

Topic Paper

**Revised Local  
2018-2033 Development  
Plan**

Infrastructure Assessment

January 2020

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## **1. Background**

1.1 Carmarthenshire County Council has prepared this report to support its planning policies on infrastructure. National planning policy (PPW) states that the provision of adequate and efficient infrastructure to deliver the plan is essential. Adequate and efficient infrastructure, including services such as education and health facilities along with transport, water supply, sewers, sustainable waste management, electricity (the utilities) and telecommunications, is crucial for economic, social and environmental sustainability

1.2 As a minimum, adequate infrastructure should exist to support the current level of need, however, future needs should be considered and planned for accordingly. Whilst some of these needs can be identified now, circumstances do change over time and this will undoubtedly mean that some future needs cannot currently be anticipated

1.3 The importance of infrastructure goes beyond supporting our communities. It underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. Infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them.

1.4 Infrastructure will be a key factor in determining the extent to which the vision embodied within the Local Development Plan can be successfully realised. Adequate infrastructure will be a significant factor in ensuring that the planned-for level of development can be supported and that any impacts arising from development can be addressed

## **2. Purpose of the Infrastructure Assessment (IA)**

2.1 The IA will demonstrate the effective implementation of the LDP through the provision and maintenance of new and existing relevant infrastructure. It aims to deliver a coordinated approach to development, and the provision of infrastructure, in order to ensure new development does not impose an unnecessary strain on existing facilities and communities. All infrastructure measures identified in the IA are required in order to either unlock the development or are policy requirements necessary in order to meet fundamental LDP objectives

2.2 It will establish the scale of infrastructure that currently exists but also will seek to identify the level of infrastructure that will be both provided and required in future years

2.3 Where possible it will identify the organisations responsible for providing the infrastructure, how this infrastructure will be provided and when it is anticipated to be delivered

### **3. Defining Infrastructure**

3.1 The Planning Act 2008 provides a wide definition of what constitutes infrastructure. For the purpose of this document, the infrastructure items that are considered necessary to help support the delivery of the LDP are set out below:

#### **Transport**

- Road and Highways Network
- Active Travel

#### **Schools**

- Early years
- Primary,
- Secondary

#### **Green Infrastructure**

- Open Space
- Green Spaces and Allotments
- Play Space

#### **Social Infrastructure**

- Community Facilities
- Leisure, sporting and recreation
- Community Facilities
- Welsh Language Support
- Health
- Primary and Secondary Health Care

## **Environmental Management**

- Flood Risk
- Drainage
- Recycling and Waste Management

## **Utility Services**

- Water and Waste Water
- Electricity
- Telecommunications

## **4. Policy Context**

**4.1 Wales Spatial Plan (2008):** Much of Carmarthenshire lies within the Central Wales area. The Vision for this area is:

*'High-quality living and working in smaller-scale settlements set within a superb environment, providing dynamic models of rural sustainable development, moving all sectors to higher value-added activities'.*

**4.2** Large parts of East Carmarthenshire lie within the Swansea Bay Waterfront and Western Valleys area. The Vision for the area is:

*'A network of interdependent settlements with Swansea at its heart which pull together effectively as a city region with a modern, competitive, knowledge-based economy designed to deliver a high quality of life, a sustainable environment, a vibrant waterfront and excellent national and international connections'.*

**4.3** Western Carmarthenshire lies within the Pembrokeshire Spatial Plan area. The Vision here is:

*'A network of strong communities supported by a robust, sustainable, diverse high value-adding economy underpinned by the Area's unique environment, maritime access and internationally important energy and tourism opportunities'.*

**4.4** Carmarthen is identified as a primary settlement with a strategic role in all three of the above Spatial Plan Areas.

The key priorities for the region, spanning all three areas are to:

- Build on the important key centres in the area, enhancing the attractiveness of the area as a place for people to live and work sustainably;
- Improve accessibility and overcome issues of peripherality by improving strategic transport links;
- Improve strategic economic infrastructure;
- Develop a cutting edge knowledge economy;
- Reduce economic inactivity and develop an integrated skills strategy;
- Increase higher value-adding economic activities, particularly in the rural economy;
- Develop a strong leisure and activity based tourism industry;
- Ensure that environmental protection and enhancement are fully integrated;
- Realise the full potential of the area's diverse environment and its unique cultural identity.

The Wales Spatial Plan recognises that regeneration and infrastructure play a large part in helping areas realise their visions.

**4.5 Draft National Development Framework (NDF) (August 2019):** In August 2019 the WG published the draft NDF for consultation. The NDF is a 20-year development plan, produced by the Welsh government, that covers big issues such as the economy and housing and environment. It also points to where significant energy, transport, water and waste developments should take place. The NDF is a spatial plan, this means it sets guidance for where we should be investing in infrastructure and development across all of Wales. The NDF and its guidance is highly influenced by The Well Being of Future Generations (Wales) Act 2015. The act demands that development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales. The NDF is the highest tier of development plan and is focused on issues and challenges at a national scale. Its strategic nature means it does not allocate development to all parts of Wales, nor does it include policies on all land uses. It is a framework which will be built on by Strategic Development Plans (SDP's) at a regional level and LDP's at local authority level. These plans will identify the location of new infrastructure and development. SDPs and LDPs are required to be in conformity with the NDF and must be kept up to date to ensure they and the NDF work together effectively.

4.6 The NDF suggests that growth in the Mid and South West Region should primarily be focussed in the Swansea Bay and Llanelli area and in a secondary role, the Haven Towns, Carmarthen, Llandrindod Wells, Newtown and Aberystwyth.

4.7 The NDF is currently in draft form and once adopted will cover the period 2020-2040.

## 5. Current Situation

**5.1 Demographic Change:** Demographic change influences the way existing infrastructure is being used and the need for new infrastructure

5.2 In the revised LDP under Strategic Policy 3: A Sustainable Approach to Providing New Homes, it is noted that the housing requirement figure for the County is based on the Population Growth (PG) – 10yr projection scenario highlighted within the 2019 Edge Analytics report (2019). This highlights the importance of population growth in achieving the LDP strategy.

5.3 There are three factors that directly influence demographic change

- Natural Change - Differences between the numbers of births and deaths and people living longer
- Internal Migration – Migration within the UK
- International Migration – Migration to and from overseas

5.4 Natural change continues to have a negative impact on population growth in Carmarthenshire, with 2017/18 recording the highest number of deaths (2,453) since 2001.

5.5 Net internal migration continues to be a dominant driver of population change in Carmarthenshire. 2017/18 recorded a net inflow of approximately +1600, an increase of over 700 compared to the previous year and the highest recorded since 2003/04.

5.6 International migration does not have as much of an impact on population change as other factors. The number of National Insurance Number (NINo) registrations in 2018 was the third lowest since 2008 at 473, remaining consistent with the previous year.

5.7 Since 2001 Carmarthenshire's population has been steadily increasing. Carmarthenshire's population growth rate of 8.0% since 2001 now exceeds the national rate of 7.8%. The increasing population growth of an area is directly linked to the number of services and facilities required in the area. Therefore, it's important to ensure that sufficient infrastructure is in place to accommodate the population growth.



5.8 More information on demographic change and population can be found in the Population & Household Projections Topic Paper (2018).

## **Developer Contributions**

**5.9 Section 106 Agreements:** The Revised LDP states that the Council may seek developer contributions through planning obligations to mitigate the impacts of particular developments, and to facilitate the delivery of the Plan policies and proposals. Planning Policy Wales (PPW) states that developer contributions can help meet local needs, or to secure benefits which will make development more sustainable. Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission.

5.10 Planning obligations can be agreed upon between developers and the local planning authority to:

- restrict development or use of the land;
- require operations or activities to be carried out in, on, under or over the land;
- require the land to be used in a specified way; or
- to require payments to be made to the authority either in a single sum or periodically

5.11 It is important that planning obligations should be sought only when they are:

- Necessary
- Relevant to the subject of planning
- Directly related to the proposed development
- Related in scale and kind to the proposed development

## **6. Transportation and Highways**

**6.1 Roads and Highways Network:** The County is served by a vast road network. There are constant improvements being made to the road networks, these improvements improve safety and access for pedestrians and cyclists, journey time, reduce congestion, keep traffic moving, reduce the negative impact of traffic on people and the environment and support public transport proposals.

6.2 Transport routes, improvements and associated infrastructural facilities which deliver the objectives and priorities of the Joint Transport Plan for South West Wales (2015 – 2020) will be supported.

6.3 The improvements to the highway infrastructure as part of the Cross Hands Economic Link Road will be safeguarded with the route identified on the proposals map. The Regional Transport Plan identifies the Cross Hands Economic Link Road (ELR) as a Transformational connectivity project for the Swansea Bay City Region. Significant progress has been made in the delivery of the Cross Hands ELR with Phase 1 opening as part of facilitating the Cross Hands East Strategic Employment Site. A further phase between Llandeilo Road and Penygroes is under construction and nearing completion. The final phase between Black Lion Road and Penygroes has planning permission and provides an opportunity to facilitate further development of the former Emlyn Brickworks site in Penygroes (PrC3MU1). This scheme includes associated earthworks, drainage, lighting, signing etc. together with accommodation works and associated environmental mitigation works.

6.4 The ELR will ease congestion at the A48 Cross Hands Roundabout which is part of the Trans European Network (TENS) as well as improve safety at the "6 ways" junction in Gorslas. The scheme will provide a key link in the highway network to Llandeilo as part of the Swansea to Manchester trunk road.

6.5 The new link road from A40 dual carriageway to College Road near Parc Dewi Sant and Trinity St. David's University was opened in March 2019. This allowed access to education and employment sites as well as delivering infrastructure for future housing growth at sites such as PrC1/MU1 and facilitating the Yr Egin (S4C) development (see Policy SP5: Strategic Sites).

