

# **Carmarthenshire Revised Local Development Plan 2018-2033**

PrC2/h15 Land at Maes ar Ddafen,  
Llwynhendy, Llanelli

Draft Statement of Common Ground  
between Carmarthenshire County Council and  
Coastal Housing Group and Tata Steel UK Limited

**May 2024**

# Statement of Common Ground between Carmarthenshire County Council “The Local Planning Authority” and Coastal Housing Group and Tata Steel UK Limited

**Site Address:**

Land at Maesarddafen, Llwynhendy, Llanelli

**Planning Reference(s) / Local Plan Reference(s):**

Revised Deposit LDP Reference – PrC2/h15

Outline Planning Permission granted 07/03/22 - Planning Application Reference: S/34991  
Residential development of up to 94 dwellings, vehicular access from Maesarddafen Road, open space, landscaping and other associated infrastructure.

Approval of Reserved Matters granted - Planning Application Reference PL/06624 –  
Reserved Matters application for the development of 70 no residential dwellings (within use class C3) pursuant to Condition 4 of outline permission S/34991 and the associated discharge of Condition 4 (Reserved matters (access, appearance, landscaping, layout & scale), Condition 7 (Levels) and Condition 16 (Landscape and Ecological Management Plan) of the outline permission.

**Date:**

May 2024

This Statement of Common Ground (SoCG) has been prepared jointly by Coastal Housing Group, Tata Steel UK Limited and Carmarthenshire County Council (‘the Council’) in respect of land at Maesarddafen Road, Llwynhendy, Llanelli (‘the Site’). The SoCG is intended for submission to the forthcoming Carmarthenshire Revised Local Development Plan (LDP) Examination.

The purpose of this SoCG is to set out an agreed position regarding the proposed allocation of the Site for residential development in the Revised LDP (Allocated Site Ref: PrC2/h15).

The content of this SoCG reflects the advanced position of the Site, which was granted an outline planning permission in March 2022 with the Reserved Matters approval granted on 29<sup>th</sup> December 2023. The site is subject to a rigorous assessment by the Local Planning Authority, together with extensive consultation with statutory consultees and the wider community.

The SoCG addresses the following deliverability indicators:

1. The planning status of the site.
2. Any progress being made towards the submission of application(s) required to be granted before development may lawfully commence.
3. Any progress with site assessment work required for an application submission and / or before development may lawfully commence.

4. Any relevant information about financial viability affecting the commencement of development.
5. Any relevant information about site ownership and access constraints affecting site assessment or the commencement of development.
6. Any relevant information about infrastructure provision necessary to support / enable the development.
7. Expected delivery and build-out rates.

## 1. The planning status of the site

1.1 The Site is located within the defined 'development limits' of Llanelli in the adopted LDP. It forms part of a larger housing allocation in the adopted plan, which includes a large parcel of land (in Tata Steel's ownership) to the east of Heol Hen. The overall housing allocation is identified as (indicatively) accommodating 300 dwellings.

1.2 The Site continues to be identified within the defined development limits of Llanelli in the Deposit Revised LDP. Policy HOM1 of the Deposit Revised LDP also retains the Site as a housing allocation (for 94 homes).

1.3 The larger parcel of land to the east of Heol Hen is not identified as a housing allocation in the emerging LDP. This land has been promoted separately and independently by Tata Steel as an 'Alternative Site'. This land also benefits from a resolution to grant outline planning permission (April 2024) for up to 91 dwellings.

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

2.1 The outline planning application proposed a residential development of up to 94 dwellings, together with associated access, landscaping, drainage and infrastructure works.

2.2 The Reserved Matters application was approved in December 2023 for 70 dwellings. A schematic layout plan of the development was submitted with the application and included other detailed drawings. The new homes are set around the side boundaries and roadways with a mixed density, massing, and house types.

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

3.1 Site Assessment work has been undertaken as part of the outline planning application and Reserved Matters.

### Access

3.2 The primary (all-modes) access will be taken from Maes-Ar-Ddafen Road at the north western corner of the Site. The primary access road forms a loop within the development, with secondary and shared surface streets leading to individual dwellings.

