sternreview.org.uk)) recently highlighted that increased investment in R&D and innovation in building technologies could have a profound impact on the emissions attributed to buildings and increase climate resilience.

The new (February 2007) Inter-Governmental Panel on Climate Change's report also highlighted the impacts with temperatures set to rise by 2.0°C to 4.5°C by 2100. The report indicates that sea-levels will rise by between 28 cm and 43 cm by 2100. The report pins the blame firmly on greenhouse gas emissions from human activities. Its leading line is "*there is a 90% chance humans are responsible for climate change*", mostly due to the burning of fossil fuels". Llandeilo's location within the heart of the countryside means that it could set the standard, in terms of sustainability, for other similar Towns across Wales.

The UK building and construction sector also faces a range of other new drivers including:

- Launch of the Code for Sustainable Homes, which will require house-builders to build energy efficient homes (it is anticipated that this will be adopted by WAG in 2008);
- New homes to be zero carbon by 2011 (WAG); and
- European Directive: Energy Performance of Buildings.

It is very important that new development at Llandeilo should demonstrate "uplift" in environmental standard. In terms of new construction, the pending changes will bring about enhanced environmental performance and this development will be constructed to the relevant standards applicable to the various stages of the development of this area. Developers will already be aware that the development period for bringing this land forward will extend beyond the 2011 date when WAG will be expecting new developments to be Zero Carbon.

It will be important for developers to demonstrate proposals which:

- Reduce energy demand through conservation and efficiency
- Incorporate, renewable energy generation in new buildings.
- Provide high levels of insulation and air-tightness in all properties.

### Dealing with Waste

One of the more detailed design considerations deals with refuse storage. This section examines some of the design considerations that can be implemented throughout the development to ensure an effective and robust strategy for waste disposal. In many respects the whole issue of recycling and designing the internal and external spaces to facilitate this will be a requirement in order to meet the enhanced environmental performance to meet EcoHomes or Code for Sustainable Homes standards.

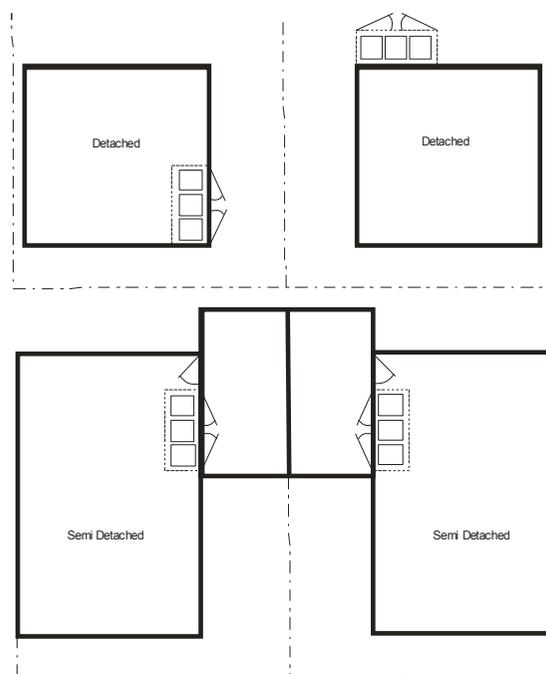
The storage of rubbish or wheelie bins is often difficult to incorporate well into the design of developments without compromising on design quality. There are a number of issues that arise when dealing with refuse storage; these include visual impact, separation of waste and recycling, access, pollution and safety.

The visual impact of waste bins and bags has on the landscape and on residential areas can be great. They are often kept at the front of houses/properties for ease of use and therefore become part of the fabric of a frontage/street.

Due to the changing way in which waste is dealt with there is pressure to separate waste into recyclables and non-recyclables before it is collected. Therefore one household may have more than one storage bin. This creates even more pressure to achieve enough storage without compromising quality.

Bins should be stored in covered units, be it all together in one space or outside each property. The covered/enclosed storage space must be incorporated into the design of the building, for example, as part of a garage block, a lean-to extension to a building or an enclosed wooden unit. The photographs opposite show other ways in which this can be achieved.

Access is also very important. Users of the waste facility should be able to access them safely and conveniently. This is also true for collections. Ease of access to the storage areas should be achievable from main roads. The collectors should not have to pull wheelie bins for a long distance to



empty them. This is largely a requirement for blocks of flats or residential blocks where refuse storage is located to the rear of the properties. A good location for bin storage is near to an entrance of a block or an area that has a convenient and quick link to a main road.

Pollution and safety are major concerns when dealing with gathered waste. It is likely that odours and vermin can gather in these areas therefore good ventilation of the facility is necessary to reduce the impact of odours. It is also suggested that the storage be as enclosed as possible so as to restrict access to vermin. Materials used should be fire retardant to reduce the chances of fire

Five distinct character areas will form part of Northern Residential Quarter. Each character area responds to and reflects the context and qualities of the various parts of the site, taking in to account views, topography, landscape attributes and relationship to surrounding uses. The extent of each area is illustrated in Plan 13.

The character areas found within the site are:

- Entrance Gateway
- Hillside
- Lowlands
- Rural Interface
- Country Lane



PLAN 13 Character Areas

## ENTRANCE GATEWAY

The entrance gateway will act as the main access to the development site and provide Llandeilo with a new northern gateway to the town centre. At present the northern approach into the town lacks the quality that exists along the southern approach. It is envisaged that a new attractive frontage and public open space will help to enhance the overall character of the town.

### Context

The Entrance Gateway is a significant part of the scheme providing the first aspect of the development for the public when entering the town from the north and Rhosmaen Street itself. Most of this character area is located around the main street which leads to the country lane, the main route through the site. It is expected that this part of the site will have the highest density in the scheme. There is an opportunity here to provide up to three storey buildings that may be separated into apartments. This will enable the development to raise the density without compromising on the quality of the street and marrying it into the existing character of Llandeilo.

One of the most significant areas of open space within the site is located here within the Entrance Gateway. It is the triangular shaped piece of land adjoining the roundabout on the A40. This is the extent of the flooding area from the River and therefore must be protected from development. This however does not preclude it from being an effective and attractive space that can be used by



PLAN 14 Entrance Gateway Strategy

the local community.

It is envisaged that there will be strong unbroken frontages on the key frontages with more detached and semi-detached units off the main route. Towards the northern end of the site is a small formal courtyard with on-street parking. It will be enclosed with strong frontages creating extensive natural surveillance.

There are a number of significant vistas within this character area. These have been dealt with by providing key buildings to close these views. This is particularly useful for visitors in creating a legible scheme and help users move around the scheme with confidence.

### Key Elements

#### Access

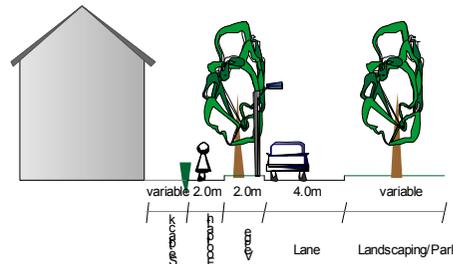
The Main Street will link the Eastern Gateway of the development to the country lane section of the site. It is envisaged that the Main Street will have a strongly defined frontage consisting of mainly terraced or townhouse properties with few wide gaps. The building line will be consistent with deep front gardens avoided. A set back of 1.5 - 0.5m between footpaths and properties will provide a buffer from falling rainwater and building projections and provide some variation in building placement. This set back could be the paved or be a narrow garden.

Key intersections can also act as squares whereby the formalised road surface becomes shared and informal with vehicles, parking and pedestrian routes sharing the same surface.

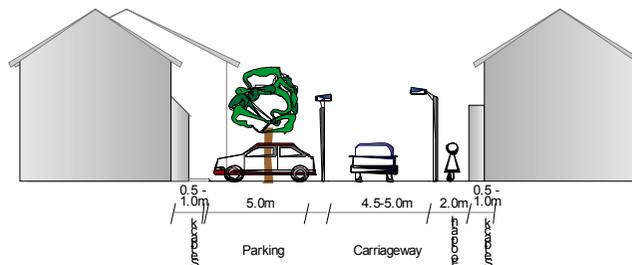


An attractive frontage development will help to define not only the entrance gateway park, but also the entrance to the town and the northern residential quarter

CROSS SECTION OF ROAD FRONTAGE ALONG THE EASTERN GATEWAY OPEN SPACE



CROSS SECTION OF SHARED-SURFACE SQUARE



#### Built Form

- Generally terraced or townhouse developments with a height of 2 and 2 ½ storeys, although some 3-storey properties will be accommodated along key frontages and key intersections. A mix of buildings will help to reinforce the urbanised character of the Main Street.
- Gaps in the building line should be avoided to ensure a continuous formal frontage, enhancing the visual street scene of the development and creating a strong entrance to the development and the town.
- Buildings should form a colourful linked linear frontage reminiscent of much of the architectural character elsewhere in the town.
- Properties should be a mix of housing tenure ranging from family dwellings to first-time buyers to young professionals. There is potential scope for a limited number of apartment units.
- Parking should in the main be provided off the shared surface access route fronting the open space.
- A formal courtyard and square within the character area will create attractive enclosed spaces, contributing to the legibility and sense of place of the area whilst also providing a measure of natural traffic calming measures through changes in the road surface.
- Key intersections will be highlighted with 3-storey buildings defining these spaces. The use of landmark buildings will also help to accentuate key vistas and assist with legibility.