6.6 Ammanford Distributor Road Phase 2 is identified as part of a long-term proposal to assist in economic regeneration of the wider Ammanford and Amman Valley areas. Whilst the LDP does not safeguard or identify this route, it recognises its status within the Joint Transport Plan and the Council will monitor any progress towards its delivery. The absence of clear indications of delivery and a defined alignment dictate that it is not identified within the Policy or on the proposal map.

6.7 Further schemes identified within the Regional Transport Plan for Carmarthenshire 2015 – 2020 include those schemes listed for 2020 – 2030 and will be reviewed in light of progress updates emanating from the Joint Transport Plan and future strategies:

- Ammanford Economic Regeneration Infrastructure (Wind St/Tirydail) – Junction improvements (completed 2019)
- Carmarthenshire Strategic Transport Corridors and Interchanges - ongoing improvements to main Bus Corridors.
- Carmarthenshire Walking and Cycling Linkages - Continued development of a comprehensive network of Walking & Cycling Linkages such as the Amman Valley Cycleway, Carmarthenshire employment routes and the National Cycle Network to improve access to employment, education and other services as well encouraging tourism and healthy lifestyles.
- A4138 Access into Llanelli incorporating Llanelli/M4 Park and ride/share – Subject to further design and implementation of preferred options from 2019/20.
- Towy Valley Transport Corridor (Towy Valley Cycleway) - Cycleway with links to key attractions including the market towns of Carmarthen and Llandeilo with a phased approach to implementation with the initial phase under construction.
- Llanelli Integrated Transport Interchange – In the Station Road/Copperworks Road areas, this represents a key focal point for transport interchange between a number of modes including the Town’s railway station, key commercial bus routes and a park and ride (rail) facility.
- Sustainable Travel Centres - May include EV charging infrastructure, targeted home zones, interchange improvements, cycle racks and employment centred sustainable travel routes
- Access to Pembrey Country Park - Replace/upgrade the existing single lane road over the Rail Bridge which currently serves Pembrey County Park (PCP).

**6.8 Active Travel:** The Active Travel (Wales) Act 2013 came in to force in September 2014. The purpose of the act is to require Local Authorities to continuously improve facilities and routes for the people of the County. This includes routes and facilities for walking pedestrians and cyclists. The Act also requires that the Local Authority considers the needs of pedestrians and cyclists in new road schemes and road improvement schemes.

6.9 Active travel has a fundamental role to play in creating an integrated and accessible transport network in Carmarthenshire. It is fundamental in improving accessibility to surrounding settlements, public transport nodes, community facilities, commercial and employment areas, tourism facilities and leisure opportunities. Provisions for active travel are

important in giving people the option not to use the private car as well as promoting active and healthy lifestyles. This, in turn, reduces the impact of transport on the environment.

6.10 Proposals which enhance walking and cycling access by incorporating the following within the site, and/or making financial contributions towards the delivery of off-site provision, will be supported:

- Permeable, legible, direct, convenient, attractive and safe walking and cycling routes connecting the development to: surrounding settlements; public transport nodes; community facilities; commercial and employment areas; tourism facilities; and, leisure opportunities;
- Improvements, connections, and/or extensions to: footpath network and existing PROWs (including bridleways); cycle network and routes; Safe Routes to School; and, routes forming part of the Green Infrastructure network; and
- Facilities that encourage the uptake of walking and cycling, including: appropriate signage; secure and convenient cycle parking; and changing and associated facilities.

6.11 Proposals which have a significant adverse impact on PROW or existing routes identified through the Active Travel (Wales) Act 2013 will be expected to contribute to the delivery of the Council's Active Travel Plan.

6.12 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services<sup>1</sup>

**6.13 Rail Network:** The County is served by the West Wales railway line and the Heart of Wales line. The West Wales line has branches from Pembrokeshire, which converge at Whitland and extend via Carmarthen and Llanelli to Swansea, where they connect to the wider rail network. The West Wales line has recognised strategic importance as part of the Trans-European Network linking to and from the Irish Ferry Ports in Pembrokeshire.

6.14 The Heart of Wales line extends from Swansea to Shrewsbury and includes stops at Llanelli, Ammanford, Llandeilo, and Llandovery. This line, in addition to catering for local transport needs, provides a regional link from the North of England and the Midlands to South West Wales, and has potential benefits in terms of tourism (notably rural).

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<sup>1</sup> Planning Policy Wales Edition 10: paragraph 4.110

6.15 There are constant improvements being made to the rail networks, these improvements improve safety and access for pedestrians. Improvements and associated infrastructural facilities which deliver the objectives and priorities of the Joint Transport Plan for South West Wales (2015 – 2020) will be supported by the LDP.

## **7. Education**

7.1 Carmarthenshire County Council has a statutory duty as Local Education Authority to ensure that a sufficient number and variety of school places at primary and secondary level are available to meet the needs of the increasing population of the County. Carmarthenshire's Modernising Education Programme (MEP) in collaboration with the Welsh Government's 21st Century Schools Programme is about transforming the network of nursery, primary and secondary schools serving the county into strategically and operationally effective resources that meets current and future need for a school based and community focused education. This is achieved through developing and improving buildings, infrastructure and spaces that are appropriately located, designed constructed or adapted to foster the sustainable development of the people and communities of Carmarthenshire. To date, around £274 million has been invested in accommodation and facilities at schools across the county- and more is on the way. It includes building ten new Primary Schools and two new Secondary Schools, plus remodelling and refurbishment in a number of other schools.

7.2 Since the commencement of the Modernising Education Programme in 2001/2002 to the end of 2017/2018 a total of £274 million has been invested in Carmarthenshire's schools.

- 10 new primary school buildings have been built including Ysgol Pen Rhos, Peniel Community School, Ysgol Bro Brynach and Ysgol Y Bedol, to name a few.
- There have been 38 major remodelling, refurbishment and extension projects, Ysgol Pontyberem is a great example of this, having received a re-development and refurbishment worth £4million.
- Primary schools across the County have received other minor investments and interim work.

7.3 The same can be said for Secondary Schools throughout the County. Since the commencement of the Modernising Education Programme in 2001/2002 to the end of 2017/2018, the following Secondary School projects have been completed

- 2 new Secondary Schools including regional Special Educational Needs (SEN) hubs: Queen Elizabeth High School and Ysgol Bro Dinefwr

- 11 major remodelling and refurbishments including investments in Secondary Schools and Special Schools – Notable remodelling and refurbishment projects include Ysgol Maes Y Gwendraeth, Ysgol Y Strade and Ysgol Dyffryn Aman.

7.4 Investment is continuing in a number of Primary Schools across Carmarthenshire which includes Ysgol Gynradd Pum Heol who are to receive a replacement school building and Ysgol Gynradd Llangadog who will receive an extension and major redevelopment works.

7.5 Continued investment will also go towards the County’s Secondary Schools with St John Lloyds School in Llanelli receiving an extension and major refurbishment.

7.6 Where applicable, planning obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable. Financial contributions towards educational facilities will be required. Where necessary, contributions will also be sought towards the future and ongoing maintenance of educational facilities.

7.7 Whilst most the County’s pupils’ needs can be met in our mainstream schools, a range of special schools and specialist provision has been developed to educate pupils<sup>2</sup>. The table below shows schools and their types of specialist provision

**Table 1.1 – Specialist provision schools**

<b>Observation and Assessment Units</b>
A short term placement for children aged 3-7 years (Foundation Phase) with general or specific developmental delay, undergoing assessment.
Bro Banw
Richmond Park
Canolfan Y Felin
Canolfan Nantgaredig. Welsh medium provision
<b>Speech Language and Communications Units</b>
For children whose speech, language and communication needs require a specialist setting; children have access to mainstream experiences and opportunities in the host school
Bro Banw Foundation Phase
Canolfan Y Felin Foundation Phase
Canolfan yr Ynys Key Stage 2
Canolfan Nantgaredig Foundation Phase to Key Stage 2. Welsh Medium Provision

<sup>2</sup> Carmarthenshire County Council webpages – Education & Schools  
<https://www.carmarthenshire.gov.wales/home/council-services/education-schools/>

<b>Pupils with severe learning difficulties or profound and multiple learning difficulties</b>
For children with long term, severe or complex needs
Canolfan yr Enfys Foundation Phase and Key Stage 2
Myrddin Foundation Phase and Key Stage 2
Canolfan y Felin Key Stage 2. Severe learning difficulty provision only
Canolfan Elfed Key Stage 3 and 4
Canolfan Amanwy Key Stages 3 and 4
Heol Goffa Foundation Phase to Key Stage 4
Canolfan Nantgaredig Foundation Phase and Key Stage 2. Welsh medium provision
Canolfan yr Eithin Key Stages 3 and 4. Welsh medium provision
<b>Pupils with Autism</b>
For Children who experience the greatest difficulty in engaging with others
Myrddin Foundation Phase and Key Stage 2
Pwll Foundation Phase and Key Stage 2
Canolfan yr Enfys Foundation Phase and Key Stage 2
Canolfan Cothi Key Stages 3 and 4
Canolfan Elfed Key Stages 3 and 4
Canolfan Nantgaredig Foundation Phase to Key Stage 2. Welsh medium provision.
Canolfan yr Eithin Key Stages 3 and 4. Welsh medium provision
<b>Pupils with hearing impairment</b>
Parcyrhun Foundation Phase and Key Stage 2
Canolfan Elfed Key Stages 3 and 4
<b>Pupils with social, emotional and behavioural difficulties</b>
Canolfan Bro Tywi Foundation Phase and Key Stage 2. 4 day placement.
Rhydygors Key Stage 2 to 4
Burry Port Carmarthenshire Secondary Teaching and Learning Centre Key Stages 3 and 4
Canolfan y Gors Carmarthenshire Secondary Teaching and Learning Centre Key Stages 3 and 4

7.8 These specialist provision schools assist with the Council's commitment to inclusion and to educating as many of the County's children and young people within their local communities as possible. These provisions are vital to meeting infrastructure needs.

