



West Carmarthen

Planning and Development Brief

September 2010



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Planning Design Economics



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1.0

Introduction



1 Executive Summary and Guide to our Proposal

- 1.1 This Planning and Development Brief (PDB) has been prepared by Nathaniel Lichfield and Partners (NLP) in conjunction with Mayer Brown, Environmental Dimension Partnership (EDP) and John Francis.
- 1.2 The Brief outlines the aspirations for future development of West Carmarthen and should be used as a guide for the sustainable development of the West Carmarthen Urban Extension. Figure 1 illustrates the extent of the West Carmarthen PDB area.
- 1.3 Following a formal consultation process, this Brief will form Supplementary Planning Guidance to the Carmarthenshire Unitary Development Plan (UDP) and will be a material consideration in the determination of all future planning applications.





2

Vision and key
objectives



2 Vision and key objectives

2.1 The vision for West Carmarthen urban extension is:

“The creation of a sustainable, environmentally sound, cohesive, comprehensive community focused urban extension to the west of Carmarthen. This will be based upon good urban design and sound planning and sustainability principles.”

2.2 In order to deliver this vision the following key objectives will inform the design response set out in this document:

- Promote a form of development that is sensitive to the existing environment which will actively contribute to the local economy and community;
- Encourage a development approach based on sustainability principles to create an attractive, safe environment, and inclusive, vibrant communities;
- Reflect policies contained within the UDP; and
- Identify a realistic approach to development, phasing and implementation for the urban extension and the proposed new link road.





3

Site description



3 Site description

3.1 The PDB site comprises 129.5 hectares, located on the western edge of Carmarthen (Figure 1: West Carmarthen Planning and Development Brief Area). The site forms an important gateway to the county town and encompasses three main areas:

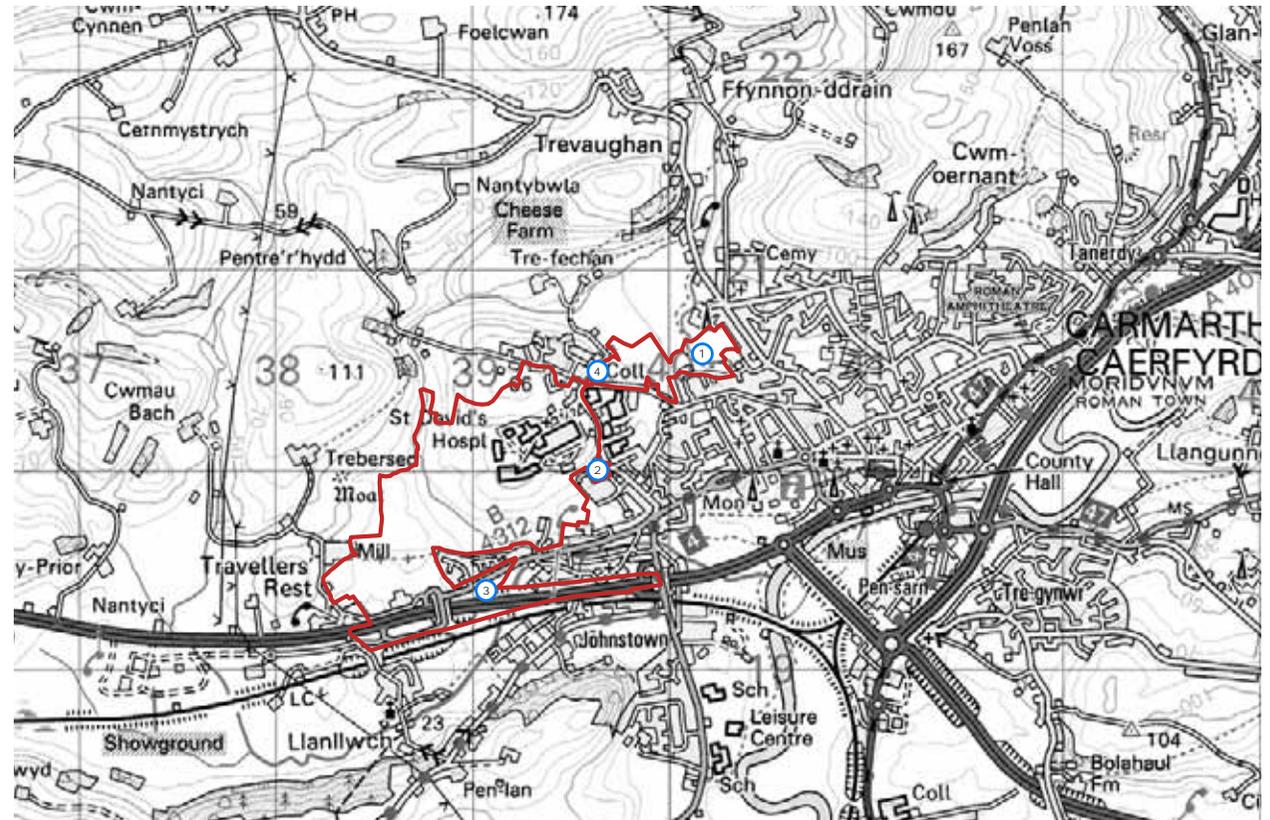
- Main body of site to the north of the A40 and west of Jobswell Road;
- Extension to the north of College Road; and
- Narrow area of land lying between the A40 and railway.

3.2 The PDB site is predominantly agricultural land and undulating in nature. The highest areas are located around St David’s Hospital, whilst the remainder of the site falls towards Tawelan Brook and the A40.

3.3 Tawelan Brook runs in a north-west to south-east direction through the main body of the site, joined by a small stream running along the northern boundary of the hospital site. Two drainage ditches are present at the north eastern boundary of the site. The Nant-y-Ci brook cuts through the southern part of the site to the south of the A40.

3.4 A number of buildings are located on-site. Of specific importance is the former St David’s Hospital, which is located within the eastern edge of the PDB area. The Hospital is located within the Pontgarreg and St David’s Hospital Conservation Area. The hospital building is Grade II listed and there are a number of other listed buildings within the conservation area (see Figure 4: Historic Environment for details).

Figure 1 West Carmarthen Planning and Development Brief Area



KEY

Site boundary		Site with permission (resi)	
Site with permission (resi)		Theatre development	
Site with permission for court			



4

Planning policy and
context



4 Planning policy and context

- 4.1 This section summarises the main planning policy documentation pertaining to the West Carmarthen PDB area. It also sets out the planning history of the PDB site.
- Planning Policy Wales (2010)**
- 4.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government. Its central objective is to promote and provide a framework for sustainable development within Wales.
- 4.3 PPW outlines that planning can help to reduce the need to travel, especially by private car, and enhance the access to new development locations by public transport, bicycle and foot. PPW also encourages the creation of sustainable residential environments and encourages local authorities to promote:
- Mixed tenure communities;
 - Easily accessible developments;
 - Mixed use developments;
 - Attractive landscapes around dwellings;
 - An emphasis upon quality and designing places for people;
 - An efficient use of land; and
 - The creation of well designed residential environments at an appropriate density.
- Technical Advice Note 12 (2009)**
- 4.4 Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs). TAN12 (2009) considers design issues and sets out the Assembly’s objectives for new development.
- 4.5 TAN12 notes that the appearance of development and its relationship to its surroundings are important factors in considering planning applications. Early consideration of design issues is seen as being essential and central to good planning. The following objectives are set out in order to achieve good design:
- Achieving sustainable design solutions;
 - Sustaining and enhancing character;
 - Promoting innovative design;
 - Promoting a successful relationship between public and private space;
 - Designing attractive, safe public places ensuring ease of access for all;
 - Promoting legible development;
 - Designing for change; and
 - Promoting quality, choice and variety promoting sustainable means of travel.
- 4.6 TAN12 highlights the importance of ensuring that new developments are sensitive to the local context and shows how it is not appropriate to apply general standards or design solutions. Rather, it requires the design and layout of new developments to reinforce the distinctiveness of new development, factors such as scale, density, height, massing, layout, landscape and access should all be taken into consideration.
- 4.7 Please visit www.wales.gov.uk to view other Technical Advice Notes.
- The Carmarthenshire Unitary Development Plan (Adopted 2006)**
- 4.8 The Carmarthenshire UDP provides the framework for all future development within the County until 2016.
- 4.9 The West Carmarthen PDB site is identified as a Strategic Regeneration Site (Policy E15: Strategic Site Regeneration) and the general site parameters and development considerations for the West Carmarthen PDB are set out in Appendix 3 (PDB2) of the UDP document.
- 4.10 Other relevant site-specific allocations are as follows:
- Proposed Road Improvement (Policy T5 and T6);
 - Planning and Development Brief site (PDB2) (Policy H18 and E17);
 - Development Limits (Policy GDC32); and
 - Conservation Area (Policy BE9, BE11 and BE13).

4.11 Other relevant policies include:

- Planning for Sustainability, General Development Control and Design Principles for all Development Policies: GDC1, GDC2, GDC8, GDC9, GDC11, GDC12, GDC14, GDC19, GDC20, GDC26, GDC30 and GDC33.
- Housing Policies: H3 and H4.
- Employment and Regeneration Policies: E11 and E15.
- Environment - Nature and Landscape Conservation Policies: EN2, EN3, EN5, EN6, EN7, EN13, EN14 and EN16.
- Community Facilities and the Welsh Language and Culture Policies: C4 and C1.
- Environment – Built and Historic Environment Policies: BE3, BE8 and BE9.
- Environmental Quality and Utility Provision Policies: UT1, UT2, UT7, UT8 and UT10.
- Transportation Policies: T2, T3, T4, T5 and T7.
- Recreation Policy: REC8

4.12 All of the above policies can be viewed at: www.carmarthenshire.gov.uk

Planning History

4.13 At the time of going to print, a number of planning applications are relevant to note on the PDB site.

- An area at the north eastern corner of the PDB site was granted planning permission (18th February 2010) for 153 dwellings,
- Permission for a 20 bed care-home, 7 bungalows (independent disabled) and 9 private houses on land to the south of St. Clear's Road
- Several permissions have been given for car parking areas at St David's Park, Jobs Well Road.
- Permission was given for residential development at Land at Penybont, Johnstown.
- Permission was also given for phase 3 of residential development (48 dwellings) at Land at Pentremeurig Road, Pentremeurig.

4.14 A third plot of land, to the north of Heol Dyfnallt had an existing permission for a new court building.

5

Contextual analysis



5 Contextual analysis

5.1 TAN12 (2009) and PPW (2010) underline the importance of understanding the context of a site to deliver good design. See Figure 2 below of an extract from TAN12 illustrating the elements of good design. This section sets out the contextual appraisal work that has been undertaken to assist in the production of this development brief.