#### Landscaping

- Indigenous species hedges and trees should generally be used for biodiversity and landscape quality reasons.
- Indigenous species of informal tree planting along verges and front gardens will create 'visual filter'.
- Change in levels between housing land and fields to be graded out gradually beyond the site boundary to avoid abrupt changes in level.
- Road kerbs should be as low as possible where the road adjoins green spaces except along the Country Lane as it is likely to be a more heavily utilised route.
- Pavement crossings to be defined by grey sets the full pavement width.
- Iron parkland railings painted black should enclose open spaces.

## Open Space

- The built form will create strong frontage onto the open space which could accommodate an area of play for local children.
- Properties will have a private front garden space fronting onto a more formal shared surface layout.
- As part of this more formal layout there will be more formal boundary treatments with small hedges or fencing boundary treatments designating the separation between different spaces.

## Parking

- Generally, development should avoid a proliferation of frontage parking that diminishes the visual amenity of a street (i.e. parking behind building lines)



Parking courtyards along the main street area of the Entrance Gateway will help to alleviate gaps between properties and allow for a continuous, strong frontage

- Properties will be provided with a mixture of garages and off road surface parking for their cars.
- Garages could be integrated into the properties, however larger homes mean that garages may be detached, sometimes providing double garages.
- Integrated garage doors should be set back 500 - 1000mm from the main front wall.
- Some of the larger units will be provided with rear courtyard parking which are accessed

through archways in the buildings.

- Courtyard parking areas will be overlooked and will only provide parking for a limited number of units. Providing these courtyards will help protect the quality of the street especially in this key area at the entrance to the scheme.

## Materials

### Housing Built Form:

- Predominantly 2 to 3 storeys through rendered dwellings that respond to the character of the Town (colour to be agreed).
- Man made slate or suitable alternative roofs with a 35-40% pitch.
- Eaves - 200mm overhang with white half round or black galvanised rainwater goods.
- FSC wood windows, in natural wood or coloured with double glazed units.
- Boundary treatment to open space painted steel parkland fencing supplemented with landscaping. Elsewhere conservation kerb with railings fixed directly into kerb. Along the Country lane greater use of hedging and avenue tree planting.

### Open Space

- Shared surface will be done in either block paving, with different type/colour designating a change in type of space. Central drainage channel.
- Landscaped open space with indigenous planting (species mix of planting to be confirmed).

## HILLSIDE

Due to its slope, the Hillside character area will have the most significant visual impact on the surrounding countryside. Within the development, views of the countryside to the north will be preserved and maximised through the layout of roads and open spaces. Existing hedgerows within the site will form the basis of a central green corridor.

### Context

The Hillside will have uninterrupted views north of Llandeilo and will provide the development with some executive housing. This part of the site will be highly visible and it is therefore an opportunity to create an attractive impression of the Town. The current view of the Town from a distance is that of the backs of Local Authority Housing, therefore this character zone will act as an important screen for the unattractive backs.

The Hillside will provide the closest relationship with the existing fabric of Llandeilo. Properties on the hillside need to be dual aspect due to the changing levels. This will create an attractive aspect for the development from distant views. Some properties will need to be up to three storeys in height to integrate the built form into the topography of the site.



PLAN 15 Hillside Strategy

These larger more executive properties will be set around an area of open space. This is intended to be an intimate space with the buildings defining the edges. It should be an informal space with some areas of shared surfaces. It also has the scope of locating a Local Area of Play for the community. The cluster of dwellings around this space will provide excellent overlooking of the space and create a sense of security for users. This larger open space is closely connected to the open space network of the site as a whole, having significant hedgerows running through and from it leading to other spaces.

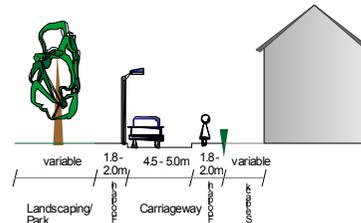
Dwellings should take advantage of the extensive views to the north. Providing dual aspect properties will not only give an attractive appearance for the development from a distance but provide those living within the properties with attractive views, and thus increasing the value and attractiveness of this part of the development.

## Key Elements

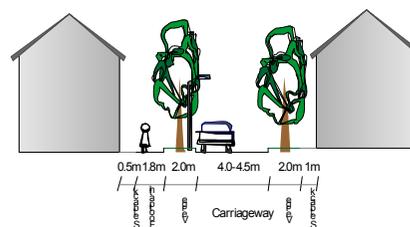
### Access

Semi-Formal frontages are a key characteristic of the Hillside area of the site. These frontages will have a consistent building line following the highway. Along public open spaces the frontage can also be semi-formal in character with a consistent building line, which will help to define the space. Similarly, a semi-formal frontage can help to define small incidental public spaces and squares.

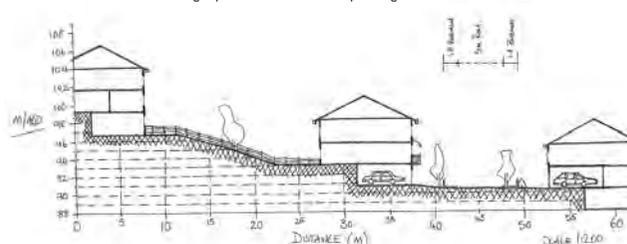
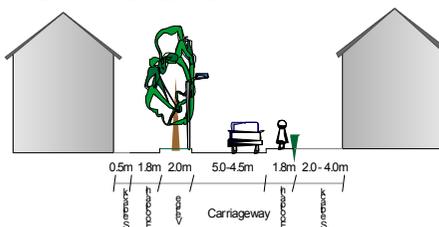
CROSS SECTION OF STREET SCENE WHERE FRONTAGE DEVELOPMENT MEETS OPEN SPACES



CROSS SECTION OF SEMI-FORMAL STREET SCENE FRONTING THE TRIANGULAR INCIDENTAL OPEN SPACE IN THE HILLSIDE



CROSS SECTION OF STREET SCENE IN DOUBLE FRONTAGE AREAS OF THE HILLSIDE



EXAMPLE CROSS SECTION FOR THE HILLSIDE DEVELOPMENT AREA SHOWING SPLIT LEVEL OR 'UPSIDE-DOWN' HOUSES WHERE KITCHENS OR BEDROOMS LOCATED ON LOWER GROUND LEVELS

### Built Form

- Buildings will be a mix of 2 ½ and 3 storeys in height and be consistent with the character of larger properties within the Llys Pencrug development.
- There will be a mixture of detached and semi detached properties throughout the Hillside area, with provision for executive homes around the oval public open space at the north-west end of the area.
- Buildings should be consistent in style but vary in colour and materials. The height of properties should be 2 ½ and 3 storeys.
- Man made slate or suitable alternative roofs with a 35-40 degree pitch
- Properties on steeper parts of the hillside may be split level, or 'upside-down' houses. This will provide occupiers with the best possible views from their habitable rooms. The cross section to the above shows how this may be achieved.
- Front gardens should be of a consistent depth of between 2.0 and 4.0m and defined with hedges or railings on low walls and piers. Gaps between properties should be kept to a minimum and where possible driveways should be combined to be shared between two properties.
- Due to the nature of the land the envisaged built form will have backs of buildings visible from public areas. It is important therefore that backs of building are treated with the same architectural detailing as fronts. In some cases the backs may be more visible than front, in these cases the architectural design is of up-most importance so as not to repeat the existing view of the rear of 1930's Council homes.

- The use of Juliet balconies can help to bring occupiers out of their rooms and open up the rear of buildings.
- Windows should be large to provide views but will also act to give the elevations further animation.
- Elevations should be rendered in a range of colours so as to replicate the impact of the terraced buildings at the southern end of the Town.

## Open Space

- The built form will create an intimate open space which could accommodate an area of play for local children.
- Properties will have a private front garden space fronting onto an informal shared surface layout.
- To keep the informal layout of this area there will be little or no boundary treatment to designate the separation between different spaces.
- A further informal space is integrated as part of the main hedgerow which splits the site from north to south.
- This space will be very open with varying degrees of natural surveillance.
- A more formal space can also be found to the north east of the character area.
- This is a triangular space surrounded by buildings and having two key buildings within it. These act to close vistas and to designate the space.