7.9 In total the council, as at December 2019, maintain 95 Primary schools, 12 Secondary schools, 1 Nursery and 3 Other Educational Facilities. 111 schools, providing education to over 27,000 pupils.

## 8. Health

8.1 The projected increase in population and housing will have implications for the location and provision of health care facilities. NHS reforms are moving towards community-based models of health and social care, focusing on better prevention services with earlier intervention, more patient choice, doing more to tackle inequalities and improve access to community services and provide more support for people with long-term health needs. Policy INF2: Healthy Communities, aims to address these points. The links between health and well-being and planning are reflected in legislation and national planning policy. In this respect PPW seeks to provide a framework for the delivery of a series of National Sustainable Placemaking Outcomes. This holistic approach to the planning and design of development and spaces reflects a focus on positive outcomes promoting people's prosperity, health, happiness, and wellbeing. The promotion of physical and mental health and well-being as a Facilitate Accessible and Healthy Environments Outcome reflects these links between health, well-being and planning and the need to reflect any potential effects that may arise from the planning process.

8.2 Health Impact Assessments (HIA) can be a great tool when proposing or making decisions on a new development. HIA's assess the impact of any change or amendment to a policy, service, plan, procedure or programme on the health of the population and on the distribution of those effects within the population, particularly within vulnerable groups. Undertaking a HIA produces information on how negative impacts on health can be reduced and positive health gains can be encouraged it also looks at existing infrastructure and what infrastructure will be needed to accommodate any changes.

8.3 New developments should assist in the promotion of physical and mental health and well-being. In order to assist in the promotion of this, the following sequential approach should be considered by developers followed to determine the requirement for, and potential scope and content of a HIA. This requirement applies to major developments and are defined in planning legislation as:

- Residential developments of 10 or more dwellings or 0.5 hectares or more;
- The provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- Development carried out on a site having an area of 1 hectare or more



#### 8.4 The following sequential approach in considering the need to a HIA reflects the guidance set out within Health Impact Assessment a Practical Guidance

- **STEP 1: Screening – Deciding whether to undertake a HIA**  
Screening takes an initial look at the potential impacts of the proposal on the local population and any specific vulnerable groups defined within it. It should highlight any potential health risks or benefits and any groups that may be particularly affected. The outcome of screening is a decision whether or not to undertake HIA and, if so, to determine what type of HIA will be required. It should also provide an explanation of how the decision was reached.
- **STEP 2: Scoping – Determining the focus, methods and work plan.** This stage involves asking a number of questions and making a number of decisions to establish the terms of reference, roles and responsibilities and agreed plan for the HIA.
- **STEP 3: Appraisal of Evidence – Identifying the health impacts.** This is the key stage of health impact assessment. The purpose is to gather information about the potential nature, size, likelihood and distribution of the proposal's health impacts. It also provides an opportunity to suggest possible ways of maximising the health benefits and minimising the risks, particularly to those whose health may be most vulnerable or the most disadvantaged population groups. It also provides an opportunity to identify and suggest actions that might address 'gaps' in the proposal or plan.

Although HIA is not in itself a research method, it draws upon a range of sources of information and methods for collecting and analysing data, to which appropriate methodological rules and procedures will apply.

- **STEP 4: Reporting and Recommendations -** Once the evidence and data has been collected, a set of recommendations should be developed, informed by the previous stages of the HIA. These recommendations should aim to maximize any potential health and well-being benefits and mitigate potential negative impacts. They can be an opportunity to 'fill in' any identified gaps within the proposal and readdress any health (or other) inequalities that may be caused.

8.5 Recommendations need to be:

- Clear and concise
- Realistic
- Achievable
- Manageable in number
- Impartial
- Reflective of all evidence and representatives' views
- Agreed by consensus

Reference should be made to guidance in the form of SPG.

8.6 All these steps are in place to ensure that the necessary infrastructure is provided in all the relevant areas. The Council recognises that not all health and well-being issues will be relevant to all types of development, therefore there is a need for a balanced approach to the determination of development proposals where health related matters are one of many other material considerations.

8.7 There are two significant developments, at different stages of the planning process, within the county that will provide the local area with necessary health infrastructure. These two developments are the Life Science and Well-being Village and Cross Hands Health and Well-being Centre. Both centres, collectively, aim to provide facilities and services which promote and improve well-being, integrate business development, education, healthcare, leisure, tourism, wellness support and research in life-sciences in one location, and deliver transformational social and economic benefits.

## **9. Green Infrastructure**

### **What is Green Infrastructure?**

9.1 When appropriately planned, designed and managed, green infrastructure has the potential to deliver a wide range of benefits for people and wildlife. By considering the multiple functions that a Green Infrastructure asset can provide simultaneously, it can significantly reduce costs for individuals, businesses and public bodies, whilst enhancing the quality of life and health of residents, workers and visitors to Carmarthenshire.

9.2 These functions that green infrastructure can provide fit broadly under the following themes

**9.3 Biodiversity:** Green Infrastructure can improve connectivity between existing areas of nature, reducing habitat fragmentation and loss and increasing ecological resilience. Development proposals will conserve and enhance on-site biodiversity, and habitat networks

within and adjacent to the site. This should include identifying ways to minimise or reverse the fragmentation of habitats, and to improve habitat connectivity through the promotion of wildlife corridors and identifying opportunities for land rehabilitation, landscape management and the creation of new or improved habitats

**9.4 Sense of place:** Incorporating Green Infrastructure features into new development is an important component of the WG placemaking approach and can contribute to the unique sense of place of an area or settlement. Retaining existing features into proposals helps to create places that are distinct and can help to soften the impact of change by creating a sense of continuity that acknowledges local identity. Green infrastructure is integral to place-making and therefore must be part of the development design process from the outset, rather than being relegated to 'left over' land.

**9.5 Climate Change:** Green Infrastructure can play a vital part in efforts to combat, mitigate and adapt to climate change, and will play an increasingly important role in climate-proofing both urban and rural areas. Increasing the green cover of our towns and cities can provide a number of benefits towards tackling climate change. These include carbon sequestration and storage, heat amelioration and reduction of flood risk as well as mitigating climate change induced reductions in air and water quality. Development should as far as possible seek to maximise these benefits, with prioritisation of benefits to be considered in the following areas:

- Within flood zones as identified by Natural Resources Wales, the provision of capacity for water storage in the event of a flood
- Within the Principle Centres, the provision of relief from high temperatures through increased canopy cover and efficient use of surfaces to maximise the provision of green infrastructure including through green roofs and green walls
- Within areas of poor average resident health, the provision of opportunities for physical activity.
- Within Air Quality Management Zones, the provision of removal of air pollutants through suitable tree and foliage planting.

Development proposals will also integrate naturalised Sustainable Drainage Strategy (SuDS) into the design of green infrastructure, and should as far as possible, ensure that SuDS provision is multifunctional

**9.6 Health and Well-being:** Green infrastructure can be an effective means of enhancing health and well-being, through linking dwellings, workplaces and community facilities and providing high quality, accessible green spaces. Development should seek to maximise the benefits, and where appropriate public use, of green infrastructure, with emphasis on

promoting healthier communities. Development proposals will meet local accessibility, quality and quantity standards for open space, and be designed to cater for the needs of the community. Development proposals will maintain and enhance the quality and connectivity of access networks, integrating active travel routes (linking workplaces, schools, community facilities and public transport hubs) and recreation routes into green infrastructure

**9.7 Economy:** Protecting and investing in Green Infrastructure can support economic success and sustainable growth. GI can attract inward investment, making a local area more attractive to businesses and visitors. It can also save developers money as GI assets have the potential to satisfy a number of requirements in a multifunctional solution e.g. open space and SuDS. To this end development should seek to identify and maximise the quality, use and multifunctionality of green infrastructure provision on site.

## **10. Open Space**

**10.1 Protection of Open Space:** In the revised LDP under PSD7: Protection of Open Space, it is stated that any existing or proposed development shall protect and where possible enhance accessibility to open space. Proposals which result in a loss of existing open space will only be permitted where:

- a) It is demonstrated that there is provision of at least equivalent value available within the settlement, or appropriately accessible location; and,
- b) It would not cause or exacerbate a deficiency of open space; or,
- c) The re-development of a small part of the site would allow for the retention and improvement of the majority of the facility; or,
- d) A satisfactory financial contribution towards compensatory provision is provided as an acceptable alternative facility.

**10.2 New Open Space:** In the Revised LDP under policy PSD8: Provision of New Open Space, it is stated that all new residential developments of ten or more homes will be required to contribute towards open space in accordance with the Council's open space standards. In the event that the standards cannot be met on site, or where there is sufficient existing provision already available to service the development, then a commuted sum will be sought where appropriate. This sum may go towards the maintenance of exiting open space, reference should be made to Policy INF1 with regards to planning obligations and developer contributions.