3.3 Maes ar Ddafen Road runs parallel to the western boundary of the site, offering a pathway for pedestrians and cyclists to access Parc Trostre via an underpass beneath the A484. A footpath stretches along the southern boundary of the site, reachable from Maes ar Ddafen Road. This pathway connects to Parc Gitto on the eastern side. The National Cycle Network, accessible at the National Wetlands Centre (Route 4), provides opportunities for active travel, granting entry to the Millennium Coastal Path and various pedestrian and cycling amenities. Bynea Station is situated along Llwynhendy Road, approximately 2km east of the site, while Llanelli Station is positioned

about 2.5km southwest. A multitude of bus services offers direct routes to these stations. A bus stop is conveniently north of the site, on Llwynhendy Road.

3.4 A Transport Statement has previously been prepared by Vectos and submitted in support of the outline application. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users.

3.5 The Active Travel Map identifies the following linkages that would improve Active Travel measures in the locality of the site for the benefit of proposed residents:

- L38 – Between Maes Ar Ddafen Road and the Parc y Scarlets stadium road to the north of the Pemberton retail park.
- L94 – Between the Halfway signals and the New Dock Stars roundabout
- A crossing of the B4297 into the site of the Llwynhendy Kitchens connecting with the community centre and the schools off Trallwm Road and Llys Caradog.

### **Drainage and Flood Risk**

3.6 A FRA and Drainage Strategy was prepared by TPA (report Reference Pemberton addendum, dated June 2018) and submitted in support of the outline application reference S/34991. As a Statutory Consultee to the application, DCWW confirmed a suitable foul sewer connection to serve the development site at chamber SS53991601. The existing land is greenfield used for agricultural purposes, surface water runoff from the site would naturally discharge towards the on-site watercourses. To mimic the natural processes, post-development it is proposed to attenuate surface water runoff to greenfield runoff based on 10.7lit/sec/Ha discharging into the watercourse along the southwest boundary of the site. It is proposed that surface water from the proposed development will be managed through a combination of rain gardens, permeable paving and a final detention basin with attenuation and infiltration properties. It is recommended that foul water flows from the site are to be managed by gravity across the site to a pumping station which will then connect to the existing foul water network.

### **Air Quality**

3.7 Based on assessment undertaken at outline stage, it is considered that air quality does not pose a constraint to redevelopment of the Site as proposed.

### **Noise**

3.8 As outlined in the DAS for the previous Outline scheme, a Noise Assessment was previously prepared by Entran and submitted in support of the outline application. The noise assessment indicates that mitigation measures for the residential units in the form of acoustic double glazing will be required to meet the internal noise targets provided by BS8233:2014. Additional acoustically treated ventilation will be required in order not to compromise the sound reduction index of façades.

### **Ecology**

3.9 Overall, the Site is dominated by a species-poor grassland sward heavily grazed and pounded by horses whilst dense and scattered patches of scrub were recorded in association with site boundaries alongside mature and semi-mature trees. These habitats are considered to be of limited ecological importance, albeit with potential to support protected and notable species including bats,

nesting birds, badger, European hedgehog common reptiles and amphibians. No evidence of badger nor roosting bats were, however, identified on-site during a detailed survey for these species, whilst small populations of common reptiles, amphibians and notable mammals such as European hedgehog are considered likely present given the limited suitable habitat available.

### **Archaeology and Heritage**

3.10 At outline stage an Archaeological and Heritage Assessment was prepared by EDP. The assessment concluded that the implementation of residential development would not result in an adverse impact on, harm to, or loss of significance from any designated or non-designated heritage assets, either in terms of an effect on their physical fabric or through changes to their wider setting in the landscape.

### **Arboriculture**

3.11 An Arboriculture Assessment has been prepared by EDP and submitted in support of the outline application. The assessment noted the site broadly comprises two areas encompassing nine fields and four watercourses/ditches. Currently horses have access to all areas of the site and all fields have suffered poaching from horses with some areas worse than others. To aid with master planning and to ensure adequate provision is made for the retention of trees, the recommended RPA have been calculated.