## Parking

- Properties will be provided with a mixture of garages and off road surface parking for their cars.
- Garages could be integrated into the properties, however executive housing requirements mean that garages may be detached, sometimes providing double garages.
- Garage doors should be set back 500 - 1000mm from the main front wall.

## Materials

### Built Form

- Predominantly through rendered dwellings that respect the character of the Town (colour to be agreed).
- Man made slate or suitable alternative roofs with a 35-40 degree pitch
- Eaves - 200mm overhang with white half round black galvanised rainwater goods.
- FSC wood windows, in natural wood or painted with double/triple glazed units.

### Open Space

- Shared surface will be done in either block paving, with different type/colour designating a change in type of space. Central drainage channel.
- Landscaped open space with indigenous planting (exact species of planting to be confirmed).

## Note: Education Provision

The Hillside forms one of the tow areas that have been identified on Plan 9 as being possible locations for a new education facility. However, whilst the Authority has acknowledged a commitment to identify the potential need for the site to accommodate an education provision, the areas highlighted on the plan are merely indicative.

## LOWLANDS

This land is owned by Carmarthenshire County Council and its future use is still being considered. The development framework has only considered its use for residential purposes. Although visually the Lowlands character area will not have a significant impact on surrounding areas, this area will establish a link between the Llys Pencrug development and the new development area.

### Context

The Lowlands area of this scheme is the least visible from the outer areas yet it is one of the most important parts of the site itself providing an important link between the Llys Pencrug development and this scheme. It is therefore essential for it to adhere to some of the principles found in Llys Pencrug but also start to adopt some of the principles that will be established in this scheme. One of the key ways of achieving this continuation is by providing wide verges with avenue style tree planting and setback pavements alongside the main route – the Country Lane.

The Landscape Strategy has identified an open space will be provided within this area. This area will be enclosed on three sides by strong frontage development and to the north by the Country Lane. This open space should be more formal than some of the others. Landscaping should be simple with the provision of a public art feature and a local area of play. This space will act as a very public space due to its position next to the main route and one of the significant hedgerows.



PLAN 16 Lowlands Strategy

The opportunity exists within this area to provide back to back development which will create attractive enclosed blocks and give the residents private spaces. Some of the properties will back on to a number of the significant hedgerows on the site, which provides them with larger gardens.

## Key Elements

### Built Form

- The built form will mainly be 2 and 2 ½ storeys in height and will be consistent with the character and appearance of Llys Pencrug.
- There will be a mix of semi-detached and detached dwellings.
- The built form will play an important part in enclosing and overlooking the small open spaces.
- All entrances will be from the front of properties to provide activity on the streets.
- Within the centre of this character area along the loop off the Country Lane, the properties are much denser in their layout.
- More semi-detached properties are provided, with a mixture of attached and detached garages.
- Properties along the Country Lane will be larger and largely detached.

### Open Spaces

- Within this character area the opportunity exists for a more formal open space. This should be an attractive space, with thought given to its design and materials.

- The use of public art could also enhance the space and provide some interest. A Local Area of Play should be located at this juncture to serve this end of the development. It is vital that this area is overlooked by a number of properties. This area will create an attractive and vibrant central space for the community.



### Parking

- It is envisaged that this scheme will provide all dwellings with off-street parking. This will be done through the use of garages and driveways.
- Properties will be provided with a mixture of garages and off road surface parking for their cars.
- Garages can be integrated into the properties;

however larger homes requirements mean that garages may be detached, sometimes providing double garages.

- Garage doors should be set back 500 – 1000mm from the main front wall.

### Landscaping

One of the more significant hedgerows is located within this character area and therefore it is vital that it is incorporated into the scheme, protected and where necessary improved with new planting which will add to the biodiversity of the area.

## Materials

### Built Form

- Predominantly through rendered dwellings that respect the character of the Town (colour to be agreed).
- Man made slate roofs or suitable alternative with a 35-40 degree pitch.
- Eaves - 200mm overhang with white half round on black galvanised rainwater goods.
- FSC wood windows, in natural wood or painted white with double glazed units.

### Open Space

- Shared surfaces in either block paving, with different type/colour designating a change in type of space.
- Landscaped open space with indigenous planting (exact species of planting to be confirmed).

## Note: Education Provision

The Lowlands forms one of the two areas that have been identified on Plan 9 as being possible locations for a new education facility. However, whilst the Authority has acknowledged a commitment to identify the potential need for the site to accommodate an education provision, the areas highlighted on the plan are merely indicative.

## COUNTRY LANE

The tree-lined road forms part of the main street through the development. It will feature green verges with pockets of green space, providing a transition from the Llys Pencrug Development in the west and the rest of the area to the east.

### Context

One of the design objectives is to use pedestrian and vehicular circulation routes to create a sense of place and provide orientation. The movement hierarchy seeks to achieve a “seamless” but clear link to Llys Pencrug - the main pedestrian and vehicular route through the site is the link road - called the “country lane”. Subserving to and forming loops off the country lane are a number of ‘village lanes’ - shared surface roads.

The designation ‘village lane’ is intended to convey the nature of the environment created within these areas and to distinguish them from the country lane. This is supported by advice found in Manual for Streets, where it states ‘street character types in new residential developments should be determined by the relative importance of both their place and movement functions’. The pattern created at Llys Pencrug with a wide verge on one side of the road with tree planting will need to be continued through the site to provide a clear orientation and spatial quality.



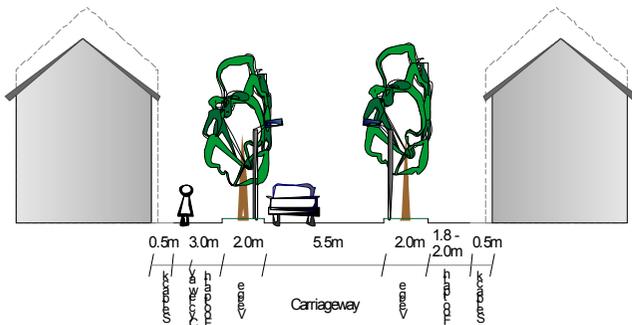
PLAN 17 Country Lane Strategy

## Key Elements

### Access

The section of the main street includes the central open space and extends back to Llys Pencrug. It will be mainly rural in character with an informal building line. This tree-lined section of the main street will allow for 2m verges between the 5.5m road and 2.0m footpaths. Dwellings will be 2 and 2 ½ storeys in height, with the occasional 3-storey building to provide for a varied and interesting street scene. Along the Country Lane front gardens will be variable, however should be no more than 4.0m from the road.

CROSS SECTION OF STREET SCENE THAT COULD BE CREATED ALONG THE COUNTRY LANE



### Built Form

The density of housing changes across the site, however it is varied and can accommodate a range of styles. A key building (2.5/3 storey) is required opposite the farm cluster. Elsewhere there is a

degree of flexibility but building heights should generally not exceed 2 ½ storeys to maintain the rural character of the lane.

### Open Spaces

Houses will need to be simple in their design and detail of traditional form, grouped to relate in different ways to the public realm, sometimes constricting the access way and sometimes allowing it to open out into more significant spaces. The definition of these spaces and hence the character of the routes also depends upon walls which link individual houses and enclose private gardens. Along the street, a 2.0m pavement will be provided on the street side occasionally separated from the highway by a tree avenue verge reflecting the character of the street in Llys Pencrug.

### Materials

- Roof - either man-made slate or suitable alternative also at 40-45° pitch. Subordinate buildings consisting of Terracotta double roman tiles OR Slate with roof pitches at 35-45°.
- Eaves - either clipped eaves with fascias fixed direct to walls - half round rainwater goods or 200mm projecting eaves - half round rainwater goods, black or silver gully.
- Walls - either textured render in white or pastel colours or random rubble recon stone.
- Windows - FSC timber white/coloured frames, double glazed, traditional pattern.
- Road Surface - block paving or tarmac.
- Timber gates to driveways
- Random Rubble recon stone walls with twice

- weathered matching copings and or
- Iron parkland railings painted black.

### Note: Education Provision

The Country Lane forms one of the two areas that have been identified on Plan 9 as being possible locations for a new education facility. However, whilst the Authority has acknowledged a commitment to identify the potential need for the site to accommodate an education provision, the areas highlighted on the plan are merely indicative.

## RURAL EDGE

The rural edge will provide a transition from the open countryside to the north and the new residential development. Fingers of green spaces will 'bleed' into the development to create open space corridors providing a range of formal and informal play areas and providing new plant, insect and animal habitats.