10.3 With regards the Natural Greenspace, Play Space and Public Open Space provision, the revised LDP's Open Space Assessment identifies the following open space standards:

Public Open Space:

1. There should be at least 0.8ha of Parks and Gardens for every 1000 of population
2. There should be at least 0.6ha of Amenity Green Space for every 1000 of population
3. Everybody should be within 700m of a Park or formal Greenspace
4. Everybody should be within 480m of an Amenity Greenspace

Natural Greenspace:

1. No person should live more than 400m from their nearest area of Natural Greenspace (of at least 0.5ha)
2. There should be at least one Natural Greenspace 20ha or more within 2km of every home
3. There should be at least one Natural Greenspace site of 100ha or more, within 5km of every home
4. There should be at least one natural Greenspace site of 500ha or more, within 10km of every home
5. There should be at least 2ha of Natural Greenspace for every 1000 of population

Play Space:

1. There should be at least 2.4ha of Play Space for every 1000 of population
2. At least 1.6ha of the 2.4ha should be Outdoor Sports Facilities
3. At least 0.8ha of the 2.4ha should be Children's Play Facilities
4. Everybody should live within 1,200m of Outdoor Sports Facilities
5. Everybody should live within 400m of Children's Play Facilities

## **11. Social Infrastructure**

**11.1 Community Facilities:** Providing a range of community facilities, including health and education facilities, that are accessible to as many people as possible is fundamental in securing sufficient infrastructure, and in turn, sustainable communities. Such facilities are valuable not only in terms of the amenity they provide, they are also important in generating employment and attracting people to live within an area. Community facilities contribute

significantly to the well-being, quality of life, enjoyment and inclusivity of settlements and communities within the County. Community facilities will especially play a key role in promoting Welsh Language and Culture as well as help create sustainable places and a sense of place. Improvements to community facilities delivered or funded through the planning system will be secured by contributions by way of planning obligations or where appropriate through planning conditions.

**11.2 Leisure, Sporting and Recreation:** Leisure, sporting and recreation opportunities are vital in boosting well-being and creating and maintaining healthy communities, therefore the authority has set provisions within the revised LDP to ensure the opportunity to access these facilities is there for the public.

11.3 The Life Science and Well-Being Village in Llanelli is a world leading strategic site set out within the revised LDP. A wellness hub will be built as part of the development, the hub will include a leisure centre, outdoor sports facilities, recreation opportunities and well being promotion activities. These facilities will be accessible to the existing residents of the area as well as new residents.

11.4 The Revised LDP promotes the accessibility to formal and informal recreation and leisure. Sports fields, allotments, parks and wider natural based amenities such as waterways and woodlands provide opportunities for potential health benefits and add to a community's sense of place, as well as integrating green infrastructure into the urban form. To ensure everyone has ease of accessibility to Leisure, sporting and recreation opportunities, the LDP sets out parameters to ensure everybody lives within 1,200m of Outdoor Sports Facilities and that everybody should be within 700m of a park or formal garden.

**11.5 Welsh Language Support:** The Revised LDP recognises the Welsh language and culture as being a vital part of the social fabric of Carmarthenshire. The Welsh language and culture play an important role in the social, cultural and economic life of Carmarthenshire's residents and visitors. The proportion of Welsh speakers in Carmarthenshire is significantly higher than the Welsh national average and as such is a significant part of the social fabric of the County's communities, providing a strong sense of place and identity. Carmarthenshire in its entirety is considered to be an area of linguistic sensitivity. Being an area of linguistic sensitivity means that certain provisions and infrastructure need to be in place in order to protect and support the language. Policy WL1: Welsh Language and New Developments aims to safeguard and promote the Welsh language. The policy requires that certain development

proposals will be required to submit a Language Action Plan. The Language Action Plan sets out the measures to be taken to safeguard and enhance the Welsh language, the following development proposals on allocated sites will require a Language Action Plan:

- Residential developments of 10 or more homes in the Principal Centres and Service Centres;
- Residential developments of 5 or more homes in the Sustainable Villages; and,
- Retail, commercial or industrial developments with a total floorspace of 1,000 sqm or more.

11.6 The following proposals on windfall sites will be required to submit a Welsh Language Impact Assessment in support of a planning application as well as a Language Action Plan setting out the measures to be taken to safeguard, promote and enhance the Welsh Language

- Developments of 10 or more homes in the Principal Centres and Service Centres
- Developments of 5 or more homes in the Sustainable Villages; and,
- Retail, commercial or industrial developments with a total floorspace of 1,000 sqm or more

11.7 Residential developments for 10 or more homes on both allocated and windfall sites will be required to positively contribute towards the vitality and viability of Welsh language community groups and Welsh language learning opportunities. The Welsh Language Action Plan should also outline how the development proposes to make a positive contribution towards the community's Welsh language groups. This could, amongst others, include providing support and funding towards organisations and bodies that provide activities, facilities and education for Welsh speakers and learners, and support and funding towards Welsh language classes. Welsh Language Impact Assessments (WLIA) will be required to outline the anticipated impacts of the proposed development upon the Welsh language in the County. Financial Contributions aren't the only way support for projects can be provided. They can be provided through other means such as, conditions or legal agreements that could secure the implementation of the mitigation and enhancement measures proposed within the Action Plan.

## 12. Environmental Management

### Flood Risk

**12.1 Strategic Flood Consequence Assessment (SFCA):** As a result of Carmarthenshire's exposure to tidal and fluvial flooding, vulnerability to flooding has been considered for each proposed development allocation.

12.2 An SFCA has been undertaken as part of the evidence base for the LDP. The aim of an SFCA is to aid the LPA to make informed decisions when considering future development within the area. This promotes, wherever possible, that development would be directed towards areas at lower risk of flooding. To provide rigorous assessments of potential flood risk, SFCAs should involve the collection, analysis and presentation of all the available information from all sources in the study area

12.3 Typically, SFCAs are completed in three stages, with an increasing level of detail required in the analysis at each stage. Stage 1 consists of a desk based scoping study which assesses the information and data collected from several stakeholders, Natural Resources Wales (NRW), Welsh Water and Local Authorities (LA), on areas at risk from flooding. Stage 2 builds on the information gathered in Stage 1 by analysing the data in more detail.

12.4 Stage 3 SCFA's are required if Stage 1 & 2 were unable to satisfy the requirements of TAN15 for a potential development site due to lack of available data. They require more detailed, technical analysis of flooding mechanisms and consequences and may require a hydrological analysis and/or hydraulic modelling

**Table 1.2 - Development Advice map (DAM) zones, as expressed in TAN 15 (2004)**

Description of Zone		Use within the precautionary framework
Considered to be at little or no risk of fluvial or tidal/coastal flooding	A	Used to indicate that justification test is not applicable and no need to consider flood risk further
Areas known to have been flooded in the past evidenced by sedimentary deposits	B	Used as part of a precautionary approach to indicate where site levels should be checked against the extreme (0.1%) flood level. If site levels are greater than the flood levels used to define adjacent extreme flood outline there is no need to consider flood risk further



Based on Environment Agency extreme flood outline, equal to or greater than 0.1% (river, tidal or coastal	C	Used to indicate that flooding issues should be considered as an integral part of decision making by the application of the justification test including assessment of consequences
Areas of the floodplain which are developed and served by significant infrastructure, including flood defences	C1	Used to indicate that development can take place subject to application of justification test, including acceptability of consequences
Area of the floodplain without significant flood defence infrastructure	C2	Used to indicate that only less vulnerable development should be considered subject to application of justification test, including acceptability of consequences. Emergency services and highly vulnerable development should not be considered

12.5 The DAM's provide indicative flood risk zones for Wales, based on fluvial and tidal flooding. In principle, proposed developments should be encouraged away from Zone C and towards areas of lower flood risk. i.e. Zone A, or otherwise towards Zone B. Where development in a high-risk area is essential or strategically important for regeneration, then there are a range of justification tests outlined in TAN 15 (Section 6) that must be satisfied to guide decisions regarding whether a specific development may proceed

12.6 Areas within zone C will be developable subject to detailed investigation through site specific Flood Consequence Assessments (FCAs) at the planning application stage and the provision of appropriate mitigation measures

Further information is provided within the Strategic Flood Consequences Assessment (2019)

**12.7 Drainage:** The Flood and Water Management Act 2010 (Schedule 3) establishes Sustainable Approval Bodies (SABs) in County Councils and requires new developments to include Sustainable Drainage Systems (SuDS) features that comply with national standards:

12.8 All new developments of more than 1 dwelling house or where construction area is 100m<sup>2</sup> or more will need to submit a SuDS application demonstrating compliance with the statutory SuDS standards for the design, construction, operation and maintenance of surface water drainage systems serving new developments.

12.9 SuDS can be used effectively in both rural and urban areas to support new development and redevelopment, whilst reducing the risk of surface water flooding and creating opportunities for improved water quality, bio-diverse rich habitats and new community recreational spaces

12.10 Whilst the SuDS consenting process forms part of a separate regulatory regime to planning, the Plan recognises the importance of the consideration of SuDS forming part of the design concept from the outset as part of a placemaking approach. In this regard, the Plan recognises that SuDS can be used effectively in both rural and urban areas to support new development and redevelopment, whilst reducing the risk of surface water flooding and creating opportunities for improved water quality, bio-diverse rich habitats and new community recreational spaces<sup>3</sup>.

**12.11 Recycling and Waste Management:** As a Unitary Waste Authority, the Council is responsible for both the collection and disposal of the County's waste. The collection and disposal of waste in the County is currently contracted out to CWM Environmental Ltd – a teckal company to the local authority

12.12 As a Waste Planning Authority, Carmarthenshire County Council is responsible for matters relating to land use planning pertaining to the following types of controlled wastes:

- Local Authority Collected Waste (LACW)
- Industrial & Commercial Waste (I&C)
- Construction & Demolition Waste (C&D)
- Agricultural Waste; and
- Hazardous Waste

12.13 The regulation and monitoring of waste management procedures and sites is shared between Natural Resources Wales (NRW) and Carmarthenshire County Council as Waste Planning Authority. NRW has responsibility for standards of operation at sites, and their potential to cause pollution of the environment. The Waste Planning Authority is responsible for regulating matters such as land use, loss of amenity, traffic movements, time limits for operations, final ground profiles, restoration, after-care and after-use of sites etc, through both its planning policy and development control functions.

