

# Statement of Common Ground between Carmarthenshire County Council 'The Local Planning Authority' and Coleg Sir Gar 'The Landowner'

<b>Site Address:</b> Land at Pibwrlwyd, Carmarthen
<b>Planning Reference(s) / Local Plan Reference(s):</b> PrC1/Mu2
<b>Date: 16<sup>th</sup> October 2023</b>

## **Purpose of this Statement of Common Ground**

This Statement of Common Ground has been prepared by two parties to address issues of deliverability in respect of the development at Land at Pibwrlwyd, Carmarthen (Site Masterplan attached at **Appendix 1**).

It addresses the following deliverability indicators:

1. The planning status of the site.
2. Progress being made towards the submission of application(s) required to be granted before development may lawfully commence.
3. Progress with site assessment work required for an application submission and / or before development may lawfully commence.
4. Relevant information about financial viability affecting the commencement of development.
5. Relevant information about site ownership and access constraints affecting site assessment or the commencement of development.
6. Relevant information about infrastructure provision necessary to support / enable the development.
7. Expected delivery and build-out rates.

For the purpose of this Statement, Carmarthenshire County Council is 'The Local Planning Authority' and Coleg Sir Gâr is 'The Landowner'.

**1. The planning status of the site.**

The subject site of 23.5 hectares is allocated in the Second Deposit Revised Carmarthenshire Local Development Plan (2018-2033) under site reference PrC1/Mu2. The allocation “includes a mix of uses reflecting its strategic location and contribution to Carmarthen. Uses include employment, commercial leisure, education associated with Coleg Sir Gâr and residential (an allowance is made for 247 new homes)”.

**2. Any progress being made towards the submission of application(s) required to be granted before development may lawfully commence.**

Significant progress has been made in relation to a number of inter-linked aspects of the development process at Pibwrlwyd – in summary:

- Mutual Investment Model: The College’s Strategic Outline Case as part of the Mutual Investment Model submission was approved by the Welsh Government in Spring 2023. A New Project Request was submitted to the Welsh Government/Welsh Education Partnership Company and subsequently approved. Work is now rapidly proceeding with the phase 1 concept design and feasibility stage and the submission of an Outline Business Case.
- Marketing: A marketing exercise has been instructed by the College to commence during November 2023 for a 8-week period. A range of Promotion and Options Agreement are expected to be received for the wider site.
- Aldi Proposal: Progress towards a planning application is being made in regard to the very limited retail element of the proposed allocation. Pre-Application discussions are ongoing between Aldi representatives and the Local Planning Authority. The proposal is viewed as an initial development instigator and the potential provider of key highway infrastructure.

**3. Any progress with site assessment work required for an application submission and / or before development may lawfully commence.**

A significant amount of assessment work has been undertaken in relation to the preparation of baseline information to inform the allocation – updated assessment work will be undertaken to accompany a Planning Application accordingly. A summary of site assessment work undertaken to date (and key findings) is as follows:

**Masterplanning**

Extensive masterplanning work has been undertaken by Powell Dobson Architects, culminating in the enclosed Proposed Masterplan (drawing ref. 16069\_P(0)101 – attached at **Appendix 1**).

**Utility Infrastructure**

A Multi-Utility Infrastructure Feasibility Study has been prepared on behalf of the College by SMS Plc (April, 2021), in order to appraise the availability of electricity, gas, potable water and telecommunications services at the site (attached at **Appendix 2**).

The desktop feasibility study covers both on-site and off-site elements for each utility and includes the following information:

- Details of the location of all statutory network apparatus in close proximity to and within the development boundary.
- Assessment of the existing services for disconnections and diversions.
- Determination of the need of and budget costs for any diversions and disconnections required.
- Assessment of the requirements of and provide budgetary costs for suitable electricity, gas, potable water and telecommunications to the development.

The study identifies that all utilities are available close to the development. Budget costs are set out in relation to connections, diversions, and disconnections, and additional works / procurement recommendations for each utility are provided.

### **Ecology**

A number of ecological surveys have been undertaken on the site, including an initial baseline survey in 2016, and an update in January 2021 through a combination of desk study and Extended Phase 1 Habitat Survey (prepared by Soltys Brewster).

Soltys Brewster have recommended that the semi improved and marshy grassland field and associated running stream identified on the site should be retained as far as is practically possible, with the hedgerows, treelines and standard trees retained so as to maintain habitat connectivity and provide wildlife corridors. These recommendations have been central to the masterplanning process, with the preservation of biodiversity and green infrastructure forming a key design objective from the outset (as reflected in the Proposed Masterplan).

The Phase 1 survey work undertaken to date identifies the need for further targeted surveys, including bat activity surveys; reptile surveys; and potentially Dormouse surveys. Such survey work will be undertaken to inform the future Planning Application accordingly.

### **Highways and Transport**

The proposed development is informed by detailed highways work.

#### Access

The residential and employment elements of the allocation will have separate vehicular access points:

- Residential - via proposed new priority T-junction between the Morrison's and Pibwrlwyd Roundabouts
- Employment - via the existing Llys Y Deri arm of the Morrison's Roundabout

The access solution will evolve and develop with the progression of the land disposal exercise and will be informed by further detailed supplementary studies.

Walking and cycling access will be achieved from the shared use path along the A484 with internal infrastructure designed to allow for integration of the internal active travel network to the surrounding existing and proposed active travel network.