### Context

This is a vitally important edge to the town of Llandeilo. The interface between the development site and the open countryside to the north and designing a seamless transition from urban to rural is the most challenging issue for the Framework. A number of local villages and towns have similar rural edges, and the most visually successful are those where later development has encroached on existing isolated building groups (usually farm or smaller country houses). In such instances the rural edge is landscape dominated because existing hedges, ditches, and trees etc have survived. This often quite dense planting not just on the field boundary, but around and behind the older buildings filters views of the development beyond.

The rural fringe is also distinctive because of the scale and massing of the older buildings – long ridge lines for barns, substantial old houses etc, which contrast with the scale of more recent housing glimpsed beyond them.



PLAN 18 Rural Edge Strategy

The density of this character varies from medium density development found within the Farm Group to low density housing. The relatively small number of quite large dwellings can create the scale and massing described above whilst their substantial gardens allow the surrounding landscape to be drawn into the development to some depth.

The Axonometric drawing on the following page shows how the design objectives for the rural edge are to be achieved and it also illustrates how the country lane relates to the rural edge. The country lane is an essential element in the design of this area, creating an informal, meandering loop through the development, touching all parts of it including the rural edge and linking back to Llys Pencrug.

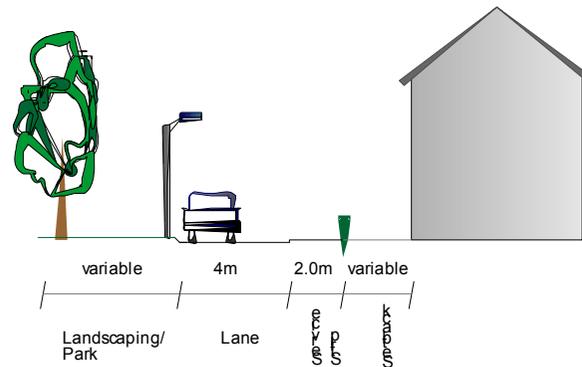
## Key Elements

The rural character is often quite fragile, depending upon details such as low or lack of kerbs, adjacent railings, hedges, planting and the informal disposition of buildings related to the road. The design of this character zone will use these details as far as practicable to create a distinctive character for the country lane. Key elements would include:

### Access

The frontages along the open spaces and particularly along the northern edge of the site will be characterised by informal frontages. The building line will be varied and the regimented and

CROSS SECTION OF INFORMAL LANE ALONG THE NORTHERN EDGE OF THE SITE



consistent style of the frontage types elsewhere must be avoided. Front gardens will be of varying depths, however should be no more than 4.0m deep.

### Built Form

- Large houses in substantial gardens derived from barns and farm outbuildings with long unbroken ridge lines for the main building with clearly subsidiary elements as extensions to the main volume.
- If possible garages should be freestanding structures contributing to the overall design.
- Designs derived from rural farmhouses locally, with steep pitched roofs over white or stone walls with some 2 and storey gables and a relatively plain design. Buildings will be predominately 2 and 2 ½-storey with a varied roof form.

- Create a defensible northern edge along against further encroachment into the countryside
- Given the relatively low density and informal character of the area, properties should not exceed the stated heights.
- Wall materials should also be varied in colour and style to add to the informal character of these roads.
- Corridors of open space will link the countryside to the north with the development and the town to the south
- Creation of a Farm Group, a unique design element within the indicative site layout.
- Existing pedestrian footways will be maintained and enhanced along the northern edge of the site.

### Landscaping

- Indigenous species of hedges and trees should generally be used for biodiversity and landscape quality reasons.
- Indigenous species should be used for informal tree planting to create 'visual filter'.
- Change in levels between housing land and fields to be graded out gradually beyond the site boundary to avoid an abrupt change in level.
- Road kerbs should be as low as possible where the road adjoins green spaces.
- Pavement crossings to be defined by grey setts along the full pavement width.
- Iron parkland railings painted black backed by landscaping to create hedges should enclose open spaces.

## The Farm Group:

In looking at this rural edge of Llandeilo, we describe how the most visually successful edges to settlements occur when isolated building groups are overtaken by subsequent development whilst retaining vestiges of their former use and setting. Set on the northern edge of the area the farm group is designed to create the visual effect of an original isolated building group, combining dwellings and their ancillary structures to produce a quite distinctive scale and appearance. The farm group takes its references from examples locally.



Farmhouse and farm group

The proposal seeks to separate the farmhouse by the public road and or courtyard groups, which gives a particular character to the road as it passes

through the 'farmyard'. The blank walls of the farmyard buildings press tight to the road, creating a strong sense of enclosure.

By contrast the farm house is set back from the road behind gardens enclosed by walls separating them as much as possible from the farmyard environment. Thus the farm group is in two parts on either side of the country lane which is particularly constricted at this point. The 'farmyard' is nearest to the northern site boundary and is designed to resemble barns set round a paved vehicular courtyard. Garages are either accessed through arches in the buildings, or located in ancillary structures attached to the main buildings.

The scale of the buildings enclosing the north, east and west sides of the courtyard creates long unbroken ridge lines reminiscent of barns, whilst those enclosing the south west side resemble farm workers cottages. The visual impact of this group is intensified by the disposition of outlying garages connected to the main group with walls, in marked contrast to the use of hedgerow enclosures for adjoining 'later infill' buildings.

### Materials

#### *For the Frontage buildings and Farmyard*

- Roof - 35-45% traditional riven edged slates, secondary buildings could also use terracotta double roman tiles or slates
- Eaves - 200mm projection - black or silver galvanised half round rainwater goods.
- Walls - For barns and cottages:

- Reconstituted stone material to be selected to reflect geological precedents of the area. Natural larch rough sawn weatherboarding to first floor- possibility.
- Red engineering facing bricks or weatherboard to be used on some ancillary buildings.
- Walls - For houses to be through colour render.
- For garages and screen walls:
- Weatherboard in European larch. Or materials to match contiguous buildings.
- Windows - Timber FSC certified high performance window, double glazed.
- Timber bollards with linking chains to define private space in front of dwellings from courtyard and to define visitor parking under the tree.

#### *For the Farmhouse*

- Decorative walls and piers enclosing the front garden together with attached 'outbuilding' are important in differentiating this building from all others in the area.
- Roof - 35-45% pitch hipped at either ends or gabled- man-made slate
- Eaves - 200mm overhang with white half round black galvanised rainwater goods.
- Walls - Through colour rendered colour to be agreed.
- Chimney - Central in roof - red brick.
- Windows – FSC timber white/coloured frames, double glazed traditional pattern with recon. Stone sub cills.
- Garden walls to be red rustic facing brick in natural mortar with recon stone twice weathered copings.

### Form and content of planning applications

Developers should seek early discussions with the Local Planning Authority about all proposals for development.

The potential for any phasing of development should ensure that:

- The full range of community facilities, open space, landscaping, and off-site infrastructure are phased appropriately
- Key trigger points for the provision of facilities and infrastructure are agreed. These will need to be agreed and incorporated into legal agreements and appropriate conditions attached to planning permissions
- Mechanisms are in place to review the phasing plan

### Developer contribution

The principle of utilising Section 106 (or other) agreements to mitigate the effects of new development is well established and identified as a material planning issue. Planning Policy Wales 2002 Para 4.7.1. states:

*“Contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable. It is essential that arrangements are fair to both the developer and the community, that the process is as transparent as possible, and that UDPs provide*

*guidance on the types of obligation which authorities may seek from developers.”*

Contributions may include, but are not limited to, education, open space, affordable housing, and infrastructure. Any such contributions should be negotiated with the Local Authority.

The following pages outline potential areas of contribution and associated UDP policies and guidance.

### Community benefits

#### GDC33 - COMMUNITY BENEFITS

It is the policy of Carmarthenshire County Council to seek to negotiate contributions from developers to fund community facilities, infrastructure, affordable housing, education facilities, environmental projects and highway works where required. The benefits will be sought where they are:

- (i) Directly related to the development;
- (ii) Fairly and reasonably related in scale and kind to the development;
- (iii) Relevant to planning;
- (iv) Reasonable; and
- (v) Necessary

#### C4 - PROVISION OF COMMUNITY FACILITIES IN RESIDENTIAL DEVELOPMENTS

It is the policy of Carmarthenshire County Council that proposals for residential development, as

identified in policy H1 and where appropriate, will be expected to provide a range of community facilities to meet the needs of residents, consistent with the scale and nature of the development.

Where it can be demonstrated that this provision is not practicable or feasible, the Council will negotiate an appropriate financial contribution (commuted payment) towards the provision of facilities to serve the proposed development in line with Policy GDC33.