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<sup>3</sup> Carmarthenshire County Council Webpages – Sustainable Drainage Systems - <https://www.carmarthenshire.gov.wales/home/council-services/planning/sustainable-drainage-approval-body-sab/#.XZ2soOaou70>

12.14 The Revised LDP will need to ensure that it makes provision for any new requirements, and for this a close dialogue will be maintained with the municipal waste officers during preparation of the Revised LDP. For example, the LDP will need to make adequate provision for facilities which encourage the movement of waste up the waste hierarchy and therefore should be sufficiently supportive of bring sites, civic amenity facilities, waste transfer stations and MRFs.

### **Local Authority Collected Waste (LACW)**

12.15 LACW consists mainly of household waste and other wastes collected by the Waste Collection Authority (Carmarthenshire County Council) including municipal parks and gardens waste, beach cleansing waste, some commercial and industrial waste and waste resulting from fly-tipping. Household waste includes waste from household collections (including hazardous household waste and garden waste), waste from civic amenity sites and from bring and kerbside recycling schemes, street sweepings, bulky waste collection and litter collection.

12.16 As Municipal Waste Authority, Carmarthenshire County Council is responsible for managing safely all LACW within the County and also for meeting the targets for waste reduction and recycling set out in the National Waste Strategy for Wales *Towards Zero Waste*.

### **Industrial and Commercial (I & C) waste**

12.17 Industrial waste is waste from any factory or industrial process (excluding mines and quarries). Commercial waste is waste arising from premises used wholly or mainly for trade, business, sport, recreation or entertainment, excluding LACW and Industrial Waste.

12.18 Most industry in Carmarthenshire is located in the south east of the County with the major waste producer being Corus in Llanelli. However, there is limited data covering this waste stream, with no continued annual data source. The last Study into I&C waste was carried out on behalf of the Environment Agency Wales (EAW) in 2012.

12.19 The 2012 Study covered data by region rather than down to a local authority level. The report highlighted that South West Wales had the highest preparation for re-use, recycling & composting rate for this type of waste (67%) of the three regions. In terms of meeting national

targets, this indicates that in terms of the reuse and recycling of I&C waste, the SW Wales region was already meeting the 2015/16 target (set out in *Towards Zero Waste*) in 2012.

12.20 However, landfill remained the second highest management route (accounting for 21% of the waste) and consequently the 2019/20 target of 10% maximum being landfilled was still some way from being achieved. In the absence of more up to date data it will not be possible to ascertain whether the two separate 2019/20 targets of landfill reduction, and increased recycling, set out above will be met.

### **Construction and Demolition Waste (C&D)**

12.21 C&D Waste is waste arising from the construction, repair, maintenance and demolition of buildings and structures, including roads. It consists mostly of brick, concrete, hardcore, subsoil and topsoil, but it can also contain quantities of timber, metal and plastics.

12.22 There are no reliable figures for Carmarthenshire and it is difficult to estimate tonnages. Carmarthenshire has a large urban area around Llanelli and the Amman valley where many construction projects do take place. As part of the Council's own operations, mobile crushers and screens are used frequently in the Glanamman depot in order to reuse kerbstone material on footpaths and other activities that do not require high specification road material. Small quantities of C & D waste is taken from householders at all of the Council's Household Waste Recycling centres, whilst large quantities of household and trade C & D are accepted at several transfer stations.

12.23 As with the case of I&C waste, detailed above, data on C&D waste is not kept annually. Studies have been undertaken on an intermittent basis, the most recent being the survey of C&D waste generated in Wales for the 2012 calendar year undertaken by NRW on behalf of the Welsh Government (WG).

12.24 The 2012 Study covered data by region rather than down to a local authority level. The preparation for re-use, recycling and other material recovery rate for the C&D waste generated in the SW Wales region was 67% in 2012. This is comparable with the WG targets to increase preparation for re-use, recycling and other material recovery to a minimum of 70% by 2015/16 and 90% by 2019/20. While the results indicated that the C&D sector was on course towards meeting these targets, the lack of data since 2012 prevents more recent comparisons.

## **Agricultural Waste**

12.25 Agricultural Waste is waste produced at agricultural premises as a result of an agricultural activity. New agricultural waste regulations came into force in 2006. All agricultural waste with the exception of manure and slurry (when used as a fertiliser) is covered by this regulation.

12.26 Carmarthenshire has a very large rural hinterland, however there is limited accurate data (locally or indeed nationally) for the quantities and types of agricultural waste produced, their disposal, re-use or recycling. This presents a barrier for identifying appropriate targets for the sector to meet *Towards Zero Waste* commitments and to develop actions for the sector. Consequently, it is not possible to give an estimate of the overall reuse, recycling, energy recovery or landfill rates.

12.27 Notwithstanding the lack of data on agricultural waste, it is worth noting that a new project is underway within Carmarthenshire that is aimed at reducing farm waste. Driving the project are Coleg Sir Gâr's Gelli Aur agricultural campus and Power & Water, a Swansea based company specialising in electrochemical-based water treatments. The project has received funding from the Welsh Government (WG) and will apply innovative and proven concept technology to reduce air and water pollution to reduce the overall volume of slurry by up to 80%.

## **Hazardous Waste**

12.28 Hazardous Waste encompasses a wide range of waste materials that present different levels of risk to human health and the environment. In July 2004 the Landfill (England and Wales) Regulations banned the practice of co-disposing of hazardous and non-hazardous wastes in the same landfill and introduced a requirement to pre-treat hazardous waste prior to landfill. In 2005 the Hazardous Waste (England and Wales) Regulations and the List of Wastes (Wales) Regulations set out an increased number of wastes classified as 'hazardous', including computer monitors, televisions and some other waste electrical and electronic equipment, fluorescent tubes, and pesticides.

**Table 1.3 Hazardous waste arisings in Carmarthenshire**

	2011	2012	2013	2014	2015	2016	2017
Hazardous Waste (Tonnes)	10,785	11,316	13,111	11,194	11,422	12,716	14,908

Source: WPMR for South West Wales 2019

12.29 The amount of hazardous waste produced in Carmarthenshire (as with the SW Wales region as a whole) has remained fairly consistent over recent years. In terms of managing this waste, a report produced as evidence for the CIMSP in 2009 found that Wales is well served by facilities for the collection and temporary storage of hazardous waste materials – 168 facilities, and that the Country is also well served with a range of chemical, physical and physic-chemical treatment plant with a combined capacity of around 1.8 million tonnes.

12.30 More recently, the Welsh Planning Monitoring Report (WPMR) for SW Wales (2019) reported that there has been a significant reduction in the movement of hazardous waste from SW Wales to England in the last 7 years, including year by year reductions in the amount of hazardous waste from Wales going to landfills in England (there are no Hazardous Waste Landfills in Wales).

#### Recycling and Composting

12.31 The WPMR 2019 shows that there has been a steady increase in recycling and composting rates over the years. There was a small drop in the overall recycling rate in the 2017/18 period, however, rounded up the 63.6% recycling rate meets the 64% target for 2019/20 (set out in *Towards Zero Waste*) - which Carmarthenshire actually exceeded in 2016/17.

12.32 CWM Environmental Ltd, is responsible for the recycling, treatment and disposal of municipal waste. The residual waste that is collected within Carmarthenshire is currently disposed of to energy from Waste facilities in Europe with a small proportion of waste going to landfill.

More information on Waste Management and Recycling can be found in the Waste Topic Paper (2019)

### **13. Utilities Infrastructure**

**13.1 Water and Waste Water:** Water is an extremely valuable resource and matters such as pollutants, flood prevention, groundwater and the protection and the enhancement of aquatic ecosystems are all important matters to consider. The Water Framework Directive (2000/60/EC) sets out requirements in relation to the water environment and full regard should be had to its content.

13.2 Water pollution can come from one source, or a multitude of sources such as agricultural and urban runoff. The Water Framework Directive has provided the opportunity to work with partner organisations, particularly Natural Resources Wales (NRW), to recognise the need to improve the whole water environment and promote the sustainable use of water for the benefit of both people and wildlife. River Basement Management Plans have been prepared which set out environmental objectives and standards, and a programme of measures by which they can be achieved.

13.3 Dŵr Cymru Welsh Water (DCWW) are responsible for the supply and treatment of water within the County. DCWW continue to meet increased demand for sewerage services through legislative and regulatory mechanisms, and supply/demand investment as set out within the Asset Management Programme (AMP). The AMP investment will support future growth and regeneration. The water resources requirements for Carmarthenshire are supplied entirely by DCWW, and the county lies within the Tywi conjunctive use system (Tywi WRZ). The most recent DCWW Resource Management Plan predicts that the Tywi WRZ will be in surplus throughout the period of the LDP, based on the projected increase in household numbers within Carmarthenshire of 14.6% between 2014 and 2039, with an increase from 82,751 to 89,532 between 2018 and 2033. This overall growth forecast exceeds the growth provided for in the LDP.

13.4 The Council will continue to work with and consult NRW and DCWW on development proposals as appropriate. The Council will also consult NRW on development proposals in the vicinity of river corridors and estuaries. Prospective developers should seek the advice and consent of NRW when appropriate. Where proposals relate to a main river or ordinary watercourse, the requirement for an appropriate buffer adjoining both banks should be incorporated into any proposals to protect and encourage local biodiversity.

**13.5 Llanelli Waste Water Treatment Surface Water Disposal:** Proposals that drain to Llanelli Waste Water Treatment Works and are defined as major under article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 will be subject to a requirement to remove a quantifiable amount of surface water from the combined sewer system as set out within the Burry Inlet Supplementary Guidance. There are some concerns that new developments within the Llanelli Waste Water Treatment Works (WWTW) catchment may introduce the risk of deterioration in the water quality of the Carmarthen Bay and Estuaries European Marine Site (CBEEMS). This is due to the fact that the majority of the sewer system in the Llanelli WWTW area is combined (surface and foul flows).