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

4.1 A S106 agreement formed part of the outline planning permission to include contributions towards affordable housing, education, open space and Active Travel.

4.2 The approval of Reserved Matters is for Coastal Housing Group which aims to deliver a fully affordable housing project.

## **5. Any relevant information about site ownership affecting site assessments or the commencement of development.**

### **Ownership**

The site is currently in the ownership of Tata Steel UK Limited (Tata Steel). The site is, however, in the process of being sold to Coastal Housing Group who will ultimately deliver the site. This process is at an advanced stage, with exchange expected to take place within the next two to three months.

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

## DCWW

6.1 The outline planning permission provides planning conditions and advisory notes relating to drainage, Sewerage, Sewage Treatment and Water supply. Details are provided within Appendix 2. No response was received on the Reserved Matters application.

6.2 Reference is drawn to condition No 6 of the outline planning permission S/34991 which relates to the design and implementation of the surface water removal from the public sewerage system. This condition is yet to be discharged, and should be considered against the timescale of delivery set out within the trajectory below in section 7.

## NRW

6.3 NRW provides comments in their response to application S/34991, in addition to no objection in the Reserved Matters application. Their responses are highlighted in Appendix 2

## Carmarthenshire Highways and Transport Department

6.4 The Head of Highways and Transport provides planning conditions and advisory notes as part of the outline planning permission. Details are provided within Appendix 2.

6.5 The final comments on the Reserved Matters application are provided in Appendix 2.

## 7. The landowner's delivery intentions and anticipated start and build-out rates:

7.1 The table below shows the proposed delivery trajectory for the site. It should be noted that the timescales set out in the SoCG differ to that identified in Appendix 7 of the Deposit Plan's Housing Trajectory. The housing trajectory and the change in the number from 94 dwellings (outline) to 70 dwellings (RM) will be considered at the examination of the Revised LDP.

<b>Timescale (Years)</b>	<b>2026/2027</b>	<b>2027/2028</b>	<b>2028/2029</b>	<b>2029/2030</b>	<b>2030/2031</b>	<b>2031/2032</b>	<b>2032/2033</b>
Number of Dwellings Completed	x	x	x	x	x	x	x

7.2 Further updates can be provided as the delivery of the site progresses.

## Deliverability Assessment

7.3 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.

7.4 The allocation of the site within the LDP for residential purposes 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 Revised 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. This allocation identified within the Revised LDP makes sufficient provision for part of the housing needs of this settlement.

## 8. Signatories to the Statement of Common Ground

Carmarthenshire County Council (“The Local Planning Authority”) and Coastal Housing Group consider that the allocation is sustainable, viable and deliverable.

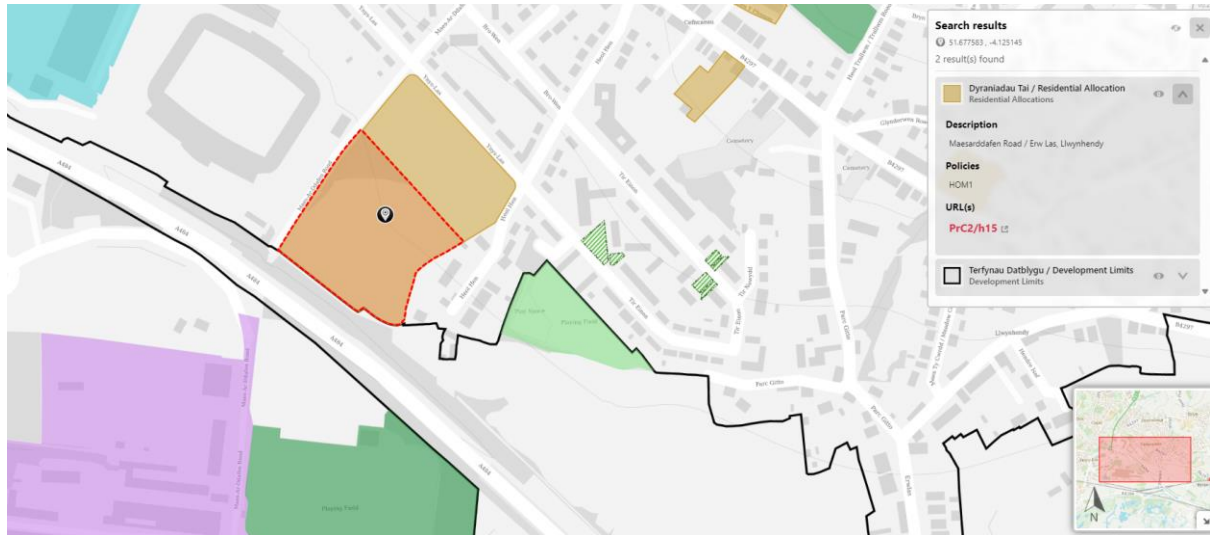
<b>Signed on behalf of The Local Planning Authority</b>	
<b>Name</b>	
<b>Position</b>	
<b>Date</b>	