The provision of facilities will, where appropriate, be secured through planning condition(s) or planning obligation(s)/ agreement(s).

### Affordable Housing

#### H4 - AFFORDABLE HOUSING

It is the policy of Carmarthenshire County Council that where there is a demonstrable lack of affordable housing to meet proven local needs, the council will seek to negotiate with developers the inclusion of a reasonable element of affordable housing in appropriate development schemes within the defined limits of settlements. In such instances planning permission will only be granted if the future occupancy can be regulated by means of a legal agreement (section 106) or other control to ensure that the dwelling(s) remain affordable for subsequent occupiers.

The percentage of affordable housing will vary depending on specific circumstances, however 25% is an indicative figure of what will be

expected, subject to negotiation.

The affordable housing element should be pepper-potted amongst market housing and include a range of houses and flats that are designed so as to be tenure blind. A split of affordable for sale and social rented housing will be required across the framework area. Developer and interested parties are advised to contact the Council for further information and guidance.

### Infrastructure Services

#### UT1 - INFRASTRUCTURE IN NEW DEVELOPMENT

It is the policy of Carmarthenshire County Council to only grant planning permission for development where the infrastructure is adequate to meet the needs of the proposed development.

Where improvements and extensions to services are necessary, but are not programmed, conditions or planning obligations will, where appropriate, be used to secure new or improved infrastructure facilities to serve the new development.

Development should connect to the public sewerage system for the disposal of foul effluent. Permission will not be granted for the use of private drainage where connection to the mains is feasible.

### Access

#### T3 - HIGHWAY CONSIDERATIONS OF DEVELOPMENT

It is the policy of Carmarthenshire County Council that development proposals (including changes of use) will be permitted, subject to other plan policies, provided that:

- (i) The capacity of the local highway network is sufficient to serve the development without detriment to the safety of road users and pedestrians;
- (ii) Access provision, including turning areas, is of an appropriate standard for vehicles, cyclists and pedestrians.

Where the capacity of the local highway network is insufficient to meet the requirements of the development, upgrading will be required as part of any consent granted.

Discussions should be undertaken with the Local Authority regarding the works for which contributions are required.

### Education

In light of the Council's potential requirements in respect of future education provision, opportunity has been identified to locate a possible new education facility on part of the development brief site. Two such areas are identified in Plan 9. However, whilst the Authority has acknowledged a potential need for education provision, the areas highlighted on the Plan are merely indicative and does not preclude consideration of other sites.

The County Council in additional guidance on education provisions states:

*“New housing development generates an increased demand for school places. Where a new residential development generates additional demand for school places, from early years to secondary, which cannot be adequately met by existing provision and/or materially affects the MEP draft school development plans, a contribution will be requested. This contribution will be used to meet the impact of the development.”*

Requirements for education contributions should follow guidance from Carmarthenshire County Council Education and Children's Services Department.

## H1 - UDP HOUSING PROVISION

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL TO ALLOCATE SUFFICIENT LAND TO ACCOMMODATE APPROXIMATELY 8,667 DWELLINGS FOR THE PLAN PERIOD 2001 – 2016. THE LAND WILL BE ALLOCATED IN ACCORDANCE WITH THE SUSTAINABLE STRATEGIC SETTLEMENT FRAMEWORK AS OUTLINED IN PART 1 AND SHOWN ON THE PROPOSALS MAP, AND IDENTIFIED IN APPENDIX 1.

	Number of Dwellings
GROWTH AREAS	4,609
SECONDARY SETTLEMENTS	1,747
TERTIARY SETTLEMENTS	903
VILLAGE CLUSTERS	1,408

- To ensure the provision of an adequate supply of land for all appropriate housing developments.
- To allocate housing land in accordance with the UDP's Sustainable Strategic Settlement Framework.
- To provide an adequate range and choice of housing to meet the needs of the present and future populations of the Plan area.

Note: Proposals for new residential development will, where appropriate, need to incorporate a mix of dwelling types and sizes to reflect the housing requirements of the locality.

## H2 - RESIDENTIAL DEVELOPMENT WITHIN SETTLEMENTS

IT IS THE POLICY OF CARMARTHENSHIRE

COUNTY COUNCIL TO PERMIT PROPOSALS FOR RESIDENTIAL DEVELOPMENT WITHIN THE DEFINED DEVELOPMENT LIMITS OF SETTLEMENTS (IN ADDITION TO THOSE IDENTIFIED IN POLICY H1) WHERE THE PROPOSAL CONFORMS TO, AND DOES NOT CONFLICT WITH THE POLICIES OF THE PLAN, AND SUBJECT TO THERE BEING NO HIGHWAY, AMENITY OR UTILITY SERVICE PROVISION OBJECTIONS.

- To allow for the appropriate development of unallocated land for residential purposes, subject to the policies of this Plan and required standards being met.
- In the interests of amenity.
- To permit appropriate infill developments, as defined in the Glossary of Terms.

“Highway, Amenity and Utility Service Provision objections” are defined in the Glossary of Terms.

## H4 - AFFORDABLE HOUSING

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL THAT WHERE THERE IS A DEMONSTRABLE LACK OF AFFORDABLE HOUSING TO MEET PROVEN LOCAL NEEDS, THE COUNCIL WILL SEEK TO NEGOTIATE WITH DEVELOPERS THE INCLUSION OF A REASONABLE ELEMENT OF AFFORDABLE HOUSING IN APPROPRIATE DEVELOPMENT SCHEMES WITHIN THE DEFINED LIMITS OF SETTLEMENTS. IN SUCH INSTANCES PLANNING PERMISSION WILL ONLY BE GRANTED IF THE FUTURE OCCUPANCY CAN BE REGULATED BY MEANS OF A LEGAL AGREEMENT (SECTION 106) OR OTHER CONTROL TO ENSURE THAT THE DWELLING

(S) REMAIN AFFORDABLE FOR SUBSEQUENT OCCUPIERS.

*Technical Advice Note (Wales) 2 'Planning and Affordable Housing', 1996.*

- To provide an adequate range and choice of housing.
- In the interests of satisfying anticipated demands in the low cost housing sector.
- In the interests of social inclusion.
- In the interests of amenity.

**Note:** The Plan acknowledges that within the Growth Areas and larger settlements, where there is a demonstrable lack of affordable housing, there is a need to ensure residential developments of a significant scale incorporate a reasonable mix and balance of house types and sizes to cater for a range of housing needs. This policy allows for negotiated provision for larger residential developments, the nature and scale of which will vary according to differing circumstances.

“Affordable Housing”, for the purposes of the implementation of this policy is defined as housing where there are mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers.

In applying this policy, the Authority will make reference to an up to date housing needs assessment survey or offer appropriate recent reliable and robust evidence . Supplementary Planning Guidance will be produced to provide further guidance on affordable housing, and will seek to provide guidelines on targets within the County. The guidance will attempt to determine the spatial variation of requirements for affordable housing throughout the County and weigh those up

in light of other development plan policies and objectives.

*Technical Advice Note (Wales) 2 (Consultation Draft July 2005)*

## H18 - RESIDENTIAL PLANNING AND DEVELOPMENT BRIEFS

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL THAT ALL SIGNIFICANT RESIDENTIAL DEVELOPMENT PROPOSALS SHOULD COMPLY WITH THE SCOPE AND CONTENT OF APPROVED RESIDENTIAL PLANNING AND DEVELOPMENT BRIEFS. IN THE EVENT OF A PLANNING APPLICATION BEING SUBMITTED PRIOR TO THE PREPARATION AND APPROVAL OF A DEVELOPMENT BRIEF, THE DEVELOPMENT PROPOSAL WILL BE EVALUATED AND DETERMINED IN ACCORDANCE WITH ALL RELEVANT POLICIES OF THE PLAN.

- To secure the provision of appropriate residential design standards;
- To guide the development process.

Note: The Planning and Development Briefs will seek to provide a range of information to assist developers in the formulation of detailed development proposals for a particular site. In particular, Development Briefs will consider and provide advice on the following:

- Land use
- Access

- Design & materials
- Sustainable development
- Amenity provision
- Commuted payments and where relevant, planning gain.
- Environmental constraints and methods of protection
- Topography
- Infrastructure and services
- Community facilities
- Landscape
- Layout

It is the intention of Carmarthenshire County Council to prepare a Planning and Development Brief for those significant residential development sites listed and identified in Appendix 1 of the Plan, together with those existing sites where material issues may emerge and any other sites that come forward during the Plan period. Certain sites located on previously developed land may benefit from the production of a Planning and Development Brief (Policy GDC15).

In certain circumstances the Planning and Development Briefs which are being prepared for the regeneration sites (Policies E15 and E16) will by definition include similar residential development principles, where appropriate.