### Connectivity

The site is situated within close proximity to public transport infrastructure, including two bus stops located along the A484 within close proximity of the site frontage, with regular bus services providing access to Carmarthen Town Centre, Llanelli and Swansea. The site is well located in terms of pedestrian and cycle infrastructure with NCN route 4 running along the A484 directly adjacent to the site. On the western side of the A484 carriageway there is a three-metre-wide shared use walking and cycling route. To the north, provides a direct route to Carmarthen Town Centre and Rail Station and to the south it provides a connection to Kidwelly.

### Highway Impact

The Transport Assessment (Asbri Transport, May 2023) (attached at **Appendix 3**) sets out that the proposed development is appropriate and acceptable in traffic and transport terms, and the traffic movements associated with the development proposals can be accommodated on the highway network. In summary:

- It is predicted that the proposed development as a whole is likely to generate 130 vehicles two-way in the AM peak hour and 132 vehicles two-way in the PM peak hour with the minimum quantum of development (Scenario 1 – Residential Plots 1-3 & employment).
- The upper range of the forecast trip generation for the full possible development with the proposed committed development (Scenario 5 – Residential Plots 1-3 & Reserved Land, Employment & Committed) is 294 vehicles two-way in the AM peak period and 405 vehicles two-way in the PM peak period. This higher level of forecast trip generation is lower than the overall extant trip generation for the local plan development site.
- Junction capacity analysis has been undertaken at the proposed site access as well as the Pensarn, Morrison's and Pibwrlwyd Roundabouts. The analysis indicates that the existing junctions are forecast to operate within theoretical capacity with the additional development traffic.

### **Agricultural Land Quality**

The Welsh Government's Predictive Agricultural Land Map identifies that a very small proportion of the site is classified as Grade 3a. The area of land encompassing the Grade 3a classification extends to circa 0.2 hectares and is enclosed by the built form of the campus to the north and east; Pibwrlwyd House to the west; and Pibwrlwyd Lane to the west. It is also understood that College buildings were located on part of the area of land in question until just a few years ago. The relevant extract from the Predictive Map is attached at **Appendix 4** – the impingement of the Grade 3a classification on the College campus reflects the predictive nature of the map.

#### **4. Any relevant information about financial viability affecting the commencement of development.**

Detailed viability appraisal work has been undertaken on behalf of the College by Elev8 Land & Property. The initial outcomes of the viability review indicate that revisions to the Masterplan could be required to address scheme viability, including specifically in relation to the number of start-up units proposed, which could potentially necessitate a reduction in

order to aid viability of the overall scheme. The DVM which has been prepared on the basis of the current scheme (as per the Proposed Masterplan) is attached at **Appendix 5**.

**5. Any relevant information about site ownership and access constraints affecting site assessment or the commencement of development.**

**Ownership**

The freehold of the land is owned by Coleg Sir Gâr. There are no constraints to the delivery of the site in regard to land ownership matters.

**Access**

Appropriate vehicular, pedestrian and cycle access can be accommodated within the development proposals, as demonstrated by the detailed Transport Assessment work (summarised above in Section 3, and attached at **Appendix 3**). There are no constraints to the delivery of the allocation in regard to access.

**6. Any relevant information about infrastructure provision necessary to support / enable the development.**

A Multi-Utility Infrastructure Feasibility Study has been prepared on behalf of the College by SMS Plc (April, 2021) as summarised above in Section 3 and attached at **Appendix 2**. This provides an assessment of the requirements of and provide budgetary costs for suitable electricity, gas, potable water and telecommunications to the development.

**7. The landowner’s delivery intentions and anticipated start and build-out rates:**

The table below shows the Deposit Plan’s Housing Trajectory set out in Appendix 7 of the Deposit Plan:

Timescale (Years)	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Number of Dwellings Completed				60	60	55	50	22


Based on the significant progress made by the College in moving forward the wider development process as set out above, it can be confirmed that the site can be brought forward for development and units delivered within the timescales set out above.

**Deliverability Assessment**

Based on the above information, it is considered that there is clear evidence that the site is deliverable within the timescales set out in the Deposit Plan’s Housing Trajectory.

The allocation of the site within the LDP has been subject to full consideration through the site assessment methodology. As part of this assessment process, a detailed site pro forma has been prepared. The policies and proposals of the LDP are considered sound and deliverable emerging from a robust evidence base and having been formulated with regard to and in a manner consistent with the Sustainability Appraisal.

<b>Signed on behalf of The Local Planning Authority</b>	<b>IR Llewelyn</b>
<b>Name</b>	<b>Ian Llewelyn</b>
<b>Position</b>	<b>Strategic Policy &amp; Placemaking Manager</b>
<b>Date</b>	<b>13/03/23</b>

<b>Signed on behalf of The Landowner</b>	
<b>Name</b>	<b>Ralph Priller</b>
<b>Position</b>	<b>Chief Operations Officer</b>
<b>Date</b>	<b>20/10/2023</b>

**STATEMENT OF COMMON GROUND – PIBWRLWYD  
APPENDICES**

**Appendix 1:** Site Masterplan (Drawing Ref. 16069\_P(0)101)

**Appendix 2:** Multi-Utility Infrastructure Feasibility Study (SMS, April 2021)

**Appendix 3:** Transport Assessment (Asbri Transport, May 2023)

**Appendix 4:** Welsh Government Predictive Agricultural Land Map Extract

**Appendix 5:** Development Viability Model (Elev8, March 2023)