<b>Signed on behalf of Tata Steel UK Limited</b>	
<b>Name</b>	
<b>Position</b>	
<b>Date</b>	

<b>Signed on behalf of Coastal Housing Group</b>	
<b>Name</b>	
<b>Position</b>	
<b>Date</b>	

# Appendix 1 Location Plan

Housing allocation PrC2/h15



## Appendix 2 DCWW, NRW and Carmarthenshire Highways Response

Ein cyf/Our ref: CAS-240488-Y4H1  
Eich cyf/Your ref: PL/06624

Carmarthenshire County Council  
Civic Offices  
Crescent Road  
Llandeilo  
SA19 6HW

Dyddiad/Date: 27 October 2023

Annwyl Syr/Madam/Dear Sir/Madam,

**BWRIAD/PROPOSAL: Reserved matters application for the development of 70 no. residential dwellings (within use class C3) pursuant to Condition 4 of outline permission S/34991 and the associated discharge of Condition 4 (Reserved matters (access, appearance, landscaping, layout & scale) and Condition 7 (Levels) of the outline permission.**

**LLEOLIAD/LOCATION: Land at Cefncaeau, Llanelli, SA14 9DG.**

Thank you for consulting Cyfoeth Naturiol Cymru (CNC)/Natural Resources Wales (NRW) about the above, which we received on 17 October 2023.

**We have no objection to the proposed development as submitted and provide the following advice.**

We have reviewed the reserved matters submitted in support of this application and have no additional comments. We would refer you to our Outline application response (CAS-65614-V3H7 dated 15<sup>th</sup> August 2018) and the conditions requested.

### **Other Matters**

Our comments above only relate specifically to matters included on our checklist, *Development Planning Advisory Service: Consultation Topics* (September 2018), which is published on our [website](#). We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

We advise the applicant that, in addition to planning permission, it is their responsibility to ensure they secure all other permits/consents/licences relevant to their development. Please refer to our [website](#) for further details.

If you have any queries on the above, please do not hesitate to contact us.

Yn gywir / Yours faithfully

**G Cuthbert**

Cynghorydd - Cynllunio Datblygu/Advisor - Development Planning  
Cyfoeth Naturiol Cymru/Natural Resources Wales

E-bost/E-mail: [swplanning@cyfoethnaturiolcymru.gov.uk](mailto:swplanning@cyfoethnaturiolcymru.gov.uk)

Croesewir gohebiaeth yn Gymraeg a byddwn yn ymateb yn Gymraeg, heb i hynny arwain at oedi./Correspondence in Welsh is welcomed, and we will respond in Welsh without it leading to a delay.