13.6 Whilst DCWW have confirmed that there is sufficient capacity within Llanelli WWTW to deliver this Plan's identified growth, they have also requested that relevant developments within the Llanelli WWTW catchment be subject to a requirement to undertake compensatory surface water removal from the system as part of the granting of planning permission.

13.7 There is a concern that introducing additional foul water can lead to overloading to the WWTW, as well as an increasing in frequency of discharges from storm sewerage overflows out to the CBEEMS during significant rainfall. There is also potential for localised flooding resulting from these issues.

13.8 The Burry Inlet Supplementary Planning Guidance (SPG) has been prepared to provide specific guidance in relation to the consideration of relevant development proposals located within the Llanelli WWTW catchment.

13.9 DCWW undertook an assessment on our behalf regarding the Dry Weather Flow (DWF) to the WWTW's and whether there's any exceedance in the WWTW's throughout the County. DWF is the average daily flow to a WWTW during a period without rain.

13.10 The assessment has highlighted that there is an expected exceedance in DWF at 6 WWTW throughout the County. The 6 include Parc Y Splotts in Carmarthen, Cross Hands, Llannant, Laugharne, Pencader and Pendine. Regarding these exceedances, NRW will impose new consents on DCWW and DCWW will have to undertake 'quality' schemes at these WWTW to meet the new consents. This is a fairly standard process for DCWW.

**13.11 Electricity:** National Grid operates the national electricity transmission system across Great Britain. It is the role of local distribution companies to distribute electricity to homes and



businesses. Western Power Distribution (WPD) are very active in ensuring that electricity is distributed to homes and businesses throughout the County.

13.12 It is important to ensure that sufficient capacity exists now and for the future, so in order to meet any needs the Authority will work closely with Western Power Distribution to make sure the provisions are in place.

13.13 Welsh Government have set renewable energy targets on a national level, one of these targets is for Wales to be generating 70% of its electricity consumption from renewable energy by 2030. Therefore, it's important that the Local Authority keep this target in mind when providing the necessary infrastructure for new and existing allocations.

13.14 Electricity load demand can be an issue that arises with the introduction of new developments. With the introduction of policy CCH2 – Electric Vehicle Charging Points in the Revised LDP there is a potential for an increase in demand. With the introduction of new developments comes the demand for more electricity and WPD have recognised potential areas where new or augmented infrastructure will be needed to meet the load demand. Their results showed that the demand could quite easily be met in smaller settlements with the majority of the infrastructural work only needed in the larger settlements. These areas include Ammanford, Burry Port, Carmarthen, Cross Hands and Llanelli. WPD have recognised that Ammanford, Burry Port, Cross Hands and Llanelli will require new or augmented infrastructure as required, in order to meet the new demand. It is acknowledged that there are restrictions in Carmarthen regarding load demand therefore there may need to be upgrades at some point during the plan period.

**13.15 Broadband and Telecommunications:** The council will work with the telecommunications industry and the communications regulator Ofcom to maximise access to reliable super-fast broadband, wireless hotspots and improved mobile availability for all residents and businesses, assisting them (where appropriate) in delivering their investment plans to address any infrastructure deficiencies.

13.16 New major developments must be served by a high speed and reliable broadband connection to the premises. Smaller developments should provide access to the most viable high-speed connection as well as additional ducting for future Fibre to the Premises (FTTP) or other provision. It should be noted that BT Openreach and other providers offer superfast broadband connection for all new developments, either free of charge, or as part of a co-funded partnership including community funded partnerships. FTTP shall be provided free of

charge to housing developments with one hundred dwellings or more. Developments smaller than this may have to provide contributions to ensure FTTP connection or shall be provided copper connections for free.

13.17 The policy recognises that in a small proportion of cases, broadband will not be available in new developments due to their very rural location. The policy therefore includes the potential to provide a sum of money to contribute towards an alternative solution. However, wherever possible the solution should include the development making necessary provision for on-site infrastructure to facilitate the improvements. Providing high speed and reliable broadband to rural areas will bring more opportunities to the area which in turn will have the potential to boost the rural economy and economic diversification.

# Appendix 1

**Please note: This is a draft working document being made for information only at Deposit stage. Further amendments will be made to complete the Appendix prior to adoption of the Revised Local Development Plan. Currently, the appendix only highlights the allocations that have a 100 or more residential units planned for development.**

<b>Sites of a Hundred Plus Units</b>			
<b>Settlement</b>	<b>Site Ref</b>	<b>Site Name</b>	<b>Total Units</b>
<b>Cluster 1</b>			
<b>Carmarthen</b>	PrC1/MU1	West Carmarthen	700
	PrC1/MU2	Pibwrlwyd	245
<b>Cluster 2</b>			
<b>Llanelli</b>	PrC2/h4	North Dock (inc former Pontrilas)	210
	PrC2/h19	Genwen, Bryn	260
	PrC2/h22	Cwm y Nant, Dafen	280
	PrC2/h23	Dafen East Gateway	150
	PrC2/SS1	Wellness and Life Science Village (strategic site), South Llanelli	240
<b>Burry Port</b>	SeC4/h1	Gwdig Farm	105
	SeC4/h2	Burry Port Harbourside	364
<b>Pembrey</b>	Sec5/h2	Cwrt Farm	100
<b>Trimsaran / Carway</b>	SeC8/h1	Ffos Las	233
<b>Cluster 3</b>			
<b>Ammanford (inc Betws and Penybanc)</b>	PrC3/h4	Tirychen Farm	150
<b>Cross Hands</b>	PrC3/h13	Land at Heol Cae Pownd	101
<b>Penygroes</b>	PrC3/MU1	Emlyn Brickworks	177
<b>Total Number of Units</b>			<b>3,315</b>

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC1/MU1 – Carmarthen West	70	Mixed Use	700	6-10 11-15

**Site Description:**

Located on the western edge of Carmarthen, the site forms an important gateway to the town is predominantly agricultural land and undulating in nature. The site is bounded by Travellers Rest in the west, the A40 to the south and Jobswell Road to the east. There is also a narrow area lying between the A40 and the railway which forms part of the overall site area

**Key Site Issues & Constraints:**

- Likely exceedance at Parc Y Splotts WWTW
- Tawelan Brook and flood risk;
- Conservation Area;
- Archaeological and Historic environment;
- Special Areas of Conservation; and,
- Highways and access.

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Carmarthen West Link Road – the link road traverses from Travellers Rest on the A40 into the new academic and media quarter at College Road.
- Affordable Housing N/A
- Open Space – Not known at present time

**Key Supporting Information Requirements:**

- N/A

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC1/MU2 - Pibwrlwyd	34.7	Mixed Use	245	11-15
<b>Site Description:</b>				
<p>The Pibwrlwyd site is a large, mixed use allocation that lies to the south of Carmarthen and directly south of Parc Pensarn. Coleg Sir Gars Pibwrlwyd Campus lies within the site boundaries whilst the majority of the land is made up of former farmland. The A48 follows the Eastern boundary and the A484 follows the Western boundary, both roads lead directly to Pen-sarn Roundabout.</p>				
<b>Key Site Issues &amp; Constraints:</b>				
<ul style="list-style-type: none"> <li>• Site lies partially within C2 Flood zone</li> <li>• Proximity to A48</li> <li>• Proximity to Afon Tywi Special Area of Conservation (SAC)</li> <li>• Relative proximity to Carmarthen Bay and Estuaries SAC</li> <li>• Likely exceedance at Parc Y Splotts WWTW</li> </ul>				
<b>Key Infrastructure and Policy Requirements (including broad costs where known):</b>				
<ul style="list-style-type: none"> <li>• Education Facilities – Contribution £372,000</li> <li>• Recreational and Formal play areas</li> <li>• Possible need for a grade separated junction at Bolahaul bridge</li> <li>• Drainage attenuation</li> <li>• Public Open Space provisions</li> <li>• FCA</li> <li>• 30% Affordable Housing in accordance with policy AH1</li> </ul>				
<b>Key Supporting Information Requirements:</b>				
<ul style="list-style-type: none"> <li>• Transport Assessment</li> <li>• Noise Management Plan</li> <li>• Air Quality Assessment</li> <li>• Ecological Appraisal</li> <li>• Phase 1 Habitat Survey</li> </ul>				

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC2/h4 - North Dock (inc former Pontrillas) <sup>4</sup>	12	Residential	210	6-10 11-15

**Site Description:**

Located to the north western corner of North Dock in Llanelli. The site is located to the immediate north of the existing Pentre Doc Y Gogledd housing development and to the west of some existing industrial/commercial units located along the northern boundary of North Dock. The Millennium Coastal Park abuts the western boundary of the application site, whilst the main railway defines the northern boundary of the site.

The vacant parcel of land which forms the application site is covered mainly by overgrown vegetation, with some hardstanding in places. The north eastern part of the site previously accommodated the former Pontrillas Factory which was recently demolished under a demolition notification. The site is contiguous with the access road that runs around the whole perimeter of North Dock known as Traeth Ffordd.

**Key Site Issues & Constraints:**

- Ecological issues regarding nesting birds, reptile population
- Possible unknown contaminated land due to the size of the site
- Northern boundary directly adjacent to railway line – Possible noise and vibration issues
- Proximity to an Air Quality Management Area (AQMA)
- Proximity to Listed Buildings, the nearest being the pump house tower.