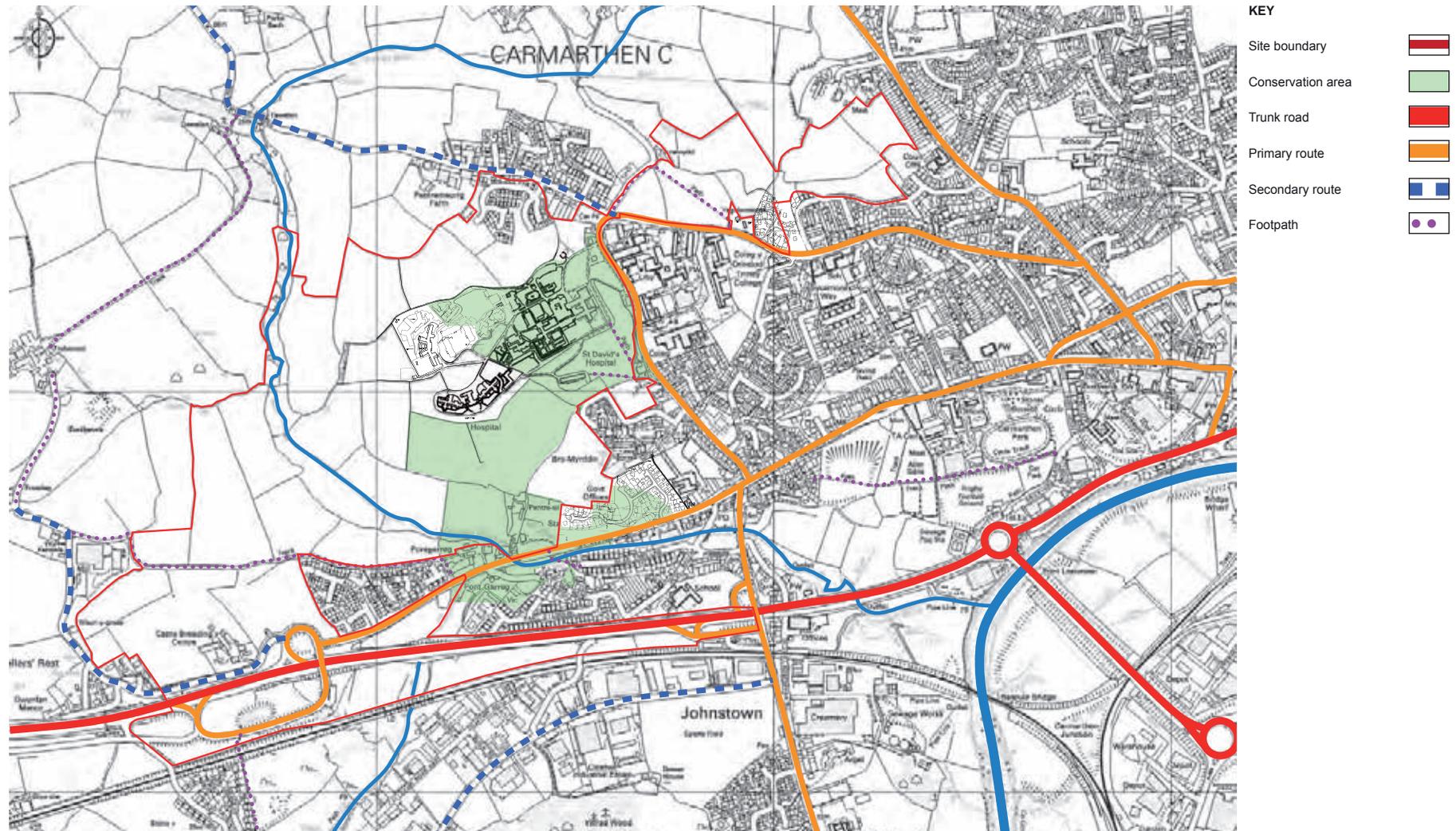


Figure 2: Elements of Good Design (TAN 12 2009)

Linkages

- 5.3 Road: Western Carmarthen is currently well served by existing transport routes (Figure 3: Wider Context Linkages). Congestion issues are evident at a local level. The A40 provides the key link between Pembrokeshire (and its ports), east Wales and the rest of Britain. An existing exit slip at Travellers Rest currently provides access to the southern end of the site and on to St Clears Road.
- 5.4 Jobswell Road runs to the east of the PDB area, providing access from the south to the redeveloped St. David's Park, Hafan Derwen, Trinity College and adjacent residential areas. It also currently serves to provide an alternative access to the north of the town and the new arts centre off College Road.
- 5.5 At its northern end Jobswell Road joins College Road, forming a key east-west route to the northwest of the town.
- 5.6 Pentremeurig Road runs westwards from the junction with Jobswell and College Road, changing from a 5m road serving the residential area to a narrow lane which winds down to the valley to the North West. Similarly Llysonnen Road which runs through Travellers Rest, at the south western corner of the site, narrows beyond Llysonnen Mill.
- 5.7 Rail: Carmarthen railway station is located 2km away from the PDB area, accessible via Carmarthen town.
- 5.8 Bus: Carmarthen bus station is located within Carmarthen town, 1.6km away from the PDB area. The nearest bus stop is located 0.2 km away from the PDB on St Clears Road Road.
- 5.9 Cycle: National Cycle Route 4 is located 0.4 km from the PDB area.
- 5.10 Pedestrian: Numerous pedestrian linkages exist within the wider area, with the majority following roads. There are limited pedestrian only routes linking through to the town, via Maes-y-Dderwen, over the area of open land and allotments to the east, to the side of Tesco. To the west of the site a public footpath rises from Pentremeurig Road and runs westwards into open countryside.
- 5.11 A green lane running east/west across the southern end of the site provides an attractive pedestrian route linking back to St Clears Road. Two informal footpaths link Jobswell Road to St. David's Park, whilst a further path runs to the north of the Cultural Enterprise Centre.

Figure 3 Wider Context Linkages



Site access

- 5.12 At present access opportunities are limited, see Figure 4: Immediate Context Linkages for details. These are as follows:
- To the south of the A40 - an existing spur off the westbound slip road;
 - To the north of the A40 - an existing spur off Llysonnen Road;
 - A vehicular link from the Cillefawr Industrial Estate into land immediately to the north of the railway;
 - A field gate currently provides access to the site at its most south easterly corner off the A40 slip road;
 - Access off Jobswell Road into the St David's Park and Hafan Derwen sites are limited due to the nature of layout/ historic environment; and
 - Existing lane into northern area of development site, adjacent to the Cultural Enterprise Centre.
- 5.13 There are two potential access points on the eastern edge of the development site:
- Heol Dyfnallt; and
 - Starling Parc.

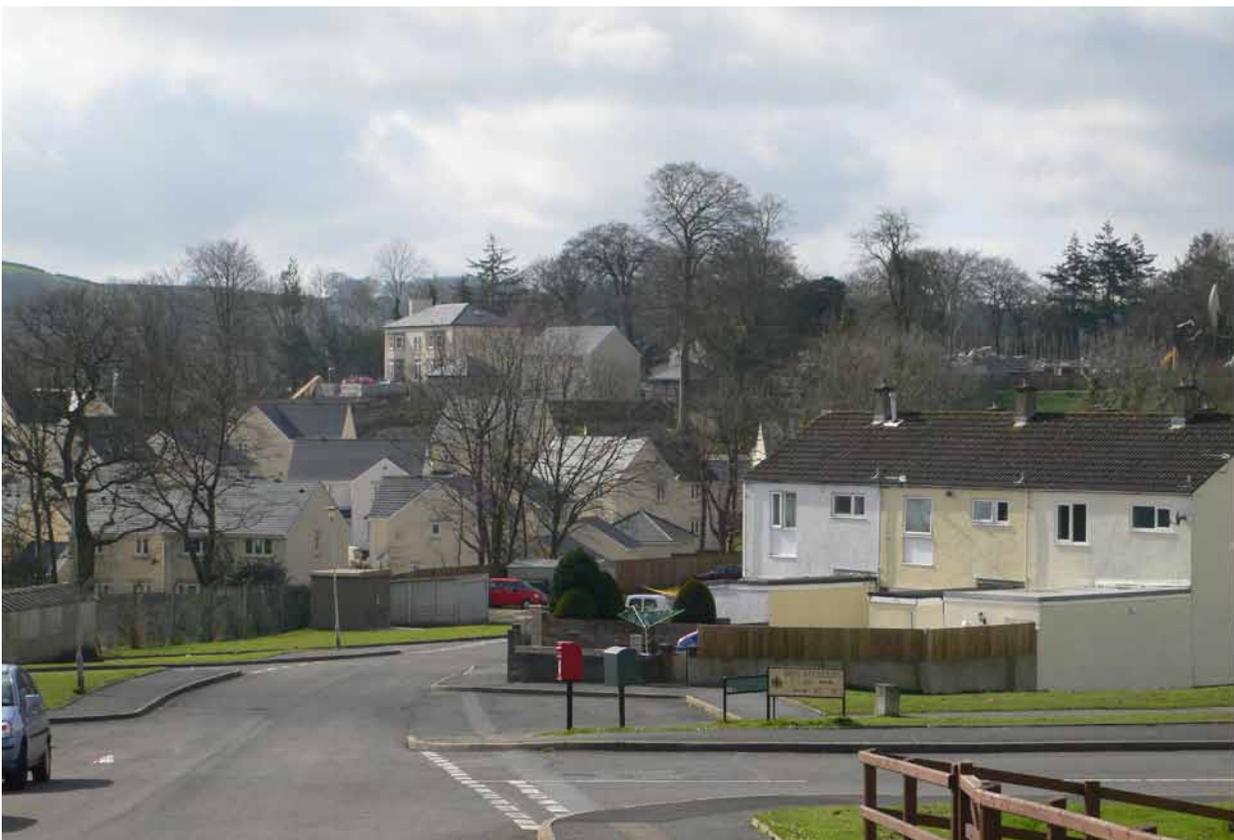
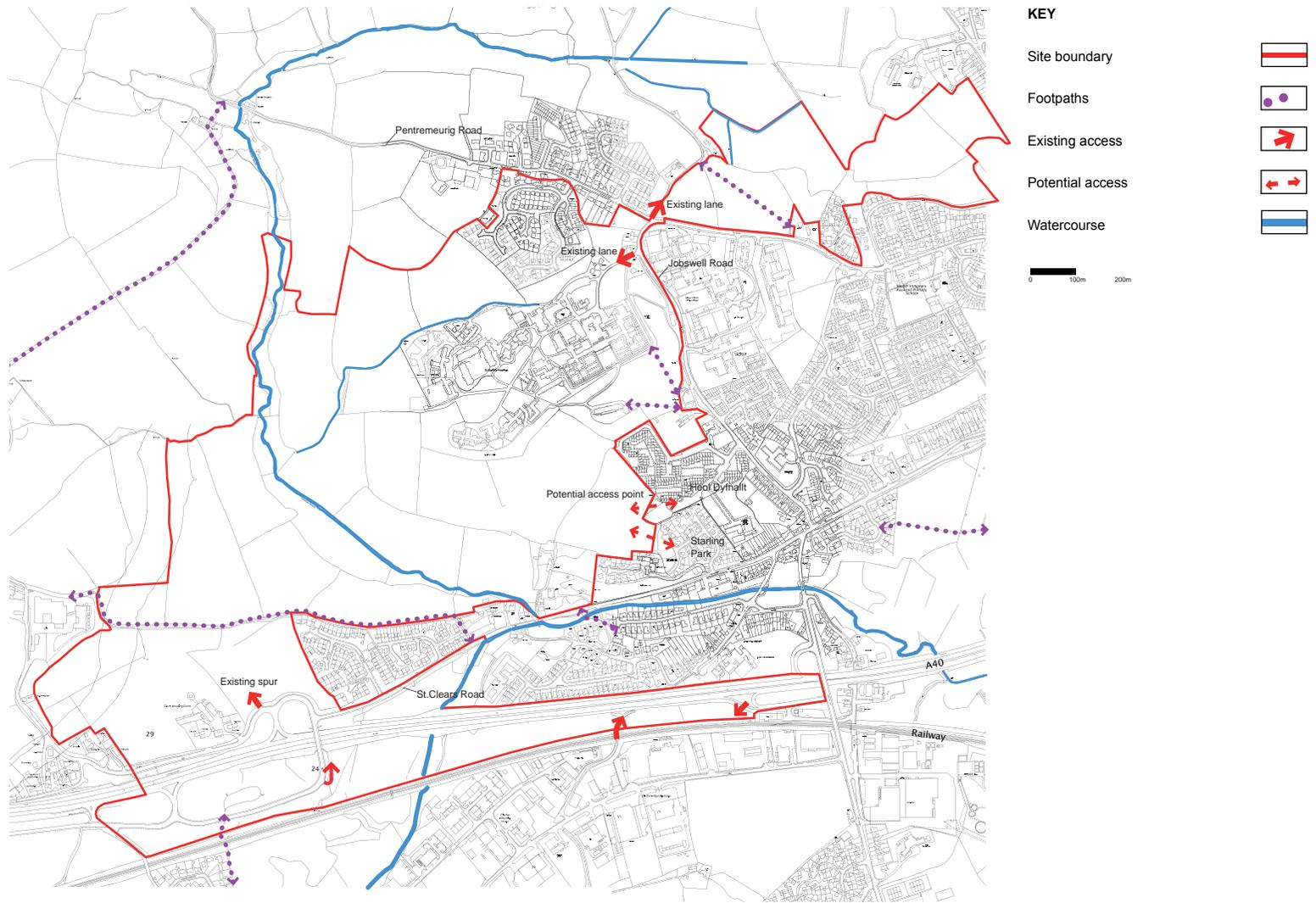