Carmarthenshire County South Council,  
Ty Elwyn,  
Town Hall Square,  
Llanelli.  
SA15 3AP

**Date: 06/08/2018**  
**Our Ref: PLA0036065**  
**Your Ref: S/34991**

Dear Sir/Madam,

**Grid Ref: SS 253145 199770**

**Site: Land at Cefncaeau Off Maes-Ar-Ddafen Road, Llwynhendy**

**Development: Amended Application - Residential Development of up to 94 Dwellings, Vehicular Access From Maes-Ar-Ddafen Road, Open Space, Landscaping And Other Associated Infrastructure**

We refer to your planning consultation relating to the above site, and we can provide the following comments in respect to the proposed development.

We write further to our letter of 8th February 2017 objecting to this outline proposal that started life as a proposal to 280 dwellings on two parcels of land, A and B. Now that the proposal has been amended to provide 94 dwellings on parcel A we can provide the following revised comments.

The reduced application site is crossed by a 150mm combined gravity sewer and a 450mm rising main over which there are 3 metre wide protection zones measured both sides of the sewers. A 350mm trunk water main runs outside but adjacent to the north eastern boundary and likewise there is a 150 mm trunk water mains over which there are also 3 meter wide protection zones. Details of measure to protect these sewers and mains should be incorporated in any reserved matters applications.

We would request that if you are minded to grant Planning Consent for the above development that the **Conditions and Advisory Notes** provided below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

### **Conditions**

No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the

occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

The details submitted in compliance with condition X above shall identify the proposed connection point for drainage of foul water to the public sewerage system and shall further provide for the implementation of the surface water removal scheme identified at appendix B of the Addendum to the Flood Consequences Assessment / Drainage Strategy dated June 2018, before the connection of any dwelling to the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

### **Advisory Notes**

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com)

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

### **SEWAGE TREATMENT**

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.

### **WATER SUPPLY**

Dwr Cymru Welsh Water has no objection to the proposed development.



Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.  
Mae Dwr Cymru yn eiddo i Glas Cymru – cwmni 'nid-er-elw'.

We welcome correspondence in  
Welsh and English

Dŵr Cymru Cyf, a limited company registered in  
Wales no 2366777. Registered office: Pentwyn Road,  
Nelson, Treharris, Mid Glamorgan CF46 6LY

Rydym yn croesawu gohebiaeth yn y  
Gymraeg neu yn Saesneg

Dŵr Cymru Cyf, cwmni cyfyngedig wedi'i gofrestru yng  
Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn  
Nelson, Treharris, Morgannwg Ganol CF46 6LY.

Our response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.

If you have any queries please contact the undersigned on 0800 917 2652 or via email at [developer.services@dwrcymru.com](mailto:developer.services@dwrcymru.com)

Please quote our reference number in all communications and correspondence.

Yours faithfully,



**Martin Morris**  
**Development Control Officer**  
**Developer Services**

Head of Highways & Transport

5123

S/34991

S/34991/P003861/(H&T)/KJ

23<sup>rd</sup> November 2018

LAND AT CEFNCAEAU, OFF MAES-AR-DDAFEN ROAD AND ERWLAS,  
LLWYNHENDY, LLANELLI  
RESIDENTIAL DEVELOPMENT OF UP TO 94 DWELLINGS, VEHICULAR ACCESS  
FROM MAES-AR-DDAFEN ROAD, OPEN SPACE, LANDSCAPING AND OTHER  
ASSOCIATED INFRASTRUCTURE

Head of Planning Services

**FAO: Mr. Paul Roberts**

**Ty Elwyn Llanelli**

I refer to your consultation request on the above planning application and would comment as follows:

**Appraisal:**

Please see attached technical review undertaken by Framework Consultants ARUP on behalf of the authority.

**Recommendation:**

Any permission that the Planning Authority may give should include the following condition(s).

**Condition(s):**

1. Prior to the commencement of development the written approval of the Local Planning Authority shall be obtained for a scheme of parking and turning facilities within the curtilage of the site, and this shall be dedicated to serve the proposal. The approved scheme is to be fully implemented prior to any part of the development being brought into use, and thereafter shall be retained, unobstructed, in perpetuity. In particular, no part of the parking or turning facilities is to be obstructed by non-motorised vehicles.
2. All surface water from the development herewith approved shall be trapped and disposed of so as to ensure that it does not flow on to any part of the public highway.
3. No surface water from the development herewith approved shall be disposed of, or connected into, existing highway surface water drains.