## REC1 - NEW INDOOR AND OUTDOOR RECREATION FACILITIES WITHIN SETTLEMENTS

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL TO PERMIT PROPOSALS

FOR THE DEVELOPMENT OF NEW INDOOR AND OUTDOOR RECREATION FACILITIES LOCATED WITHIN OR DIRECTLY ADJACENT TO THE DEVELOPMENT LIMITS OF DEFINED SETTLEMENTS, PROVIDED THAT:

- I. IT WOULD NOT RESULT IN ANY INFRASTRUCTURE, PUBLIC SERVICES, FLOODING OR HIGHWAY OBJECTION;
- II. THERE WOULD BE NO ADVERSE IMPACT ON ENVIRONMENTAL QUALITY, LANDSCAPE CHARACTER, ARCHAEOLOGY, HISTORIC BUILDINGS, ECOLOGICAL OR BIODIVERSITY VALUE;
- III. IT WOULD NOT CAUSE UNDUE LOSS OF AMENITY TO LOCAL RESIDENTS;
- IV. THE PROPOSAL IS OF A REALISTIC SCALE IN RELATION TO THE SIZE OF ADJACENT SETTLEMENT(S);
- V. THERE ARE ADEQUATE PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT LINKS; AND
- VI. THERE ARE NO AMENITY, HIGHWAY OR PUBLIC SERVICE PROVISION OBJECTIONS.

- To accord with the Sustainable Strategic Settlement Framework.
- In the interests of highway safety.
- In the interests of amenity.
- To protect the landscape and natural heritage of the County.
- To provide a range of appropriately sited recreational facilities.

## REC7 - PROTECTION OF RECREATIONAL OPEN SPACE

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL THAT ANY PROPOSALS

WHICH RESULT IN THE LOSS OF EITHER FORMAL OR INFORMAL RECREATIONAL OPEN SPACE WILL NOT BE PERMITTED, UNLESS:

- I. It can be demonstrated, to the councils satisfaction, that the needs or requirements of the area are no longer met by the facility;
- II. Provision is made for an alternative facility within the vicinity of the proposal;
- III. It can be demonstrated, to the councils satisfaction, that the proposal will cause no harm to the local environment, character or amenity;
- IV. The proposal will not result in a deficit of recreational open space.

*Planning Policy Wales 2002. Paras. 11.1.10 – 11.1.11*

## REC8 - PROVISION OF OPEN SPACE IN NEW RESIDENTIAL DEVELOPMENTS

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL THAT WHERE EXISTING OPEN SPACE IS INADEQUATE, NEW RESIDENTIAL DEVELOPMENT OF 10 OR MORE DWELLINGS WILL BE EXPECTED TO MAKE ADEQUATE PROVISION FOR OPEN SPACE, PLAY SPACE AND FACILITIES.

ALTERNATIVELY, WHERE APPROPRIATE, THE COUNCIL MAY SEEK TO NEGOTIATE A CONTRIBUTION OF A COMMUTED SUM FOR OFF-SITE RECREATION PROVISION. CONDITIONS OR PLANNING OBLIGATIONS WILL, WHERE APPROPRIATE, BE USED TO SECURE THE PROVISION OF FACILITIES.

- To facilitate recreational opportunities.
- In the interest of recreation and amenity value.

**Note:** Thirteen percent of the total site area will be the basis for negotiation of specific levels of provision for each development is the standard provision as derived from those standards set by the NPFA, which recommends a minimum provision of 2.43 hectares per 1000 people. Based on this and given an average density (22 dwellings per Hectare) and average household size (2.54 – derived from 1991 census), this equates to approximately 13% of the site area.

The specific requirements for each proposal will be agreed with the authority, however the standards set out above may be subject to negotiation in respect of local circumstances. The Council may, in cases where existing facilities in the locality are of a low quality or where it is not practical to impose the requirement, negotiate an off site contribution payment.

With regards to the design of any play area, there are several important considerations, which must be adhered to:

- The play area should be an integral part of the site design and layout.
- The play area should be easily accessible by safe footpath routes from all of the areas that it is intended to serve.
- The play area should have a recognised road frontage with appropriate barriers.
- Passive supervision should be incorporated into any design
- All play equipment and its installation, including impact-absorbing surfaces must conform to the latest adopted standard.

- The amount of equipment provided should adhere to NPFA recommendations.

## GDC2 - OVERALL DEVELOPMENT POLICY

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL THAT DEVELOPMENT MUST BE IN ACCORD WITH THE RELEVANT POLICIES CONTAINED IN THIS PLAN. GOOD QUALITY DESIGN WILL BE ENCOURAGED WHICH ACHIEVES THE AIMS OF THE DEVELOPMENT AND ENSURE ITS FITNESS FOR PURPOSE. IN PARTICULAR, DEVELOPMENT PROPOSALS :

- I. WILL SUSTAIN OR ENHANCE THE LOCAL ENVIRONMENT IN TERMS OF MASS, DENSITY, PLOT RATIO AND SCALE;
- II. WILL BE OF A SUITABLE DESIGN APPROPRIATE TO ITS LOCATION, AND SHOULD UTILISE MATERIALS APPROPRIATE TO THE CHARACTER OF THE AREA IN WHICH IT IS LOCATED;
- III. WILL AVOID THE LOSS OF IMPORTANT FEATURES WHICH CONTRIBUTE TO THE QUALITY OF THE LOCAL ENVIRONMENT;
- IV. WILL INCORPORATE HARD AND SOFT LANDSCAPING AS AN INTEGRAL PART OF THE DESIGN;
- V. WILL CAUSE NO HARM TO THE PRIVACY AND AMENITY OF EXISTING DWELLINGS, BUILDINGS, OTHER STRUCTURES, AND THEIR RESPECTIVE OCCUPIERS AND USERS;
- VI. WILL, WHERE APPROPRIATE, RETAIN, ENHANCE AND/OR CREATE URBAN SPACES, PUBLIC VIEWS, SKYLINE, LANDMARKS AND OTHER TOWNSCAPE/ LANDSCAPE FEATURES, AND TAKE

- OPPORTUNITIES TO REVEAL SUCH FEATURES TO PUBLIC VIEW ;
- VII. WILL BE DESIGNED SO AS TO ENSURE MAXIMUM USE IS MADE OF NATURAL DAYLIGHT AND SOLAR ENERGY, AND RESOURCE USAGE IS MINIMISED WITHIN BUILDINGS, IN GARDENS AND AMENITY SPACE;
  - VIII. WILL BE DESIGNED TO ENSURE EASE OF ACCESS FOR ALL AND TO PAY DUE REGARD TO ERGONOMICS, EXTENDIBILITY AND NOISE MINIMISATION;
  - IX. WILL IN INSTANCES WHERE SITES INCLUDE INVASIVE SPECIES, THE APPROPRIATE MANAGEMENT AND ERADICATION WILL BE REQUIRED;
  - X. WHICH WOULD IMPACT UPON HEDGEROWS, SHALL INCLUDE MEASURES FOR THEIR RETENTION, TRANSLOCATION OR REPLACEMENT;
  - XI. WILL HAVE NO DETRIMENTAL IMPACT ON THE LONG-TERM VITALITY AND VIABILITY OF THE WELSH LANGUAGE AND CULTURE.

*Planning Policy Wales Technical Advice Note 12: Design (2002). para. 3.26, 3.11*

*Planning Policy Wales Technical Advice Note 12: Design 2002 para.5.67, 3.12 & 3.21*

- In the interests of both public and private amenity and privacy.
- In order to reflect the density, scale and mass of Existing, adjoining development.
- In the interests of visual amenity.
- To ensure that special attention is paid to features such as doors and fenestration, with a vertical emphasis being considered

- more traditional and appropriate.
- To ensure that, within those parts of the County where significant value is placed on the built environment or landscape, more stringent policies will apply.
- To ensure that traditional and indigenous materials are used in new developments.
- To ensure consideration is given to the aspect of a proposed development in order to achieve a more amenable living and working environment.
- In the interests of energy efficiency and securing natural light.
- To prevent an adverse effect on the amenity of neighbouring buildings and their uses.
- To prevent problems caused by a reduction in privacy and daylight, or an increase in smell, noise, vibration, pollution, traffic movement, visual intrusion and shadowing.
- To ensure that the ergonomics of a building and its sound and thermal insulation qualities are given sufficient consideration during the design process.
- To ensure that attention is paid to the possibility of future extension or expansion requirements at the initial design stage.
- To ensure that, as far as is practicable, noise sensitive developments, such as hospitals, schools and housing, are located away from existing sources of significant noise and that potentially noisy developments are located in areas where their impact can be minimised.