Figure 4 Immediate Context Linkages

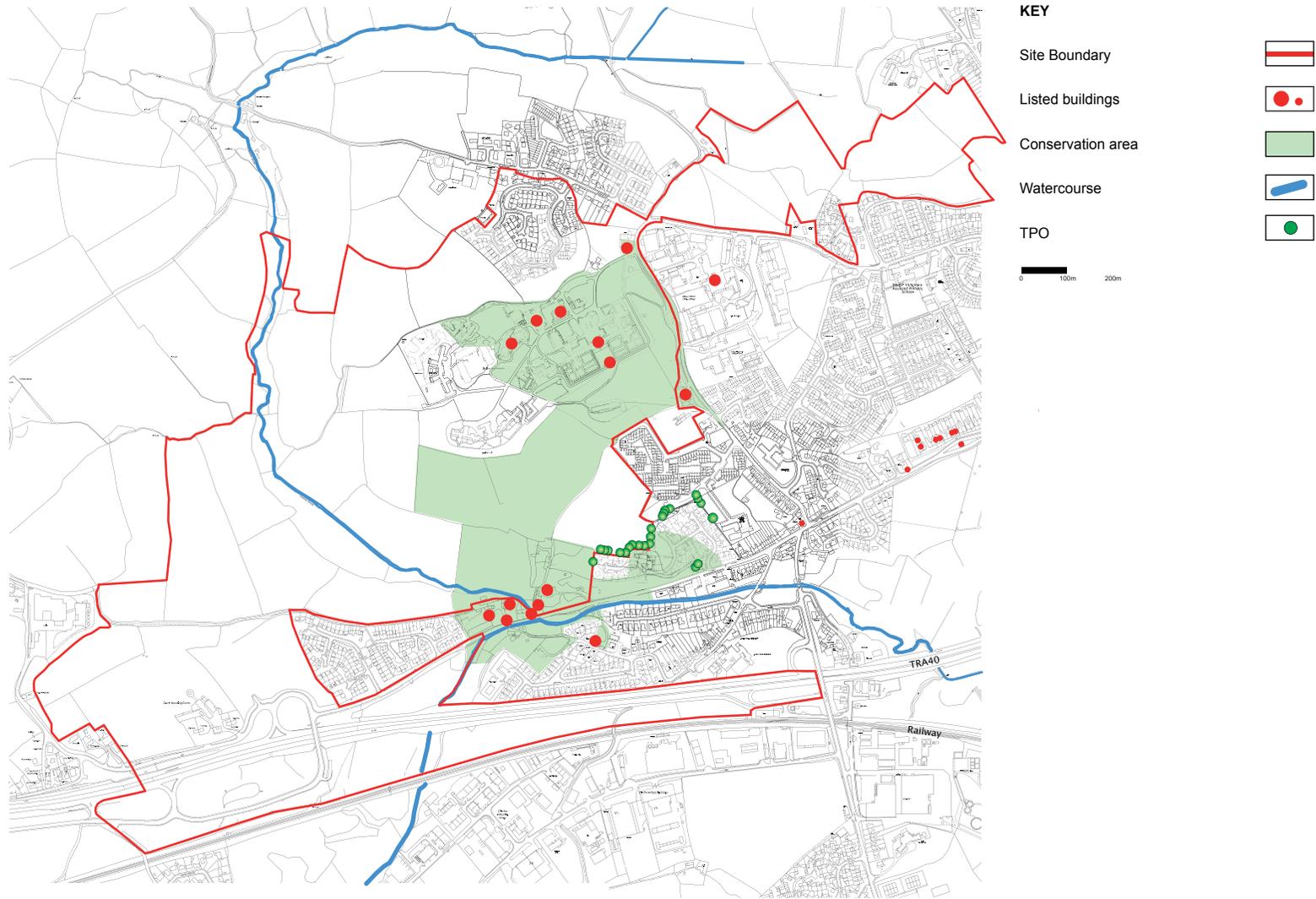


Archaeology and historic environment

- 5.14 The Pontgarreg and St David's Hospital Conservation Area covers a large proportion of the eastern part of the site (Figure 5: Historic Environment). At its northern end it provides the setting for the former St. David's Hospital whilst to the south it contains a number of individual residential dwellings of architectural significance along St Clears Road.
- 5.15 To the north, the Hospital and its Chapel (both Grade II) provide key landmarks within the site and act as visual markers to the wider area. Other listed structures are located within the hospital grounds, see Figure 5 for details.
- 5.16 In terms of archaeology, no archaeological information is available for the West Carmarthen PDB site, via the Cambrian Sites and Monuments Record (SMR), nevertheless it is likely that future planning applications will require a field evaluation and a watching brief.
- 5.17 There are some noteworthy archaeological remains located off-site (PRN 43503, 15232).



Figure 5 Historic Environment



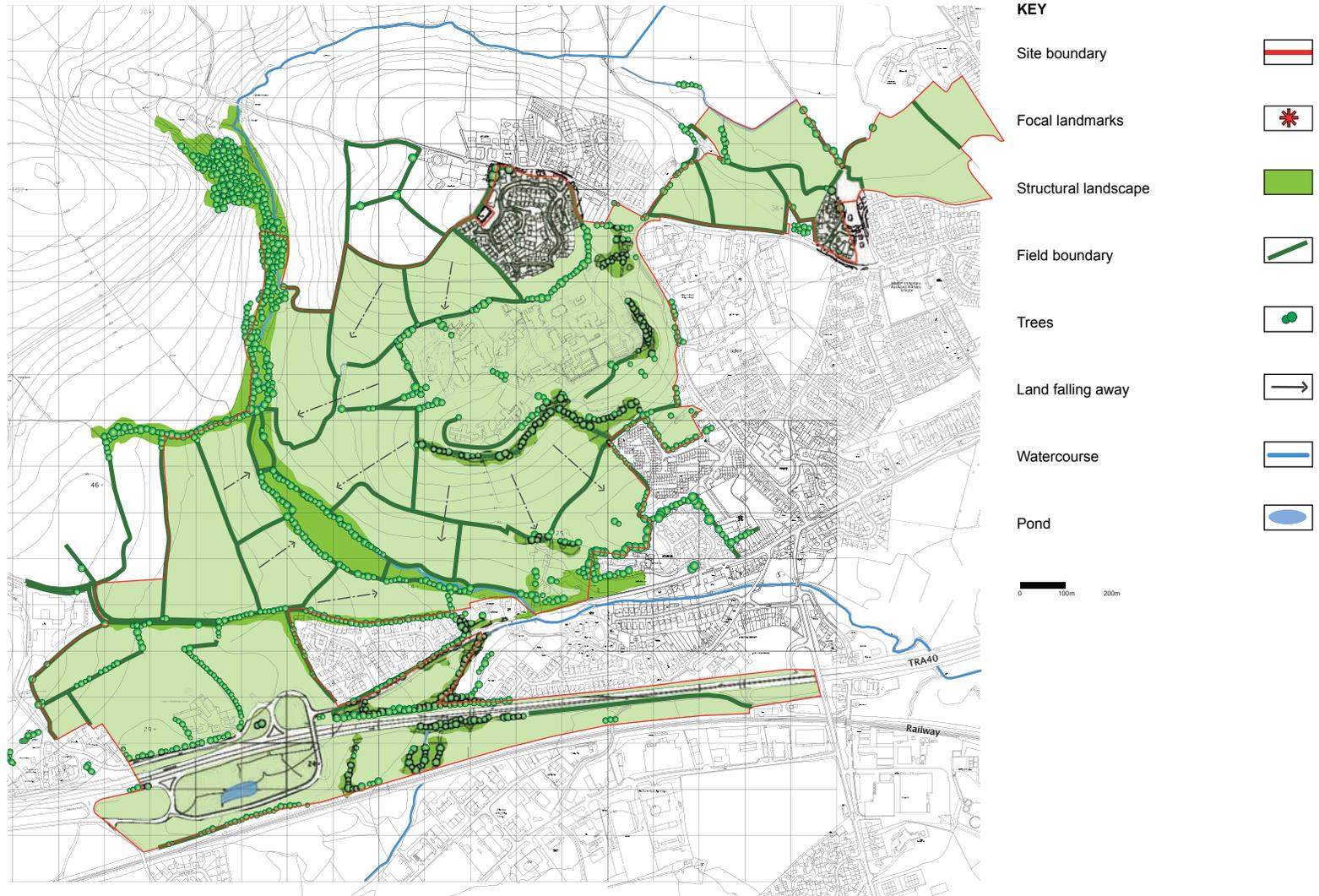
Landscape features and topography

- 5.18 The wider area consists of two hills dissected by Tawelan Brook, which runs north to south-east along the valley. To the north the land drops away, before rising again to higher land in the distance. The more westerly of these two upland areas is the higher and serves to interrupt views both into and out of the site. (Figure 6: Landscape Features).
- 5.19 The majority of the DPB site is characterised by a patchwork of fields bounded by hedgerows of varying quality and ecological importance.
- 5.20 To the south western corner of the site boundary a small hill rises above the surrounding countryside, restricting long range views into the site when travelling eastwards along the A40.
- 5.21 A number of trees to the southern end of the main body of the site are protected by preservation orders (TPOs).
- 5.22 The 'green lane' which bisects the southern end of the site is slightly sunken and bounded either side by high hedgerows and provides rural pedestrian route through the site.
- 5.23 The landscape to the north eastern end of the site is characterised by low lying pasture land falling northwards from College Road, affording open views to the rising land to the north.
- 5.24 To the south of the A40 the landscape is flatter and encloses a 'bowl', with land rising to the north eastern end. A drainage pond lies at the centre, surrounded by scrub-type vegetation.

Visual sensitivity

- 5.25 Visual sensitivity varies throughout the site, however of particular note is the area adjacent to the southern edge of the hospital site, including the area which extends around the east of the hospital. It is considered this area requires a sensitive approach due to the proximity to listed buildings, the conservation area and high visibility.

Figure 6 Landscape Features



Key views

5.26 Given the position and historical importance of the former hospital this has been taken as a key focus when viewing the site. An appraisal of how the hospital and its setting are viewed, from both immediate and longer distances, has influenced the development layout and form.

5.27 The definition of visibility and important views has been constrained to the level of accessibility to surrounding land afforded to the public.

Long range views

5.28 Long range views into the site are limited by the existing built form and topography, although two locations have been identified which provide clear views of the site. These viewpoints are:

- To the east: travelling westwards down Rhiw Babell at Pensarn – viewed above the roofscape of the immediate foreground (Figure 7: Viewpoints) (View L1).
- To the northwest: travelling south eastwards along Pentrehyod Road the view into the site is limited to the west by rising land (View L2).

5.29 Views into the PDB site from the A40 are limited to glimpses, due mainly to the landscaping of the route and when travelling from the west, a higher area of land restricting views into the site.



View L1



View L2

Figure 7 Viewpoints



Medium range views

- 5.30 Medium range views are limited from the west due to existing development. However a wide ranging view of the main body of the development site is possible from a public footpath to the west of the site (View M1, see photograph below).
- 5.31 When travelling north eastwards along Allt-y-Cnap Road towards Johnstown there are glimpsed views of a large part of the PDB area to the south-west of the former hospital site between existing dwellings (View M2, see photograph below).