4. No development shall take place until a detailed Construction Traffic Management Plan is submitted for the written approval of the Local Planning Authority and thereafter shall be implemented in full and as agreed.
5. A scheme of Active Travel improvements in the locality shall be submitted to the written approval of the Local Planning Authority and to the specification of the Local Highway Authority and thereafter implement in full as agreed prior to occupation of the first dwelling.

**Reason(s):**

1. In the interests of highway safety.

**Other Observation(s):**

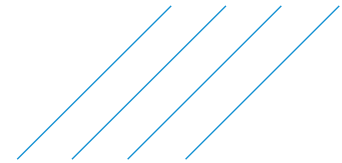
1. If the applicant intends to offer the proposed estate road for adoption to the highway Authority under Section 38 of the Highways Act 1980, then he is advised to contact the Authority's Highways Adoptions officer Mr Gary Clarke, at the earliest opportunity
2. Any amendment or alteration of an existing public highway in connection with a new development shall be undertaken under a Section 278 Agreement of the Highways Act 1980. It is the responsibility of the developer to request the Local Highway Authority to proceed with this agreement and the developer is advised that the total costs of entering into such an agreement, as well as the costs of undertaking any physical works on site, shall be met by him.
3. It is the responsibility of the developer to contact the Streetworks Manager of the Local Highway Authority to apply for a Streetworks Licence before undertaking any works on an existing Public Highway.
4. Developers shall take positive measures to prevent surface water ingress to this site from the adjacent highway.
5. You will see from page 5 from the Technical Review that the developer referred to ongoing masterplan processes that will ensure that the proposed development will tie in to the planned active travel works, but there is no commitment to contribute to the INM works. The Active Travel Maps identify the following linkages that would improve Active Travel measures in the locality of the site for the benefit of proposed residents;
  - a. L38 – Between Maes Ar Ddafen Road and the Parc y Scarlets stadium road to the north of the Pemberton retail park.
  - b. L94 – Between t Halway signals and the New Dock Stars roundabout
  - c. A crossing of the B4297 into the site of the Llwynhendy Kitchens connecting with the community centre and the schools off Trallwm Road and Llys Caradog.

I hereby request a **S106 contribution of £45,000** towards provision of the Active Travel Routes L38 and L94 above.

Additionally, a request for **S106 contribution of £30,000** towards provision of a crossing and removal of on highway markings etc. on Llwynhendy Road B4297.

**S G Pilliner.**

Pennaeth Priffyrdd a Thrafnidiaeth  
Head of Highways and Transport



## Technical Note

Project:	Cefncaeau, Llanelli		
Subject:	Development Control Technical Note		
Author:	Atkins	Atkins No.:	5161942
Date:	22/08/2018	Icepac No.:	
		Project No.:	5161942
Distribution:		Representing:	Carmarthenshire County Council

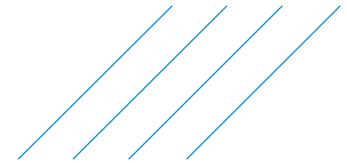
## 1. Introduction

Carmarthenshire County Council (CCC) have commissioned Atkins, through their framework contract, to undertake an Audit of the Transport Assessment (TA) (dated April 2018) and Framework Travel Plan (FTP) (dated December 2016) submitted for the proposed development at Cefncaeau, Llanelli.

The TA and FTP have been produced in support of an outline planning application, for a residential development (up to 94 residential dwellings) on land opposite the Tata Steel works (north of the A484).

Both the TA and FTP have been produced by Vectos, who were appointed by Tata Steel to provide highways and transport advice.

A TA prepared by Vectos for the site and a separate parcel of land to the east was previously submitted as part of an outline application (S/34991) for 280 dwellings in 2016. This application has since been removed due to flood concerns at the eastern site and the development proposal reduced to 94 dwellings. The previous TA referred to the development sites as Site A and B (with Site B being the eastern site), only Site A has been taken forward and considered in the April 2018 TA.