Although development is not currently constrained by water resource demands, future development may exceed the ability to supply adequate potable water supplies. Measures should be taken in developments to minimise water use and to promote water conservation.

Where a site includes invasive species such as Japanese Knotweed, Himalayan Balsam or Crassula Helmsii, appropriate management would include its eradication on site, rather than requiring off-site disposal. Its disposal is regulated by the Environment Protection Act 1990 and the Waste Management Licensing Regulations 1994.

In order to ensure that hedgerows continue to be an important feature of the rural and urban landscape.

**Note:** Supplementary planning guidance will be prepared to support the criteria set out in this policy to assist developers when considering design issues.

## GDC7 - OPEN SPACE AND AMENITY AREAS

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL THAT DEVELOPMENT WHICH WILL RESULT IN THE LOSS OF IMPORTANT AREAS OF OPEN SPACE AND OTHER AMENITY AREAS WHICH CONTRIBUTE TO THE CHARACTER OF A SETTLEMENT OR LOCAL AREA WILL NOT BE PERMITTED.

*Planning Policy Wales 2002 para.5.4.6.*

- To safeguard important areas of open space for the enjoyment of the general public, including parks, gardens, amenity areas, village greens, etc.
- To prevent the over development of settlements.
- To prevent demonstrable harm occurring to the appearance, character and amenity of

settlements.

- To preserve formal and informal recreation areas, and visual breaks and buffers between built up areas.
- To recognise open spaces for biodiversity.

### GDC33 - COMMUNITY BENEFITS

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL TO SEEK TO NEGOTIATE CONTRIBUTIONS FROM DEVELOPERS TO FUND COMMUNITY FACILITIES, INFRASTRUCTURE, AFFORDABLE HOUSING, EDUCATION FACILITIES, ENVIRONMENTAL PROJECTS AND HIGHWAY WORKS WHERE REQUIRED. THE BENEFITS WILL BE SOUGHT WHERE THEY ARE:

- I. DIRECTLY RELATED TO THE DEVELOPMENT;
- II. FAIRLY AND REASONABLY RELATED IN SCALE AND KIND TO THE DEVELOPMENT;
- III. RELEVANT TO PLANNING;
- IV. REASONABLE; AND
- V. NECESSARY.

*Planning Policy Wales 2002 para. 4.7.1*

- In order to meet the needs of local people.
- In the interest of amenity.

**Note:** Contributions from developers may be used to:

- i. offset negative consequences of the development;
- ii. help meet local needs;
- iii. secure benefits which will make development more sustainable.

Reference should be made to other relevant policies within this Plan, including Policies H4, T3, REC8, C4 and UT1. In addition, the preparation of Development Briefs may identify the possibility of such contributions. Benefits unrelated to a particular development will not make unacceptable development acceptable.

### EN13 - HEDGEROWS

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL THAT PROPOSALS WILL NOT BE PERMITTED WHICH WOULD RESULT IN THE SIGNIFICANT LOSS, DAMAGE AND/OR FRAGMENTATION OF THOSE HEDGEROWS WHICH ARE IMPORTANT FOR THEIR LANDSCAPE, HISTORICAL, OR NATURE CONSERVATION VALUE.

- To maintain and manage those features which contribute to the richness of the plan area.
- To safeguard their amenity, landscape and nature conservation contributions.

**Note:** The Council recognise the importance of hedgerows as a landscape feature and as an invaluable wildlife habitat and will where appropriate seek to protect “important” hedgerows as defined within the Hedgerow Regulations 1997. The appropriate management of hedgerows will be encouraged. In appropriate instances, mature hedgerows may be brought back into management. Reference should be made to Policy EN8 and the protection afforded to hedgerows as a landscape feature of major importance for flora and fauna.

### EN14 - TREE PRESERVATION ORDERS

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL TO PROTECT TREES AND WOODLANDS OF IDENTIFIABLE AMENITY VALUE THROUGH THE MAKING OF TREE PRESERVATION ORDERS WHERE NECESSARY AND/OR DESIRABLE AND SUBJECT TO THE FOLLOWING CRITERIA:

TREES, GROUPS OF TREES, WOODLANDS SHOULD BE:

- I. OF SIGNIFICANT AMENITY VALUE;
- II. UNDER THREAT, FROM DEVELOPMENT PROPOSALS;
- III. HAVE NO OBVIOUS SIGN OF DISEASE OR STRUCTURAL FAULTS WHICH ARE OF SUCH SEVERITY AS TO RENDER THE TREE(S) OF LIMITED LIFE OR STRUCTURALLY UNSOUND. THIS CRITERIA HOWEVER, WILL NOT PRECLUDE TREES WHICH COULD BE GIVEN A USEFUL LIFE SPAN IF APPROPRIATE TREE SURGERY IS UNDERTAKEN.

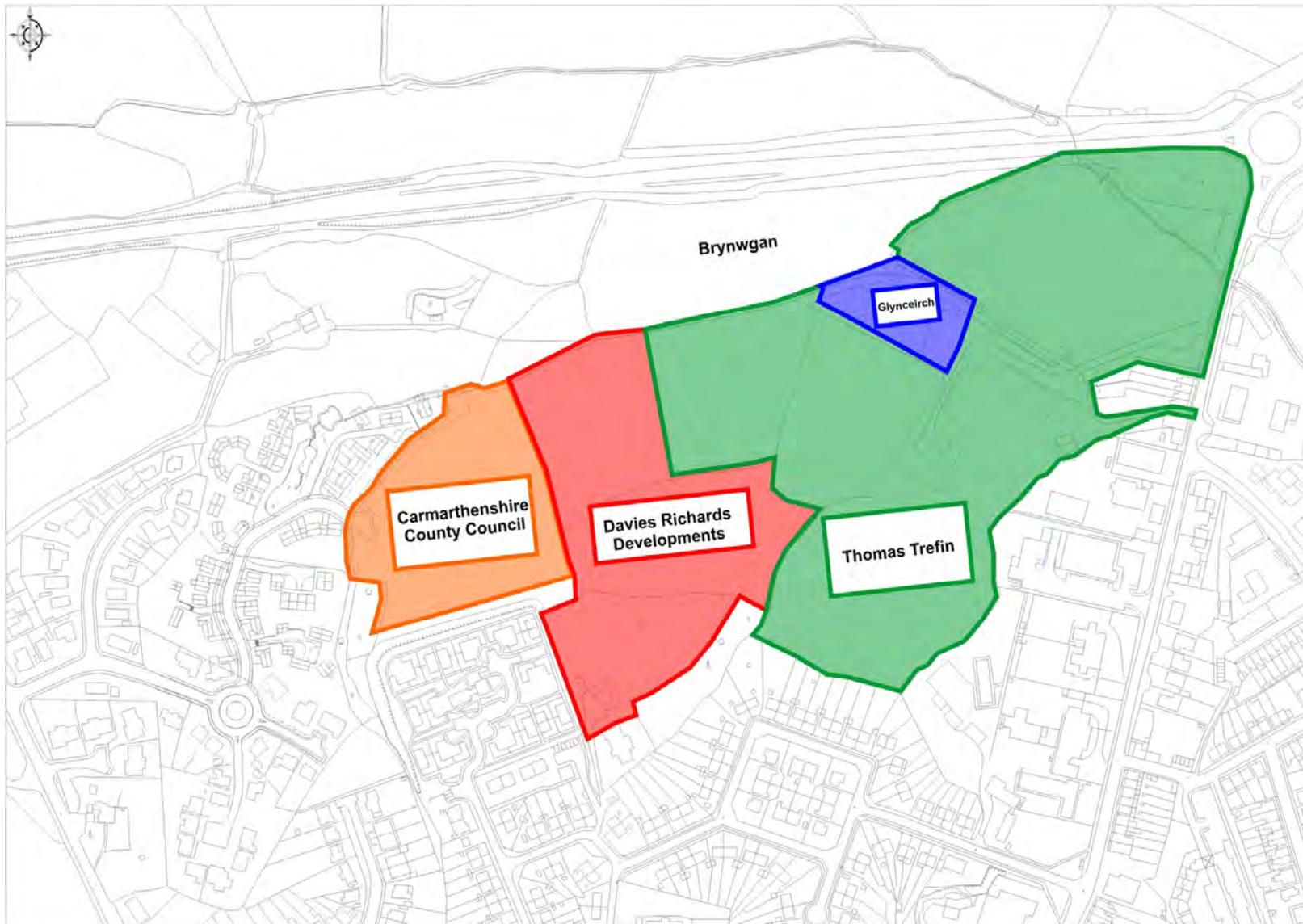
*Technical Advice Note (Wales) 10 – Tree Preservation Orders 1997.*