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Consider making available provisions for electric vehicle charging points as there will be an increase in vehicle movement in the area. This will be in accordance with the requirements of latest Welsh Government policy to improve air quality
- Education Facilities - Contribution £388,000
- Development shall be undertaken in strict accordance with the recommendations made in the Flood Consequences Assessment received on the 19th December 2018.
- On site public open space/play area to be secured via condition
- Highway improvements to Sandy Road Roundabout and Active Travel - Contribution £35,000
- 20% On site Affordable Housing in accordance with policy AH1

**Key Supporting Information Requirements:**

- Reptile and Bird Survey
- Japanese Knotweed Eradication Scheme
- Drainage Strategy and Water Quality Statement
- Transport Statement
- Air Quality Assessment
- Arboricultural Report
- Historic Environment Desk Based Assessment
- Noise and Vibration Assessment
- Ecological Assessment
- Phase 1 Desk Study Report
- Engineering Assessment
- Flood Consequence Assessment
- Sandy Roundabout - Capacity Assessment
- Coal Mining Risk Assessment
- Design and Access Statement
- Habitat Regulations Screening Report
- Brownfield Habitat Mitigation Strategy

Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: S/38285  
<http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationsummary.aspx?applicationnumber=S/38285>

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC2/h19 - Genwen, Bryn <sup>5</sup>	8	Residential	260	1-5

**Site Description:**

The site is located off Genwen Road on the eastern fringe of Llanelli and approximately 1.5km west of the Loughor estuary. The site measures approximately 8ha in total, with about two thirds of the land to the north of Genwen Road and the remainder situated south of the road. The site comprises five field parcels of varying sizes (largest c.2.7ha, smallest c.0.25ha) containing species-poor semi-improved grassland previously grazed by horses and enclosed by unmanaged hedgerows/scrub lines. There are a small number of mature trees within the site, confined to the field boundaries, and the walls of a derelict farmhouse close to the centre of the site just north of the road.

**Key Site Issues & Constraints:**

- Contaminated Land – General Quarrying
- Genwen Road and Pendderi Road in need of improvements
- Diversion of existing water main
- Retention of the existing public rights of way that cross/border the site

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Improvements to Active Travel
- Waste Management
- Improvements to the public sewerage system
- Highways and public transport improvements – Contribution £295,000
- Educational Facilities – Contribution £204,000
- Public Open Space – Contribution £240,000
- Surface Water Drainage Improvements – Contribution £50,000
- 20% on site Affordable Housing in accordance with policy AH1

**Key Supporting Information Requirements:**

- Transport Assessment
- Drainage Strategy Report
- Environmental Statement
- Ecological Appraisal
- Hydraulic Modelling Assessment
- Habitat and Protected Vertebrate Species Survey
- Mining Investigation Desk Study
- Design Statement
- Noise Management Plan
- Phasing Plan
- Landscape Plans
- Site Waste Management Plan

<sup>5</sup> Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: S/15702  
<http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationsummary.aspx?applicationnumber=S/15702>



Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC2/h22 - Cwm y Nant, Dafen	8.5	Residential	280	6-10 11-15

**Site Description:**

The Cwm y Nant site is a large housing allocation on the east side of Llanelli in Dafen and was former green field farmland. The site is located a short distance away from Trostre Retail Park. Large employment areas are within walking distance, areas like Dafen Industrial Park, Dyfed Steels and Dafen Trade Park. North West of the site lies Dafen Park, Prince Phillip Hospital, Dafen Primary School, Bryngwyn Secondary School and Ysgol Y Felin.

**Key Site Issues & Constraints:**

- Site is divided into small fields with significant treed hedgerows between the fields.
- Southern and Western boundaries adjoin neighbours. Treatment should be carefully considered
- Site slopes downwards to a low point with varying gradients through out the site
- Overhead powerlines start at the electricity sub station. They will have to be diverted
- A medium pressure gas main crosses the northern part of the site
- Low pressure gas mains to be diverted
- Various underground coal mining features
- Various surface water and foul sewers in the smaller parcel to be considered
- Bat roost capabilities
- Badger sett on site
- Potential Surface Water Flood Risk
- Proposed accesses to increase traffic through existing residential area – issues of safety

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Drainage attenuation area
- Community Play Area
- On site Public Open Space
- Affordable Housing

**Key Supporting Information Requirements:**

- Hydraulic Modelling Assessment
- Coal Mining Risk Assessment
- Arboricultural Report
- Desk Based Archaeology Report
- Drainage Strategy
- Environmental Site Assessment
- Transport Assessment

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC2/h23 - Dafen East Gateway	5.4	Residential	150	1-5 6-10

**Site Description:**

The Dafen East Gateway site is a large housing allocation on the east side of Llanelli. The site is located a short distance away from Trostre Retail Park on former green field farmland. Large employment areas adjacent, areas like Dafen Industrial Estate, Dyfed Steels and Dafen Trade Park. The allocation is located directly on the A4138, a busy road that connects the M4 and Trostre Retail Park.

**Key Site Issues & Constraints:**

- Potential surface water flood risk;
- Flood risk;
- Amenity (safeguard neighbouring residential areas);
- Surface water and sewerage discharges;
- European and / or International sites.

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Possible need for improvements to the roundabout on the A4138

**Key Supporting Information Requirements:**

- N/A

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC2/SS1 - Wellness and Life Science Village (strategic site), South Llanelli <sup>6</sup>	23	Strategic Site	240 Residential Units	6-10

**Site Description:**

The site is a strategic sight that comprises of 23 hectares of existing vacant brownfield land. It's located on the south-western perimeter of Llanelli, approximately 2km south of the town centre, and within CCC local authority. Northumberland Road and Copperhouse Road bind the site to the north, to the south and west by the B4304 Coastal Road, and to the east by The Avenue and The Avenue Industrial Estate. The site was once the site of the New Dock (also called the Great Western Dock). The New Dafen River, a standing water body, is located in the centre of the site.

**Key Site Issues & Constraints:**

- Part of site within C1 Flood Zone
- Protected Species – Otters, Bats, Water Voles
- Llanelli WWTW Capacity issues
- 16m easement required along the existing underground combined sewer
- Japanese Knotweed removal
- Contaminated Land identified mostly to the north of the New Dafen River

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Water Supply – DCWW
- Llanelli WWTW
- Green Infrastructure requirements
- Surface Water Drainage
- Improvements and relocation of Public Rights of Way
- Bus stops and a scheme for the provision of a public bus service to serve the site
- Active travel link between Copperhouse Roundabout and the junction with Northumbria Road – Contribution £47,000
- Highways improvements at Sandy Roundabout - Contribution £40,000
- On site play open pace
- Assisted living provisions

**Key Supporting Information Requirements:**

- Transport Assessment
- Hydraulic Modelling Report
- Environmental Statement
- Flood Consequence Assessment
- Design and Access Statement
- Drainage Strategy
- Geotechnical and Geo-environmental Desk Study
- Clean Water Hydraulic Modelling Assessment
- TLSE Report

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Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: S/36948  
<http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationsummary.aspx?applicationnumber=S/36948>

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
SeC4/h1 - Gwdig Farm <sup>7</sup>	4.6	Residential	105	1-5 6-10

**Site Description:**

The site is located in Burry Port. The site is irregular in shape and occupies an area of approximately 4.21 hectares. The boundaries of the site are defined by Pwll Road to the south, an existing access road and some residential development to the west, mainly undeveloped land with some individual residential properties to the north and an existing property and a former quarry to the east. The former Goodig Hotel building, which is now derelict, lies to the northeast of the main site area and is accessed via a small road which crosses the site from Pwll Road.

**Key Site Issues & Constraints:**

- Greater Horseshoe Bats identified immediately adjacent to the application site
- Coal Authority – Development High Risk Area
- TPO/S2
- Contaminated Land
- History of coal mining in the area
- Sight is situated on a slope

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Improvements to educational facilities in the local area – Contribution £66,000
- On Site Active Travel Provision
- Water Supply – DCWW
- WWTW – Llanelli
- Play and Open Space
- 20% on site Affordable Housing in accordance with policy AH1

**Key Supporting Information Requirements:**

- Arboricultural Report
- Clean Water Hydraulic Modelling Assessment
- Response Note to Active Travel Plan
- Engineering Strategy Report
- Site Investigation Report
- Site Plot Specific Proof Drilling
- Pre-Application Consultation Statement
- Transport Statement Assessment
- Air Quality Assessment
- Supporting Letter
- Bat Survey
- Design and Access Statement
- Noise Impact Assessment
- Ecological Appraisal
- Transport Statement
- Supplementary Site Investigation Report

<sup>7</sup> Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: S/36993 <http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationssummary.aspx?applicationnumber=S/36993>

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
SeC4/h2 - Burry Port Harbourside <sup>8</sup>	5.7	Residential	364	6-10 11-15

**Site Description:**

The Burry Port Harbourside site is a large residential allocation. The Millennium Coastal Path follows the southern boundary of the site and two areas of green space are located on the southern and eastern boundary. A new Royal National Lifeboat building has recently been erected a short distance away from the site. The site in its existing form comprises of brown field land and storage buildings. The sites are located off the B4311 and bounded by the Amcanu industrial site and Silver Terrace to the north the lake to the east

**Key Site Issues & Constraints:**

- Contaminated Land – Old factory site
- Close proximity to Burry Port Harbour a Grade II Listed Structure
- Surface Water Removal
- Existing buildings within site curtilage

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Llanelli WWTW – No Issue
- Active Travel Provisions
- Existing vehicular access to be removed and replaced by a new access
- Improvements to local school facilities
- General improvements to local highways.
- Surface Water Drainage
- Contribution of £189,876 towards education
- Contribution of £60,000 towards the Safe Routes in the Community Scheme. The Safe Routes in the Community Scheme aims to create safe formal crossing points and reduced vehicle speeds. This will improve linkages with the existing town centre and integrate the harbour side developments.
- £250,000 estimated contribution towards public realm works including open space
- 10% Affordable Housing in accordance with policy AH1

**Key Supporting Information Requirements:**

- PARAMICS Model Forecasting Report
- Ecological Mitigation Strategy
- Habitat Regulations Screening Report
- Habitat Mitigation Report
- Welsh Language Linguistic Statement
- Drainage Strategy Supplementary Report
- Planning Statement
- Ground Investigation and Remediation Strategy
- Protected Species and Botanical Report
- Heritage Desk-based Assessment
- Noise Assessment
- Flood Consequence Assessment
- Design and Access Statement
- Bat Survey Report
- Transport Assessment
- Visual Assessment
- Ecological Appraisal and Reptile Report
- Water Quality in the Loughor Estuary
- Air Quality Assessment

<sup>8</sup>Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: S/30678  
<http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationsummary.aspx?applicationnumber=S/30678>

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
Sec5/h2 - Cwrt Farm	4.6	Residential	100	1-5 6-10

**Site Description:**

The site is located to the north of existing residential development in the settlement of Pembrey, approximately 1.75km to the north west of the town of Burry Port in Carmarthenshire. The site extends to an area of approximately 4.67 ha (11.6 acres). It is surrounded on three sides by existing residential development, with existing housing to the south along the A484 Dan Lan Road / Gwscwm Road, to the east along the Heol y Mynydd and to the west of Garreglwyd. A tree lined public right of way runs along the northern boundary of the site. Open countryside. The site currently comprises pasture land and rises gently from the south west to the north-east..