View M1



View M2

Short range views

5.32 Short range views are limited from the west due to existing development, although some views are possible:

- View from Monument Hill and Heol Beca (Short Range View A)
- View from junction of Jobswell Road and Heol Dyffnalt (Short Range View B)
- View from south of Llyssonen Mill (Short Range View C)
- View from field gate along existing green lane linking the Mill to St Clear's Road (Short Range View D)
- View from edge of Hafen Derwen (Short Range View E)



Short Range View A



Short Range View B



Short Range View C



Short Range View D



Short Range View E

Local character

- 5.33 Carmarthen's urban fabric exhibits a range of architectural styles and materials reflecting the historic development of the town over time.
- 5.34 The townscape of the more central areas, and some of the original key routes into the town is of special quality. It evokes a strong sense of place which is not evident in the later 20th century housing developments within the town. Photographs 1 to 2 illustrates the characteristic themes which are evident within the historic centre.
- 5.36 A study of the town's vernacular should inform the detailed design of the layout and buildings contained in the urban extension, so that these key characteristics are respected.



Photograph 1

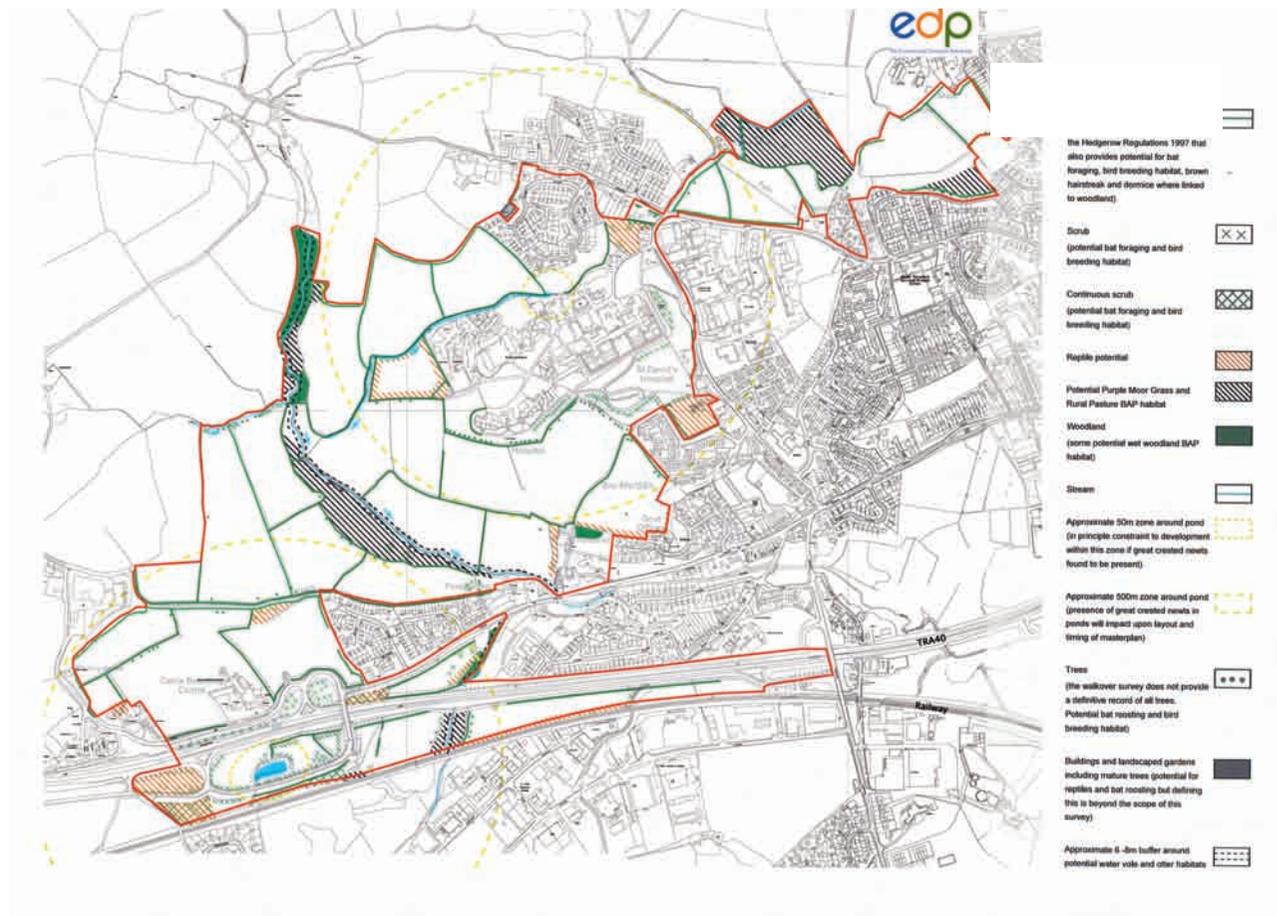


Photograph 2

Ecology

- 5.37 An ecological appraisal of the site was undertaken to inform the future development potential of the site (Figure 8: Ecological Appraisal). The review included a desk study and a walkover survey.
- 5.38 The PDB site is predominantly semi-improved and improved grassland, with occasional rush pasture and pockets of potentially species rich grassland (Purple Moor Grass and Rush Pasture BAP Habitat) adjacent to watercourses.
- 5.39 The PDB site contains no statutory designations such as Sites of Special Scientific Interest (SSSI) or National Nature Reserves (NNRs) although near-by designations include:
- Afon Tywi Special Area of Conservation (SAC) and SSSI
 - Maesypryor SSSI
 - Glan Pibwr Stream Section SSSI
 - Cors Coch SSSI
- 5.40 The PDB area contains some hedgerows which may qualify as important under the Hedgerows Regulations 1997 and it is noted that the Tawalen Brook may support protected species habitats.
- 5.41 On this basis, any future development will need to consider the impacts on these areas and habitats and it is recommended that:
- Countryside Council for Wales (CCW) is consulted upon prior to any planning application being submitted
 - A National Vegetation Classification (NVC) survey is undertaken to inform the design, with any areas of species rich grassland retained and managed.
 - A detailed hedgerow survey is undertaken prior to development occurring
 - More detailed ecological surveys are undertaken to inform detailed layout and design of the urban extension.

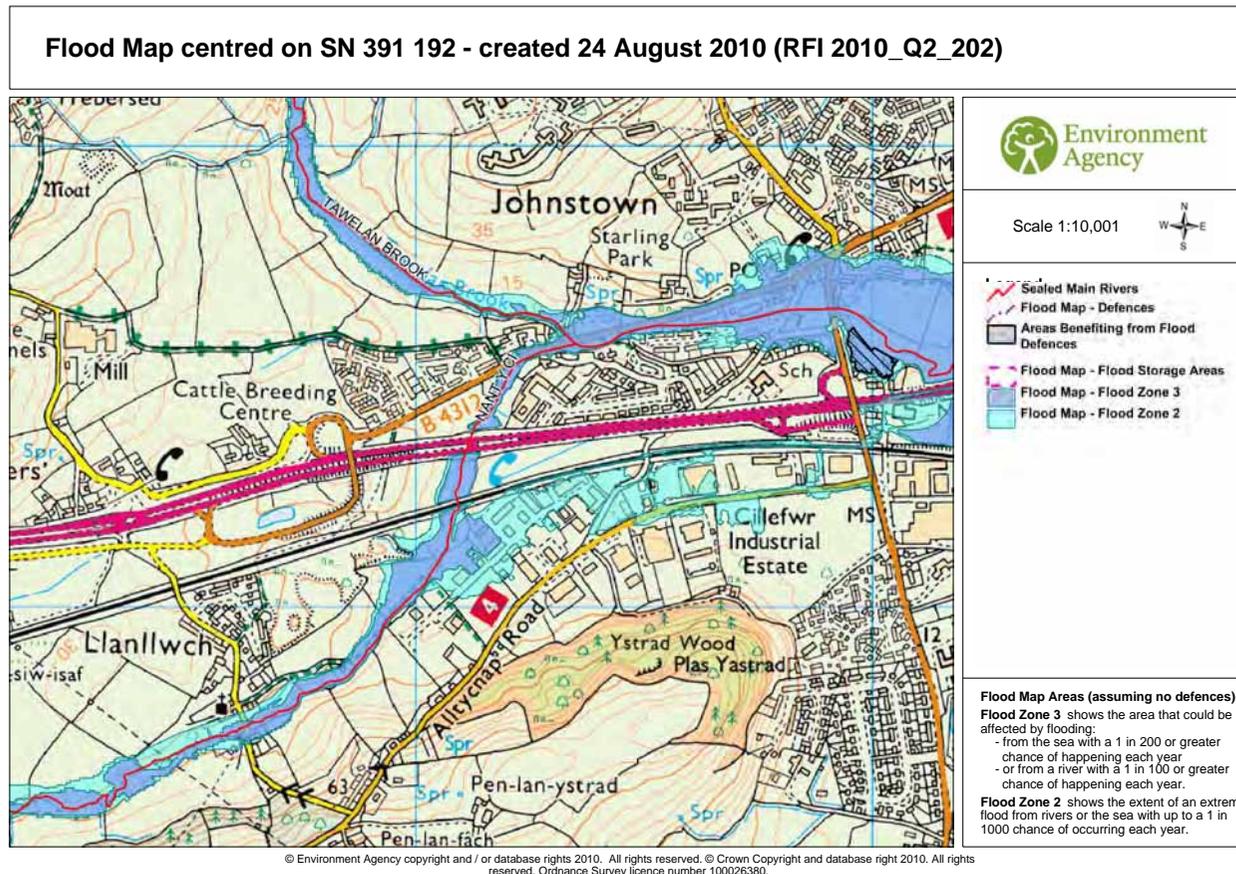
Figure 8 Ecological Appraisal



Flooding

- 5.42 The Environment Agency Wales have provided plans showing the extent of extreme flooding (see Figure 9: Flood Zone C), and the recorded extent of a flood event from 18th October 1987. Similar flooding of the Tawelan Brook was recorded in December 1979 and March 1981.
- 5.43 A flood alleviation scheme was implemented in 1989, which has prevented fluvial flooding to date, although foul and storm water sewer problems have been reported when the river is high. The scheme was designed to a 1 in 100 year standard at the time. However, conventionally drained development and the effects of climate change may have an effect on flood defence standards. The Environment Agency (EA) Wales has stated that the design standard of the scheme has not been reassessed since its original design.
- 5.44 Any proposals submitted for built development within the masterplan boundary in areas at higher risk of flooding, would need to be justified in this context and satisfy the requirements of TAN15.

Figure 9 Flood Zone C



Contact Us: National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY. Tel: 08708 506 506 (Mon-Fri 8-6). Email: enquiries@environment-agency.gov.uk

Sustainable drainage systems (SuDS)

- 5.45 In delivering the Council's aim of a sustainable development, the widespread use of SuDS will be employed on the site.
- 5.46 The Council consider the application of the principles in Construction Industry Research and Information Association (CIRIA) 697 – The SUDS Manual (or publications which supersede this document) to be the minimum requirement.
- 5.47 Developers will have to demonstrate qualitatively that adequate provision has been made to provide a treatment train to improve water quality prior to discharge to the watercourse.
- 5.48 The peak rate of run-off from the developed PDB site shall not exceed the calculated greenfield rate, calculated using the Institute of Hydrology Report 124 method, and applying the appropriate growth factors from the Flood Studies Report.
- 5.49 Developers will have to demonstrate that the first 5mm of rainfall should be prevented from running off.