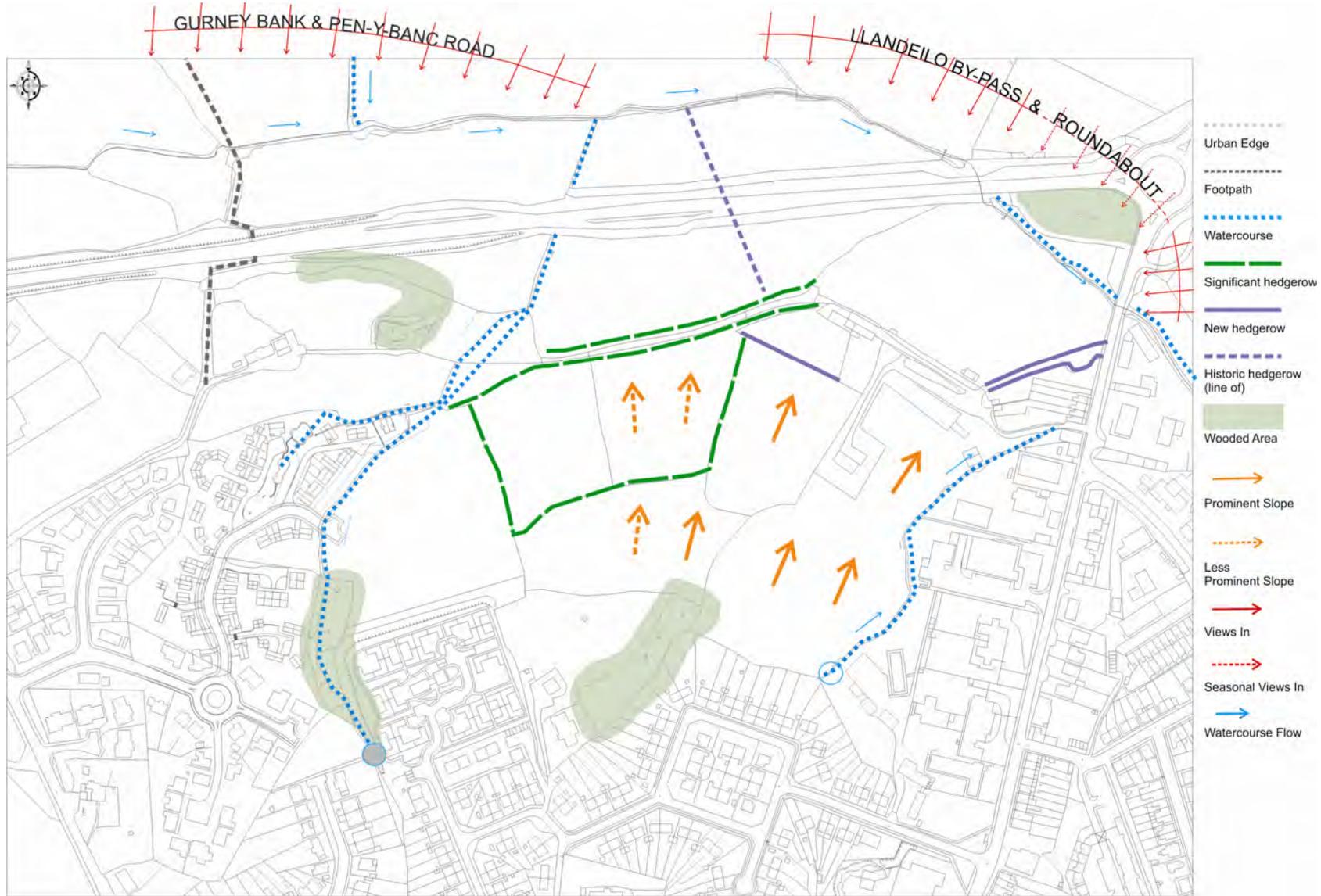
- To maintain and manage those features which contribute to the richness of the Plan area.
- To safeguard their amenity and landscape contributions.
- In the interests of sustainability.

## C1 - PROVISION OF COMMUNITY FACILITIES

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL TO PERMIT DEVELOPMENT PROPOSALS FOR NEW, IMPROVED OR EXTENSIONS TO COMMUNITY FACILITIES AND SERVICES, PROVIDED THAT:

- I. The site is within or adjacent to the development limits of a recognised settlement and would not result in a fragmented, isolated or disjointed development pattern;
- II. There is a demonstrable need for such a facility/service;
- III. The proposal will extend and improve the range of existing services/facilities available;
- IV. Wherever possible, the location is readily accessible by walking, cycling and public transport;
- V. There are no amenity, highway, utility service provision, flooding or environmental objections;
- VI. The proposal accords with the plan's development control and design policies.







The density of residential developments surrounding the site vary but represent typical edge of centre densities for Towns within Wales. A study of densities surrounding the site has been carried out. The areas replicate those chosen for the figure ground study previously.

### Area South of the Site

The Local Authority housing appears to have the lower density due to the large gardens and wide spaces between building frontages. The study does show however that this is not the case. This area has a density of 22 units per hectare.



Area: 3.5 ha  
Units: 77  
Density: 22 units/ha

### Areas East of the Site

The housing development to the west of Pen Crug would appear to be much higher in its density. However at a density of 15.5 units per hectare it is the lowest of all the residential development around the site. Properties within the development are larger in comparison to the Local Authority housing.

Area: 1.87 ha  
Units: 29  
Density: 15.5 units/ha



### Pen Crug

Phase 1 of Pen Crug has the lowest density of the three phases of the development. The 18 units per hectare achieved on the phase is largely due to the character it achieves. The courtyard attempts to replicate the character of a farmyard surrounded with buildings. This density is therefore necessary to achieve this character.

Area: 0.92 ha  
Units: 17  
Density: 18 units/ha



Phase 2 of Pen Crug has a much higher density than the first. Within this phase there are small parking courtyards with FOG units. This raises the density of the phase without compromising on the character and appearance of the street scene.

Area: 1.23 ha  
Units: 30  
Density: 24 units/ha



The final phase of Pen Crug has the same density as the second. At 24 units per hectare it demonstrates similar principles to phase 2 with rear courtyard development. Most of the development is off the main route around a central open space focussed on an original spring.

Area: 1.12ha  
Units: 27  
Density: 24 units/ha



Although the proposed scheme would introduce new residential development on a part of the 'white land' as it provides a more integrated and better design solution, it is proposed to mitigate this through the distribution of new Public Open Space throughout the scheme. The distribution of open space throughout the scheme is considered advantageous as it:

- provides open space closer to future residents,
- more extensive and better linked wildlife corridors,
- enables other landscape features to be better integrated and significantly improves the quality of the development and legibility of the proposals

An analysis of the proposed distribution of Public Open Space in the development has been prepared and is illustrated on the plan below.

This demonstrates that a total of over 3 hectares of Public Open Space will be accommodated within the scheme. This provision includes formal and informal play spaces, as well as green corridors (with public footways and cycle paths). The area involved is significantly beyond the minimum requirement and much larger than the current white land (1.81Ha). The edge of town nature of the site requires a more landscape dominated approach and the wider distribution of the open areas will assist in the assembly of the development into the wider landscape.

This balanced distribution will allow greater accessibility for all residents of the scheme and not

limit the provision of recreational facilities to one area of the development. It will also enhance the visual quality of the scheme and improve legibility.

### UDP "WHITE LAND"

The development framework has made use of land identified within the adopted UDP as 'white land' for good reasons. Policy GDC32 indicates in the explanation states that proposals for development will be considered on their individual merits against the Plan's objectives, policies and other material considerations. Such considerations are stated to be in the interests of amenity and sustainability. This land comprises two fields and is approximately 1.81ha in size. The land is currently in private ownership and serves no active use.

Policy GDC 32 of the UDP states:

### GDC32 - DEVELOPMENT LIMITS AND WHITE LAND

IT IS THE POLICY OF CARMARTHENSHIRE COUNTY COUNCIL THAT PROPOSALS FOR DEVELOPMENT INCLUDING THE CHANGE OF USE OF LAND AND BUILDINGS WILL MAINLY BE LOCATED WITHIN DEVELOPMENT LIMITS, AS DEFINED ON THE PROPOSALS MAPS. DEVELOPMENT OF LAND WITHOUT A NOTATION ON THE PROPOSALS AND INSET MAPS (I.E. WHITE LAND) WILL BE DETERMINED IN ACCORDANCE WITH THE RELEVANT POLICIES CONTAINED IN THIS PLAN.

- In the interests of amenity.







**EXISTING NORTHERN ENTRANCE GATEWAY**



**POSSIBLE NEW ENTRANCE GATEWAY**  
FOR ILLUSTRATIVE PURPOSES ONLY AND NOT THE FINAL FORM OF DEVELOPMENT