**Key Site Issues & Constraints:**

- Retention of Public Right of Way that borders the site
- Listed Building, close proximity
- TPO's
- Attenuation Pond x2
- Batter Slope
- Northern boundary adjoins Special Landscape Area (SLA)

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Public Open Space
- Active Travel Provisions
- Water Supply - DCWW
- Highway improvements
- Kidwelly WWTW – No issues
- 10% Affordable housing in accordance with policy AH1

**Key Supporting Information Requirements:**

- Landscape Specification and Management Plan
- Tree – Technical Note
- Drainage Technical Note
- Ecological Appraisal
- Transport Assessment
- Heritage Impact Statement
- Planning Statement
- Design and Access Statement
- Environmental Statement
- Welsh Language Action Plan
- Dust Emission Control Plan
- Site Waste Management Plan
- Habitat Regulations Assessment
- Environmental Impact Assessment
- Drainage Development Impact Assessment
- Air Quality Assessment Report
- Construction Noise Assessment and Noise Management Scheme
- Design and Access Statement
- Heritage Statement
- Bat and Reptile Assessment
- Ecological Mitigation and Management
- Ecological Walkover Survey
- Travel Plan Strategy Document
- Tree Survey, Arboricultural Assessment and Constraints Report
- Archaeological Appraisal
- Travel Plan Strategy Document
- Construction Method Statement & Drainage Construction Method Statement

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
SeC8/h1 - Ffos Las <sup>9</sup>	9	Residential	233	1-5 6-10

**Site Description:**

The Ffos Las site is a large residential allocation, the site was formerly part of a larger allocation that has since been partly built out, the remaining areas have been kept in allocation. The Ffos Las Site lies adjacent to the villages of Trimsaran to the north-east and Carway to the south-west. Trimsaran is a former mining village, located on the B4308 between Llanelli and Kidwelly. The whole of the Ffos Las site lies on a former opencast, covering an area of 246 hectares. The site has been transformed over the years to make it suitable for development. The site lies close to a number of leisure facilities, including the adjacent Glyn Abbey Golf Club, the Machynys Peninsula Golf and Country Club in Llanelli and the Championship Ashburnham Golf Course near Burry Port.

**Key Site Issues & Constraints:**

- Indian (Himalayan) Balsam invasive species found on site
- Enhancing habitats along the Morlais “Ecological” diversion corridor
- Historical activity of mining and opencast work

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Community Facilities – Contribution £200,000
- Trimsaran WWTW Improvements – Contribution £150,000
- New highway infrastructure installed to serve the Ffos Las racecourse site
- 15% on site Affordable Housing in accordance with AH1

**Key Supporting Information Requirements:**

- Welsh Language Impact Assessment
- Transport Assessment
- Environmental Statement
- Design and Access Statement
- Viability Appraisal
- Ecological Reassessment
- Travel Plan

<sup>9</sup> Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: W/20882 <http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationsummary.aspx?applicationnumber=W/20882>

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC3/h4 - Tirychen Farm <sup>10</sup>	8	Residential	150	6-10 11-15

**Site Description:**

The application site is approximately 8ha in area. The site lies on the western side of Ammanford, around 700m from the town centre. The application site lies around 500m from the town's railway station, which is situated on Dyffryn Road, on the western edge of the town centre – services from Ammanford connect with Llandybie and Llandeilo to the north; and with Pontarddulais, Llanelli and Swansea to the south. The application site is contained by a combination of landscape, mature woodland, roads and existing housing. The site is set above Dyffryn Road, is open in aspect and devoid of existing buildings and other structures. The main body of the site away from Dyffryn Road is on the whole level and is characterised by swathes of grassland and the remains of old field boundaries, which are characterised by hedges, hedge trees and other vegetation.

**Key Site Issues & Constraints:**

- TPO's near site boundary
- Sensitivity of Adjoining cemetery
- Sloping ground in some areas
- 829m from pipeline
- Possible Badger activity
- Highways issues

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Provision of traffic calming features on Dyffryn Road
- Improvements to the existing footways on Dyffryn Road
- Improvements to the existing footways on Newton Close
- Capacity improvements to the A483/Station Road junction, Station Road/Lon Tir y Dail junction and Capel Hendre Crossroads in Ammanford
- Repairs to and strengthening of the Dyffryn Road Bridge by the Carmarthenshire College Campus
- £99,620 contributions toward the above
- Improvements to educational facilities - Contribution £179,000
- Water Supply – DCWW
- 20% Affordable housing in accordance with AH1
- Garnswllt WWTW – No Issues

**Key Supporting Information Requirements:**

- Welsh Language Report
- Welsh Language Impact Assessment
- Transport Assessment
- Woodland Management Plan
- Mitigation Strategy
- Impact Assessment
- Arboricultural Implications Assessment
- Arboricultural Method Statement
- Woodland Report
- Woodland and Scoping Report
- Habitat Survey
- Landscape and Visual Impact Assessment
- Planning, Design and Access Statement
- Tree Report
- Flood Consequence Assessment

<sup>10</sup> Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: E/21663  
<http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationsummary.aspx?applicationnumber=E/21663>



Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC3/h13 - Land at Heol Cae Pownd <sup>11</sup>	2.1	Residential	101	1-5

**Site Description:**

Formerly part of a larger allocation, the Land at Heol Cae Pownd site is located North of the newly built retail park, Maes Yr Eithin and to the East of the local secondary school, Maes Y Gwendraeth. The allocation also lies north of the proposed Community Health and Wellbeing Centre. Adjacent to the site is the A48 Trunk Road that leads West to Carmarthen and South to the M4.

**Key Site Issues & Constraints:**

- Previous mining activity on site
- Close proximity to A48 Trunk Road – Noise pollution and traffic volumes
- Gwendraeth Fawr watercourse flows through centre of site
- Caeau Mynydd Mawr SPG
- Busy Bus access to Ysgol Maes Y Gwendraeth School adjacent
- Likely Cross Hands WWTW Exceedance

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- £300,000 – Commuted Sum
- 10% Affordable housing in accordance with AH1
- Highways
- Utilities

**Key Supporting Information Requirements:**

- Marsh Fritillary & Reptile Mitigation Strategy
- Noise and Vibration Assessment
- Transport Assessment
- Design and Access Statement
- Landscape Specification & Management Plan
- Cultural Heritage Impact Assessment
- Water Quality and Drainage Assessment
- Japanese Knotweed Eradication Strategy
- Environmental Statement
- Landscape and Visual Impact Assessment
- Habitats Regulations Assessment
- Flood Risk Assessment
- Ecological Impact Assessment
- Desk Study Report
- Air Quality Assessment

<sup>11</sup> Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: S/23696 <http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationsummary.aspx?applicationnumber=S/23696>

Site Allocation Name / Ref	Site Size (ha)	Allocation Type	Total Units	Phasing Tranche (Years)
PrC3/MU1 - Emlyn Brickworks <sup>12</sup>	19.5	Mixed Use	177	6-10 11-15

**Site Description:**

Emlyn Brickworks site is a large mixed use allocation. Situated north of Cross Hands, the majority of the land is vacant brownfield land and was formerly a colliery and brickworks. Operations ceased in the early nineties on what was, the last surviving brickworks in South Wales. It is a short drive away from Cross Hands and the dual carriage way

**Key Site Issues & Constraints:**

- Contaminated Land
- Former quarrying and mining site
- Caeau Mynydd Mawr SPG
- Amenity (safeguard neighbouring residential areas) – Backs of dwellings edging site boundary.
- European and / or International Sites
- Diversion of Public Footpath
- Sloped boundaries to site
- Untreated Lagoon
- Likely exceedance of DWF at Cross Hands WwTW

**Key Infrastructure and Policy Requirements (including broad costs where known):**

- Transport and Highways Improvements – Link road to the Manchester bound A476. Extension of the link road to Black Lion Road
- Structured scheme for management of the lost habitat of the Marsh Fritillary Butterfly – Contribution of £73,010
- 10% Affordable Housing in accordance with policy AH1

**Key Supporting Information Requirements:**

- Drainage Report
- Written Scheme of Investigation
- Design and Access Statement
- Assessment of Mining Subsidence Risk
- Site Mining Report
- Coal Mining Report

<sup>12</sup> Important to note that a number of the evidential issues referenced will have already been accounted for as part of the planning application, with the issues addressed and overcome. Application number: E/32720  
<http://online.carmarthenshire.gov.uk/eaccessv2/pa-applicationsummary.aspx?applicationnumber=E/32720>