Utility services

- 5.50 Figure 10: Existing Utilities Plan illustrates existing utilities within the PDB area as of 2007.
- 5.51 The main utilities infrastructure affecting the proposed development area is high voltage overhead electricity at 11kV and 33kV. There is also a high pressure gas main in the parcel of land south of the A40.
- 5.52 The HV overhead cable routes will need to be diverted probably underground along proposed roads as the development proceeds.
- 5.53 In addition to this, the proposed junction of the primary route with College Road to the northwest will impact on a large number of existing underground utilities. Whilst the junction to the south with the A40 will impact on a high voltage overhead electricity supply.
- 5.54 Detailed dialogue with utility providers will be necessary to establish service capacity, as part of the development process, however initial enquires indicate that:
- Western Power distributions consider it will be necessary to establish a new 33 to 11kV Primary Substation to the west of Carmarthen (approximately 35m X 35m in size)
 - Dwr Cymru Welsh Water has advised that no problems are envisaged with the waste water treatment works for the treatment of domestic discharges from this PDB site.
 - Other utility providers have indicated that further studies and details are necessary to provide advice on utility capacity



6

SWOT analysis



6 SWOT analysis

Strengths and Opportunities

- Proximity to town centre – sustainable location;
- Status as a Strategic Regeneration Site;
- Historic context – re-use of existing buildings at St. David's Park. Capitalising upon the attractive setting of hospital and conservation area;
- Strong existing landscape character – to provide the basis for a green network throughout the site;
- Immediate transport links to south (St Clears Road and A40) and east of site (Jobswell Road, College Road and Monument Hill);
- Good visual linkages to strong focal landmarks;
- Site area able to accommodate identified and future housing, employment, educational and recreational needs for the town;
- Potential to create high quality mixed-use neighbourhood at western edge to Carmarthen and act as a gateway to town;
- Potential to provide a new through route to the west of town – alleviating existing traffic pressures on Jobswell Road;
- Potential to strengthen permeability – extending existing pedestrian network, encouraging public transport and minimising the demand for travel, especially by private car;
- Potential to incorporate sustainable urban drainage systems and promote resource efficient layouts; and
- Potential to strengthen the existing character of western Carmarthen.

Weaknesses and Threats

- Fragmented land ownership and impact on delivering comprehensive development;
- Existing local highway capacity issues;
- Historic setting/ context – protected nature of buildings and their setting, including the Pontgarreg and St David's Hospital Conservation Area;
- Topography – impact upon design, layout, and gradient of access;
- Potential areas of visual sensitivity within site boundary;
- Physical constraints – crossing the Tawelan Brook; former quarry; line of A40;
- Flood risk issues;
- Potentially ecologically sensitive areas within the site, particularly around Tawelan Brook due to its status as a tributary of the Tywi SAC;
- Alignment of A40 severs the southern end of site, limiting linkages;
- Increased traffic numbers resulting from proposed development;
- Potential impact upon character and local distinctiveness of surrounding area;
- Limited capacity of land to south of A40 to accommodate employment development.





7

Masterplan objectives



7 Masterplan objectives

7.1 A variety of factors have shaped the development of the masterplan. The following section sets out the various considerations which will need to be taken into account to achieve a sustainable development.

Objectives

7.2 The intention of the masterplan is to set a framework for the design of the development, building on local context and best practice in urban design. The overall approach has evolved from a thorough assessment of the site and surrounding area, an appreciation of the planning policy context and local market conditions.

7.3 The aims for the masterplan proposals are to provide:

- Sufficient land to meet identified housing requirements in Carmarthen through a mix of new homes;
- Sufficient land to accommodate a mix of type and size of employment land;
- Facilities for formal and informal recreational provision to serve both new and existing residents;
- An access and movement strategy that will maximise the potential for forming connections to the existing residential area, creating a permeable urban structure;
- Provision for a new primary school to serve the needs of this new community;
- The provision of new pedestrian and cycle links across the site, linking to the wider area;
- A scheme that promotes a high quality, contextual design and layout of development that meets the design objectives of TAN 12, building upon positive locally distinctive landscape and townscape characteristics to create a development with sense of place and a coherent urban structure;
- A layout that will minimise opportunities for crime by ensuring clear definition of public and private space, with dwellings and windows orientated to enable natural surveillance of public spaces and routes;
- A layout which minimises the impact of parked cars and garages along key frontages, whilst ensuring appropriate levels of secure parking; and
- A layout that will not prejudice the potential for adjoining land for future development.

8

Development
principles



8 Development principles

8.1 This section explains how the development parameters and masterplan objectives are translated into the masterplan.

8.2 The masterplan incorporates:

- Housing Mix: a range including one and two bedroom flats and maisonettes, and two, three and four bedroom houses;
- Employment: a mix of B1, B2 and B8 floorspace
- Education: provision on site of a single entry primary school and associated playing fields.
- New spine road: to be provided at an early stage.
- Flexibility: with regard to buildings and spaces in order to be capable of withstanding future alterations in the market.

Please see final masterplan at Figure 14.

8.3 All dwellings and employment space will need to be developed in accordance with the latest TAN22 guidance on Code for Sustainable Homes and BREEAM ratings. The Council will also encourage the construction of dwellings to lifetime home standards.

8.4 The three key development principles are discussed in greater detail below, however they can be summarised as follows:

Principle 1: Access and movement

Establishing a permeable, legible and safe movement network.

Principle 2: Landscaping

Developing a landscape strategy which respects and enhances the site's natural environment.

Principle 3: Urban design and built environment

Creating a high quality, attractive and legible built environment that contributes towards the local distinctiveness and sense of place.

Principle 1: Access and movement

8.6 The design approach seeks to provide a permeable, legible and safe movement network. Emphasis will be placed upon providing an accessible pedestrian friendly environment, with opportunities for enhancing walking and cycling and facilitating 'access for all' both within and through the site.

8.7 To achieve this the key movement objectives will be:

- Provision of good, convenient connections with the surrounding area and the creation of a distinctive hierarchy of streets;
- A walkable neighbourhood based upon a clear hierarchy of safe, interconnected well used and overlooked streets and spaces;
- Convenient, strategic linkages to the town centre, with provision made to facilitate a public bus service through the site;

- Provision of convenient footpath connections between the development and existing bus stops outside of the site's boundaries; and
- Design treatment to convey to drivers that they are entering a low speed residential environment and to restrict vehicle speed within the development area. Frequent junctions, variations in alignment, the use of boundary walls, narrowing of the carriageway and gateway features to act as traffic calming measures

Site access

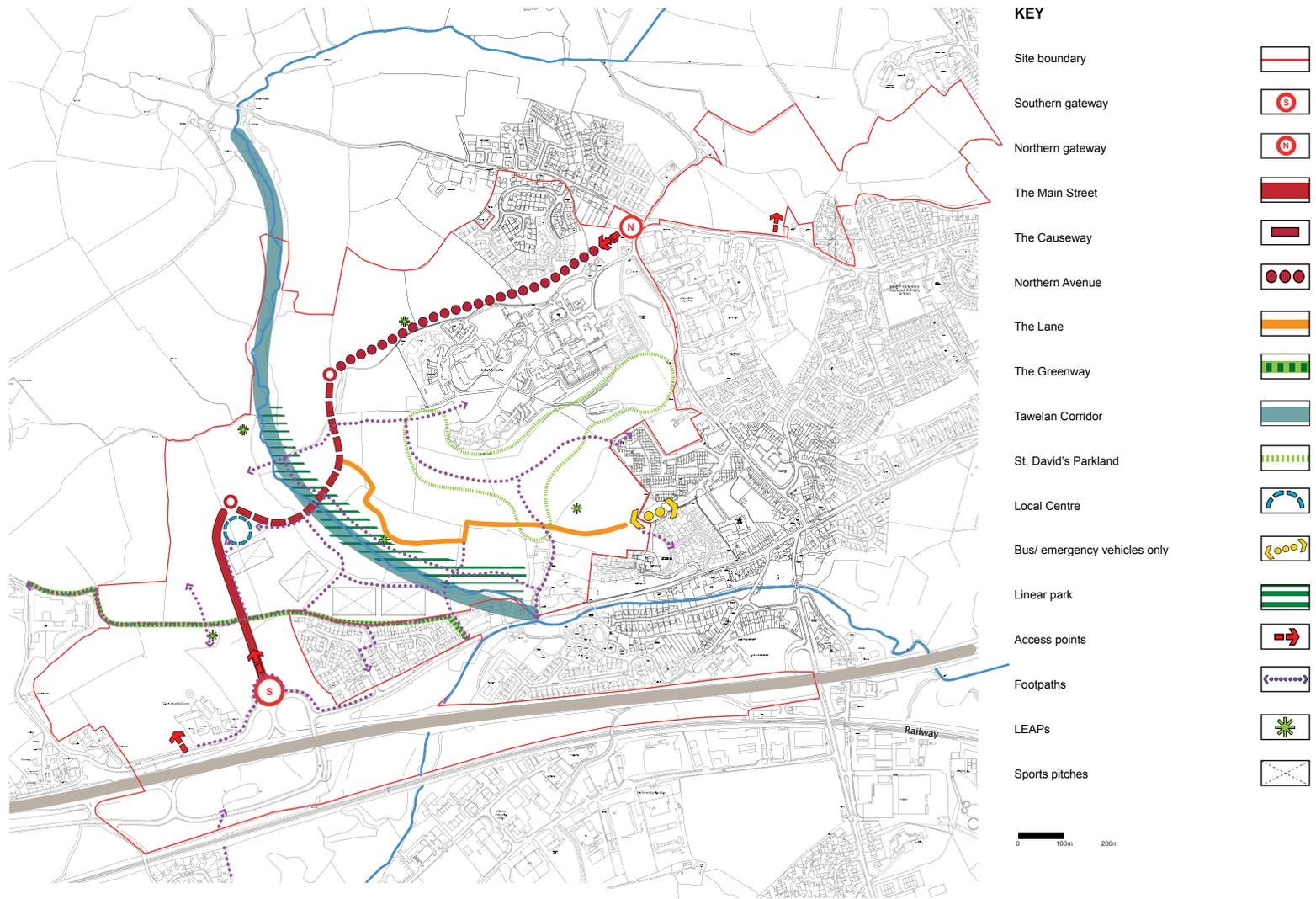
8.8 It is proposed that the primary access point into the main body of the site from the north will be from a new configuration of the Jobswell Road/ College Road/ Pentremeurig Road junction.

8.9 From the south access will be gained from a new roundabout on Llysonnen Road. A further point of access, to the west of the southern entrance, will serve the proposed area of employment in the south western corner of the development area.

8.10 Access provision has been made from Heol Dyfnallt at the eastern edge of the development site (Figure 11: Masterplan Elements). This access will be limited to public transport, cycles, pedestrians and emergency vehicles only so as not to exacerbate the existing highway issues within the area and to encourage more sustainable modes of transport. Similarly an opportunity to link into the Starling Park development should be utilised as an alternative pedestrian/ emergency access into the eastern side of the site.

8.11 The limited residential development area within Travellers Rest should be accessed off the existing highway. The proposed residential area off Heol Dyfnallt will be accessed from within the existing development.

Figure 11 Masterplan Elements



8.12 A number of potential access points along the site's outer boundary should be safeguarded to allow for linkages to future development opportunities.

8.13 The development site is to be well served by a series of footpaths and cycleways. The existing route from Llysonnen Mill to St. Clear's Road - 'The Greenway', will provide a key element of the pedestrian structure to the south of the site, along with the proposed route through the linear park to the north of Tawelan Brook. Two pedestrian bridges will be required to enable links to cross the brook.

8.14 It is anticipated that the parkland to the south of St. David's will provide an area of informal recreation. This will include a footpath linking existing development at Heol Dyfnallt to the east of the site and provide a link through to St. Clear's Road to the south.

Hierarchy of streets and spaces

8.15 Carmarthen is based around a series of streets of varying scales, functions and importance. This hierarchy is a key characteristic of many historic towns and sets a clear precedent when considering the movement network for a development such as this.

8.16 Whilst the masterplan guides future development it is not prescriptive, rather it provides a flexible framework around which the new community can evolve. Development blocks will need to be laid out to fit in with the existing topography with variety allowing for flexibility.

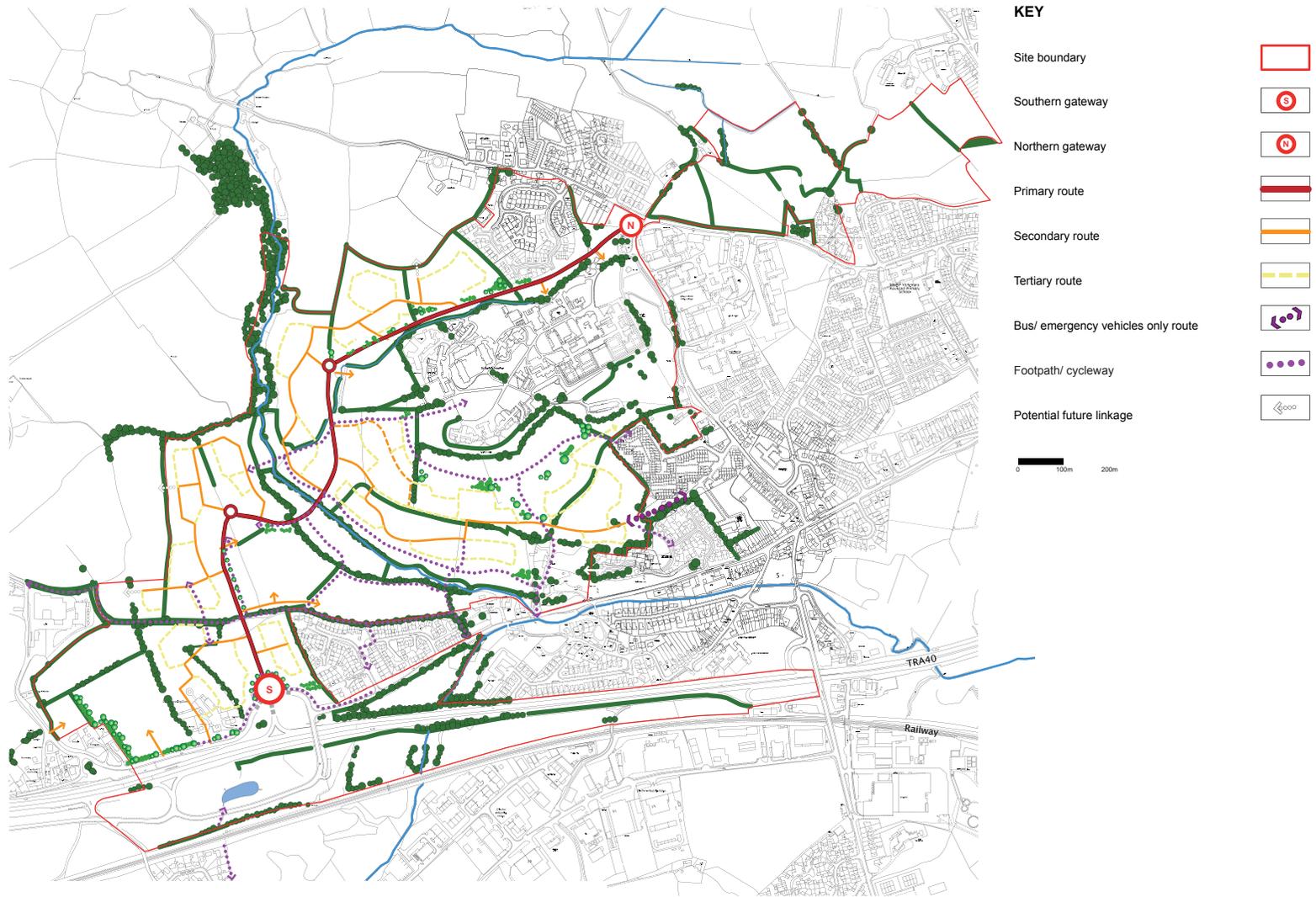
8.17 Taking the concept of a hierarchy as a precedent, a range of routes from the principal 'through route' to pedestrian friendly lanes have been laid across the development site giving priority to public transport, pedestrians and cyclists. Along this network, generally on key nodes, lie a series of public spaces of various sizes and function.

8.18 Three tiers of hierarchy have been identified as appropriate for the development site and are presented in greater detail later (Figure 12: Hierarchy of Routes).

- **Primary route** – key through route connecting Llysonnen Road to College Road;
- **Secondary Route** – residential streets accessing main body of site; and
- **Tertiary Route** – pedestrian priority streets.

8.19 Although the routes align with the contours in some places, elsewhere they will cut across slopes providing more dynamic axis focussed on key elements within the development.

Figure 12 Hierarchy of Routes



Primary route

8.20 This route has been subject to prior feasibility studies by Carmarthenshire County Council. This produced a traditional highway link design road in accordance with the Design Manual for Roads and Bridges, demonstrating a 30 to 40 mph design speed (dependent on superelevation).

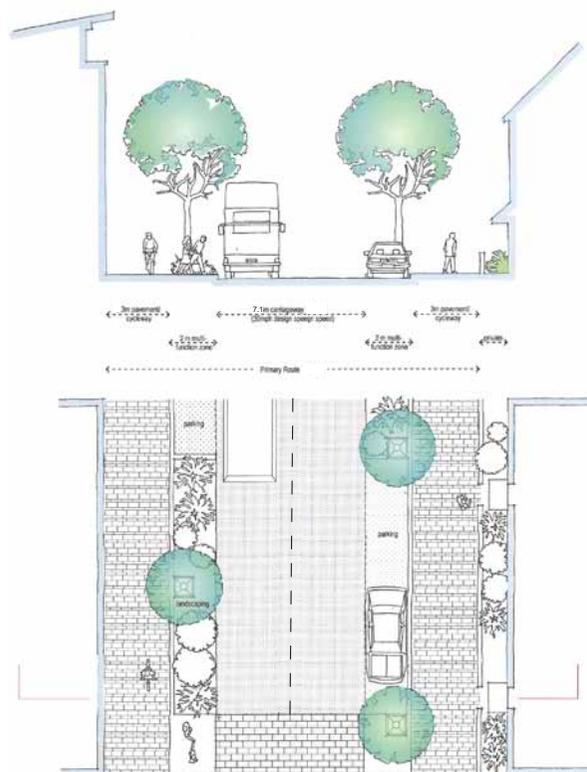
8.21 A review of this alignment has been undertaken and the function of this primary route has been reconsidered. This road's primary function should be to serve the proposed development area in a manner which does not sever the development from the perspective of pedestrians.

8.22 The function of the link road, to provide an alternative route from the A40 west to the north of the town (and vice versa), remains a key benefit, although it should be viewed as a subsidiary function.

8.23 This key route through the site is to be accessible by all forms of transport, affording access to the new development, and providing an alternative route to Jobswell Road to the north of the town. This route will:

- Act as the development area's 'spine';
- Serve as a key public transport corridor; and
- Form the main linear area of public realm.

8.24 It is proposed that the principles within Manual For Streets will be considered in the detailed design of the Primary Road. The speed limit will be 30mph, with design criteria intended to reinforce this. This will be achieved primarily through limiting the road width to a typical width of 7m. In practice, the visual carriageway width could be narrowed further by use of a narrow margin of contrasting surfacing.



Primary Route: Proposed typical section/plan

8.25 The character of this route will vary along its length, due to changing topography and relationship of the development to its context. Whilst three distinct components of this principal route have been identified the function, carriageway width and design speed will remain constant:

- 7m wide carriageway with a 30mph design speed;
- 2m multi-function zone to either side, to accommodate parking and/or landscaping. The parking bays would be interchangeable with a landscaped verge to provide visual impact;
- This parking / landscaping corridor could also be a SuDS route for volume reduction, pollution treatment, attenuation and restricted rate conveyance of highway run-off; and
- 3 m footway/cycleway to either side.

8.26 To promote the sense of a street rather than a highway link development will front directly onto the Primary Road. In key locations, building frontages should be positioned close to the highway to enhance the perception of narrowness and promote low speeds. However, it is not intended to permit individual private drives direct access to the primary route for reasons of safety. In lieu of front driveways an amount of on-street parking is proposed in bays, with additional parking accessed to the rear of the properties where appropriate.

- 8.27 The following criteria should be applied to the design of the principal route:
- Strong building line with limited gaps between properties to strengthen visual impact;
 - Minimum building setbacks to emphasise continuity and scale of key street;
 - Junctions and corners to be defined by key buildings, enhancing the legibility and providing landmarks within the new development; and
 - Buildings which turn corners should suitably address both aspects and provide focal points to key junctions.
- 8.28 In key areas, the use of a shared space concept should be considered. One such area should be at the Local Centre, where the lowest vehicle speeds should be promoted.
- 8.29 This concept of a street enables geometric alignments not possible using Design Manual for Road and Bridges (DMRB). This flexibility leads to a more central primary route serving the development.
- 8.30 The form of junctions on the primary route and at the junctions with the existing highway network has been subject to transport modelling and the layout is supported by the Councils highway department.
- 8.31 A key feature of the Primary route is the crossing of the Tawelan Brook. The Environment Agency Wales will expect the bridge structure to clear span the Brook. It is recommend an additional 6m minimum width either side of the river bank to promote wildlife movement along the river corridor, enable riparian access for maintenance and avoid interrupting the linear park along the river and associated recreational opportunities. This would result in a structural span in the order of 16m. In addition to this span, any adjacent bridge approaches within Flood Zone C will require large diameter culverts to pass extreme flood flows. The effect of the detailed bridge design will have to be hydraulically modelled and approved by the Environment Agency Wales.
- 8.32 The three components of the principal route are as follows (Figure 11: Masterplan Elements).
- The Main Street**
- 8.33 The Main Street and its entrance gateway will provide the first impression for the development from the south and as such should be of the highest design quality. The initial length will be presented as a formal, tree lined boulevard, with a crescent of development addressing the roundabout. 'The Greenway' crossing heralds the entrance to the heart of the site, with a strong building line to the west of the main street and a continuation of the formal tree planting to the east, delineating the primary school's boundary. Access to the frontage development will be via driveways serving up to 6 dwellings, together with rear parking provision. The local centre will provide a focus for activity at the end of the main street, its prominence strengthened by formal, continuous frontages to the junction with the Causeway.
- The Causeway**
- 8.34 The Causeway runs through the heart of the site, linking the western and eastern development sides of the expansion area via a bridge over the Tawelan Brook. It provides an arc, along which a number of key spaces are placed. At the junction with the main street, at its western end, the Causeway provides a formal, continuous frontage addressing the local centre and school grounds. The crossing of the Tawelan Brook will require a free span bridge, capable of carrying both vehicular and pedestrian traffic, so as not to impede any flood waters. Beyond the stream corridor and linear park the Causeway will again provide the focus for dense urban development with key nodes/corners, as it climbs up towards its junction with the Northern Avenue.
- Northern Avenue**
- 8.35 The Northern Avenue completes the primary route, providing access to the College Road/ Jobswell Road junction. Given the local topography there is the potential for gradients of 1 in 12 along some parts of its length, consequently there will be no direct access to development from this road. Proposed development to the north will be accessed directly from the secondary tier of street. It is envisaged that the avenue will have a more rural feel, strengthened by the established landscape belt between it and St. David's Park/ Hafan Derwen. A shared footpath/cycleway will run along its northern side, whilst provision is to be made for a less formal pedestrian route to the south. The avenue will enclose a new parking area to the north of St. David's Park, providing much needed spaces for the redeveloped employment site.

Secondary route

- 8.36 Secondary routes are the main traffic distribution routes throughout the development. They would take a very similar form to the primary route with two notable exceptions. They would be narrower, either 5.5m or 4.8m, depending on traffic flow. Where the 5.5m width is used, a wide channel of contrasting material should visually narrow the width. The alignment and junction treatments would be designed for a speed of 20mph. These roads would permit direct driveway access.
- 8.37 The exception to the width criteria above would be 'The Lane', the secondary route linking the primary route with the proposed bus gate to the east of the development area. This would be 6m wide.



Secondary Route: Proposed typical section/plan

8.38 The secondary level of the hierarchy should have a more enclosed, intimate character than the previous tier, providing access to the main body of the site. In order to achieve this lower order of street the following criteria should be applied:

- Carriageway width – maximum of 5.5m wide with narrowing in places, with footways to be provided on both sides of the street (min 1.8m wide);
- Designed with integrated traffic calming features to ensure low traffic speeds of 20mph – frequent changes in alignment and direction;
- Development fronting street, with some buildings at back of pavement and others with small gardens to front;
- Cycle routes to be included within the carriageway width;
- No blank elevations to face the road properties should either be orientated to face the road or to have at least one habitable room overlooking the street to maintain natural surveillance;
- Lengths of parallel frontage should be kept to a minimum to encourage a varied building line; and
- Limited use of driveways, with garages to the rear of the building line.

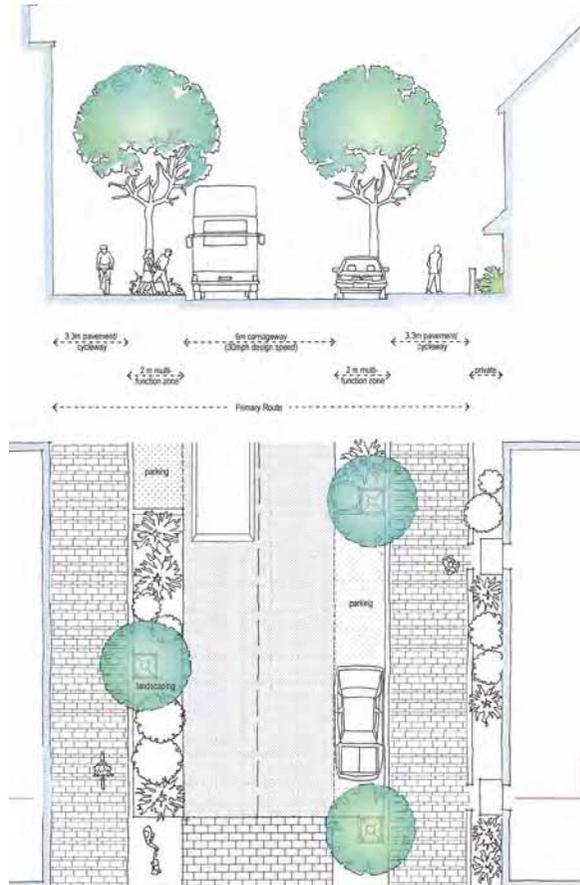
8.39 A key element of the secondary tier of access would be provided by 'The Lane'; an artery within the eastern area of the development site providing not only access into the heart of the site, but also the opportunity to link Heol Dyfnallt to the principal avenue. In order to prevent any increase in pressure on Jobswell Road, access should be restricted from the east along the initial section of this route to ensure that only public transport/ emergency vehicles can travel its full length, preventing rat-running.

Tertiary route

8.40 Tertiary Routes are streets which would not expect to experience through traffic. The treatment of these areas should promote social use of the space, using Homezone concepts to encourage play and neighbour interaction. In these areas the car will take lowest priority, with design standards appropriate to 10mph maximum. Access for service vehicles will be demonstrated by low speed vehicle tracking, rather than published design geometry.

8.41 The following criteria should be applied to the design of this third tier of street:

- The carriageway would be used by both vehicles and pedestrians and should vary in width between 4.5 and 7m dependant upon location;
- There should be a clear differentiation in the surface treatments at the entrance to the shared surface streets;
- Where appropriate, front gardens should be defined by low walls and/or railings;
- Courtyard and mews development would be an appropriate response to this level of street; and
- Frequent changes in the road's alignment and/or pinch points will provide natural traffic calming to enable informal play within some streets.



Tertiary Route: Proposed typical section/plan

Footpaths and cycle routes

8.42 As Figure 12 illustrates the development is to be well served by a network of public footpaths and cycleways. The following principles should be applied to such links through open spaces within the development:

- Footpaths and cycle routes should be direct and reflect desire lines;
- They should be overlooked and avoid the rear of houses;
- They should be located in relatively wide, open areas and be designed to ensure good, forward visibility with no hiding places; and
- They should be well lit with good quality signage where necessary.



Principle 2: Landscaping

8.43 The landscape strategy seeks to integrate natural features and new planting to assist the creation of a distinctive sense of place, provide both an attractive focus within the new housing area and a suitable interface with adjoining areas, and to reinforce local and regional landscape character.

8.44 To achieve this, the key landscape objectives will be to:

- Create a network of open spaces which contribute to the recreational needs of the new community;
- Retain existing trees, hedgerows and ditches wherever practical in order to provide focal points and provide an 'organic' quality and maturity to the development;
- Retain, where possible, areas of ecological value;
- Provide sympathetic boundary treatment to integrate the edges of the proposed development with the existing;
- Frame and highlight important visual/physical linkages to the adjoining areas;
- Create attractive, distinctive landscaped gateways into the site; and
- Encourage the use of appropriate native species wherever possible.

Existing landscape structure

8.45 It is anticipated that much of the network of hedgerows within the site will be retained, either being incorporated within the open space element to afford structure or as a means of providing maturity within the development. There are a large number of mature trees within the site, the majority of which are incorporated into hedgerows. Existing trees should be retained wherever possible.

8.46 Additional structural planting, in the form of native tree and shrub species, should be provided to enhance the existing landscaping structure.

Types of green space

8.47 There should be a variety of types of open space within the development site, as a means of providing for a range of functions within the various character areas (Figure 11: Masterplan Elements). These spaces, ranging from the formal to informal, will serve to link the development back into the landscape in which it is grounded, and should include:

- Stream Corridor: The existing stream corridor should remain largely unchanged, providing an ecological 'channel' running through the centre of the site.
- Linear Park: The linear park, running along the northern edge of the stream corridor should be a managed landscape of natural grassland, incorporating natural paving and seating materials. The linear park will accommodate a combined NEAP/LEAP facility for the development.

- St. David's Parkland: An apron of land surrounding the southern side of St. David's Park is to be retained as managed grassland with limited tree planting, in order to maintain the existing character of the area whilst providing an attractive outlook for adjacent properties facing onto the parkland.
- Sports pitches: Topography has dictated the position of the pitches adjacent to the school site which, as well as having a dedicated junior sized pitch, will benefit from use of the adjacent all weather facility. A further two grass pitches have also been provided (see Amenity Space & Recreation Provision).
- The 'Greenway': An existing pedestrian route running east/west across the southern part of the site is to be utilised as a key pedestrian route into and through the site.
- Public Open Space (POS) to north-east of site: This area is to be used as informal recreational space.



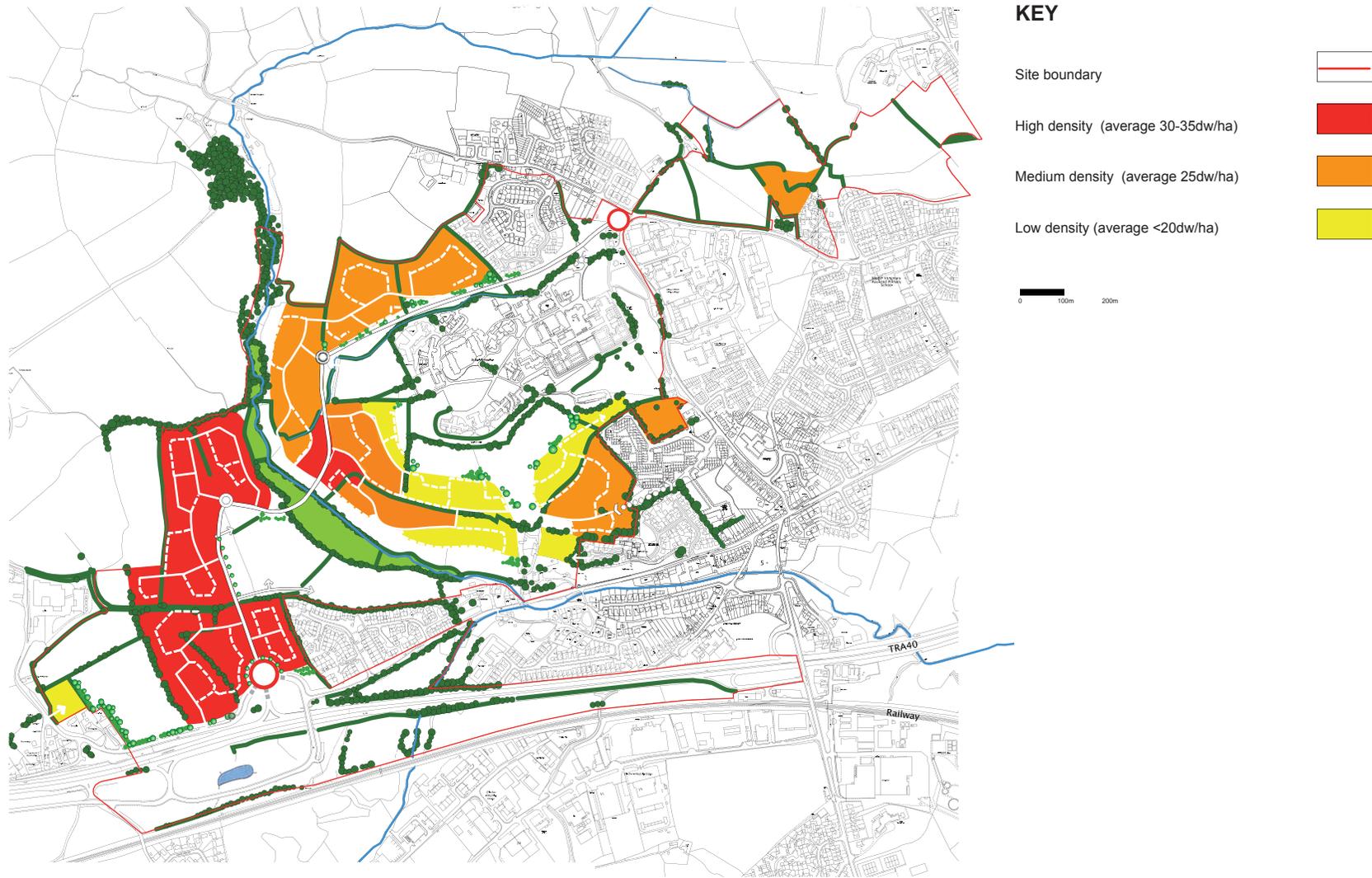
Amenity space and recreational provision

- 8.48 It has been assumed that approximately 1,100 dwellings can be accommodated across the site. This will generate an open space requirement of 5.8ha (assuming an average household size of 2.21 persons):
- 3.9ha for outdoor sport provision (2.9ha of sports pitches adjacent to the proposed primary school site); and
 - 1.9ha of informal recreation and children's play space.
- 8.49 It is suggested that, in accordance with Fields in Trust (FIT) standards, the following facilities are to be included as part of the open space provision:
- A number of Local Areas for Play (LAP) will be integrated into the development, providing opportunities for young children to play close to where they live. The 100m² activity zone should be designed in such a way that it only encourages use by young children, with appropriately chosen equipment. The area should be fenced and gated, with a minimum 5m buffer to the nearest residential property;
 - 5 no. Local Equipped Area for Play (LEAP) for children aged 4-8, comprising a 400m² activity zone with five types of play equipment surrounded by a grassed area with seating and a litter bin. The area should be fenced and gated. A buffer of least 20m should be provided between the activity area in the LEAPs and habitable rooms within the nearest residential property; and
- A Neighbourhood Equipped Area for Play (NEAP) for children aged 8 and over, comprising an activity zone of at least 1000m² divided into two parts; a 465sqm hard-surfaced area and play area containing at least eight pieces of play equipment. The activity area should be within a grassed space with seating and a litter bin, and should be fenced and gated. There is the potential to combine the NEAP with one of the LEAPS. A buffer zone of at least 30m should be provided between the activity zone of a NEAP and the closest residential property.
- 8.50 The existing stream/valley feature is one of the site's key natural resources and provides an opportunity for informal recreational usage.
- ### Principle 3: Urban design and the built environment
- 8.51 The proposed development has been designed to reflect best practice guidance in relation to urban design and sustainable development, as well as respecting and reflecting the distinctive local character of Carmarthen.
- 8.52 Careful consideration will need to be paid to ensure that the development creates a coherent and distinctive place which recognises, interprets and positively enhances both the local natural and built environment.
- 8.53 Attention will need to be paid to creating a development that is easy for visitors and residents to find their way around, is visually interesting and is a safe and pleasant place to be.
- 8.54 The key objectives underpinning the design approach to layout and urban form should be:
- To contribute towards a sense of place by responding to the site's characteristics and local context and to provide a consistent and unified design approach;
 - To work with the existing topography of the site, to ensure a development which sits comfortably within the landscape and is visually at ease with adjacent developments;
 - To ensure natural surveillance of publicly accessible routes and spaces through the orientation of habitable rooms;
 - To create a continuous frontage of development where possible which clearly defines public and private space;
 - To incorporate areas of differing density, with a mix of house types to provide visual interest and promote diversity and flexibility;
 - To provide landmark buildings and features at gateways, junctions and to terminate key views to create a memorable and interesting place that is easy to understand;
 - To accommodate and integrate appropriate levels of parking within the development in a way that will ensure that parking does not dominate the public realm. Parking areas accommodated to the rear of dwellings within perimeter blocks should be designed to be overlooked by housing; and
 - To provide a public realm with consistent street furniture of high quality, designed and placed to meet the functional standards of a residential area.

Development density

- 8.55 As Figure 14 'Residential Densities' illustrates, the West Carmarthen expansion area will accommodate a large proportion of residential development of varying density across the site. Higher density development is considered appropriate to the western side of the site due to its proximity to the main entrance and limited impact in historical, ecological and visual terms.
- 8.56 A swathe of medium density development rises from the Tawelan Brook, wrapping around the western and northern edges of the hill, linking through to the existing residential development at Pentremeurig. A limited area of higher density development provides the potential for a stronger focus at the entrance into the eastern half of the development area. A further medium density area is highlighted to the eastern side of the site, linking in contextual terms with the existing development at Starling Park.
- 8.57 Lower density development opportunities exist within the more sensitive areas of the site, including within the boundaries of the Conservation Area.

Figure 13 Residential Densities



Treatment of the development edge

- 8.58 Given the scale and complexity of the site there are numerous different boundary conditions and as such new development will need to relate to each type differently. However, the following design principles need to be applied with regard to how dwellings relate to the street:
- To enable a clear definition of public and private space the layout of dwellings and their boundaries should be designed to create a continuous frontage of development, enclosing secure rear gardens;
 - Views along streets should generally be terminated by development to help to create a legible environment;
 - At corners or junctions specific house types should be used which turn the corner and provide a form of development which overlooks the street. Blank gable walls would not be an acceptable solution; and
 - Garages to be set back from the main building frontage to reduce the prominence of parking in the streetscape.
- 8.59 The following types of development edge have been identified for consideration within this brief, there may however be other relationships which become evident during the development process and equal consideration should be given to those.

Southern Gateway

Symmetrical frontage development should address the main southern entrance to the site to ensure a high quality gateway, incorporating an attractive planting scheme. Access to the front of the dwellings addressing the junction should be limited to pedestrians, with parking to the rear, to encourage an uncluttered streetscape.

Main Street

The initial stretch of road frontage into the site should have limited direct access to properties fronting onto it; access should be via shared surface roads or private drives. Development should front onto the street, with limited set backs to encourage a sense of enclosure.

To the north of the 'Greenway' the long frontage to the proposed school site maximises the potential for 'drop offs' within the street. The majority of development to the west of this street will overlook the school site, providing natural surveillance. Set backs should be limited to provide a sense of scale to this key route. There is the potential for higher density development along this street.

The Causeway

The western most length of the Causeway lies within the hub of the new development, adjacent to the local centre. Given its position on the site's principal route development should provide a strong edge, with a landmark corner building addressing both the local centre and traffic from the north. The central section of the Causeway straddles the Tawelan Corridor and as such has no development fronting onto it.

Along the eastern part of the Causeway development should front onto the street, with little or no private space to the front of buildings. The resultant enclosure and subsequent overlooking/surveillance, together with the opportunities for landmark buildings on key corners will foster a sense of place at the heart of the development.

Northern Avenue

Development should front Northern Avenue however given the difference in levels no direct access to individual dwellings will be available off this road. The potential to include hedge boundaries should be encouraged to strengthen the 'green' nature of the avenue and provide a visual barrier to parking to the front of properties.

The Lane

To the northern side of The Lane development should present front or side elevations to the route thus ensuring a high degree of surveillance of the street. To the south the existing hedgerow, strengthened where necessary, is intended to provide an attractive rear boundary to the area of development.

St Clears Road (employment)

The majority of the boundary to the west of the main southern gateway will comprise high quality landscaped edge, incorporating a footpath and cycle route. Residential development should be set well back from Llysonnen Road, with the landscaping belt providing a visual filter rather than a barrier to views. Landscaping to the front of the employment area is likely to be denser approach, affording views of this high quality employment site.

Tawelan Corridor

It is anticipated that for the majority of the length of the Tawelan Corridor development will back onto the boundary presenting side and/or rear elevations to the existing hedgerow. Gardens will provide a 'buffer' to the ecological corridor. Measures will need to be put in place to ensure the integrity of the corridor is retained and that lengths of hedgerow are not replaced with more rigid boundary treatments such as close boarded fencing.

'Open' Boundaries

Development along the site's main northern and western boundaries should not impede the potential for future links should a further phase of development occur. In order to achieve this, provision should be made for development breaks within the site boundary. Development should address these boundaries in a number of ways, presenting front, side or rear elevations; however care should be taken with regard to the quality of the treatment of the boundary.

St. David's Parkland

The boundary between development and parkland should incorporate a mix of front and side elevations addressing the open parkland. Limited lengths of vehicular access adjacent to the parkland, servicing groups of dwellings, interspersed with pedestrian only routes, will provide an active edge.

Existing development

Where new development backs onto the rear or side gardens of existing residential properties such as at Pentremeurig, Heol Dyfnallt, Starling Park, Pen-y-Cae, Parc-yr-Odyn, Allt loan, the following general principles should be applied, in order to safeguard residential amenity:

Windows of habitable rooms should be a suitable distance (21m) from the main habitable rooms of existing properties;

New housing should not be of an overbearing scale; and

Where there is a significant change in level appropriate distance/scale of development is to be incorporated.

Boundary between employment and residential

A strong landscaped boundary between the two land uses should be incorporated for visual and amenity reasons. Rear gardens adjacent to the landscaping belt will provide a further buffer.

8.59 Taking all principles into account, the final masterplan is inserted in Figure 14.

Linear Park

Development adjacent to the linear park should be orientated to overlook it providing natural surveillance. It is not anticipated that properties will back onto this space. Sufficient separation should be provided between dwellings and the proposed LEAP/NEAP.

Figure 14 Illustrative Masterplan



9

Phasing of development



9 Phasing of development

9.1 Given the strategic nature of the site and its importance in meeting the future growth requirements of Carmarthen town, a comprehensive phased development is necessary for the site. Developers should seek to ensure that early pre-application discussions are sought with Carmarthenshire County Council in respect of all aspects of phased development proposals for this site.

9.2 The development proposals will require the provision of new infrastructure and utilities. The phasing strategy has been developed having regard to the following important considerations;

- The need to ensure that the allocation and development of the site for residential, employment, education and local community facilities is phased to broadly come forward in line with assessment of capacity and need.
- The early construction of the new link road
- Provision of local community infrastructure such as public open space and play areas in parallel with associated residential and employment development
- Identification of triggers for the provision of key community infrastructure including the district centre and school.

9.3 It is envisaged that the new link road would be commenced at the earliest opportunity with both the northern and southern junctions being completed at an early stage. This early completion would afford access to the immediate vicinity allowing residential and employment land to come to the market at an early stage.

Implementation Strategy

9.4 An Implementation Plan: Monitoring and Evaluation Framework needs to be prepared in conjunction with the detailed development proposals due to the nature of the development size and complexity. The development outlined in this Brief is a large scale, mixed use, urban extension which requires a combination of land use, urban design and transportation actions which will be mutually supportive of each other. The Implementation Plan will set out the timetable and phasing for the development to enable effective delivery.

9.5 The Implementation Plan should be prepared in parallel with the S106 to ensure that triggers for delivery of key infrastructure are cleared identified.

10

Way forward



10 Way forward

Planning Requirements

10.1 The following documentation maybe sought in support in respect on any planning application submission:

- Planning Statement;
- Transportation Assessment;
- Flood Risk Assessment;
- Environmental Impact Assessment;
- Design and Access Statement; and
- Ecological Report.

Section 106 Requirements

10.2 Contributions will be sought under the following headings, in respect of any planning application submission, in accordance with UDP Policy GDC33 (Community Benefits):

- Community Facilities
- Infrastructure (including bridge)
- Affordable Housing
- Highway Works
- Education Facilities
- Environmental Projects

10.3 Each identified Section 106 heading and corresponding policy is set out below:

Community Facilities

10.4 UDP Policy C4: Provision of Community Facilities in Residential Developments specifies that residential proposals, where appropriate, will be expected to provide a range of community facilities to meet the needs of residents, consistent with the scale and nature of the development.

10.5 A parcel of land, as indicated on Masterplan, should be provided as part of West Carmarthen's development. This land will be required to accommodate a new local centre and will be supported in line with policies R7: Convenience Stores and R9: Local Shops of the UDP.

10.6 Land should be brought to the market, no later than when 30% of the site's housing has been built, and developed, no later than when 50% of the site's housing has been provided. Unless otherwise agreed with the Council.

Infrastructure

10.7 UDP Policy UT1: Infrastructure in New Development states that where improvements and extensions to services are necessary, conditions or planning obligations, where appropriate, will be used to secure new or improved infrastructure facilities to serve the new development.

10.8 Improvements to West Carmarthen's infrastructure should be provided, in line with the needs of the development. Such improvements will need to be provided early in the phasing process and should be specified as part of the Section 106 agreement. This may include the provision of SuDS to an adoptable standard and commuted sums for the maintenance.

Affordable Housing

10.9 UDP Policy H4: Affordable Housing confirms that where there is a demonstrable lack of affordable housing to meet proven local needs, a reasonable amount of affordable housing will negotiated with developers, as part of a Section 106 Agreement.

10.10 Therefore affordable housing on the West Carmarthen site should be provided, in line with Policy H4, to meet proven needs.

Highway Works

10.11 UDP Policy T3: Highway Considerations of Development specifies that where the capacity of the local highway network is insufficient to meet the requirements of the development, upgrading will be required as part of any consent.

10.12 In accordance, a new link road is required, as part of the site's development (see Masterplan). This road should be completed during the early phases of development.

Education Facilities

- 10.13 Paragraph 12.02 of the UDP confirms that education is included within the Plan's definition of a community facility and therefore UDP Policy C4: Provision of Community Facilities in Residential Developments is relevant. As above, see community facilities sub-heading, residential proposals, where appropriate, will be expected to provide a range of community facilities to meet the needs of residents, consistent with the scale and nature of the development.
- 10.14 In accordance, land as set out in the Masterplan monetary contributions will be sought to deliver a new form entry school (to accommodate approximately 210 pupils).
- 10.15 Similarly, land and a monetary contribution will be sought to provide additional provision at the Welsh medium school (Ysgol-y-Dderwen).
- 10.16 The phasing of education provision will need to be delivered in line with the rate of house-building and school capacity. This timetable will need to be agreed with the Council.
- 10.17 It is expected that the developer will meet the cost of providing the standards of open space specified in paragraph 8.48-8.50, in line with UDP policy REC8.

Environmental Projects

- 10.18 The UDP does not provide a definition of an 'environmental project', despite its inclusion in UDP Policy GD33: Community Benefits. However the preceding paragraph to this Policy stated that there is a need to reference UDP Policy REC8: Provision of Open Space in New Residential Developments. This policy confirms that where existing open space is inadequate, new residential schemes, such as West Carmarthen, will be expected to make adequate provision for open space, play space and facilities. Or alternatively, were appropriate the Council may seek a commuted sum for off-site recreation provision.
- 10.19 In this case, all required public open space should be provided on-site, as indicated on the Masterplan. This specified provision is in line with NPFA (now known as FIT) guidance and UDP Policy REC8.
- 10.20 An additional monetary contribution will be required to cover the necessary maintenance of this new space. The level of contribution will be determined through discussions with the Council.

Summary

- 10.21 It should be noted that the planning obligations identified in this section are likely requirements ensuing from the development proposals. However due consideration should also be given to market realities and development viability.