## 2. Scheme Background

The proposal is to develop 94 dwellings on the 2.01ha site with vehicular access from Maes-Ar-Ddafen Road.

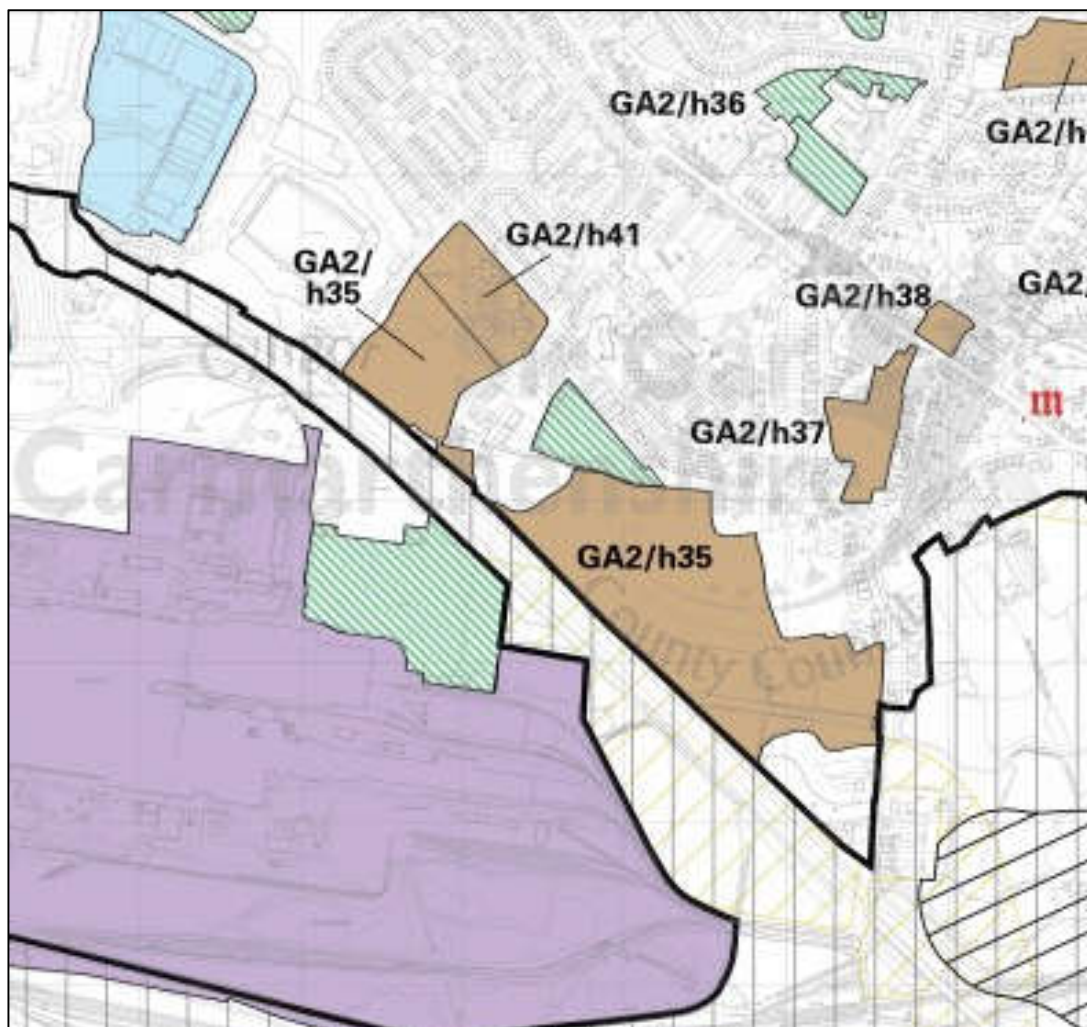
### CCC Local Development Plan (LDP)

As shown in **Figure 1**, the proposed site is allocated for residential housing in the adopted CCC LDP;

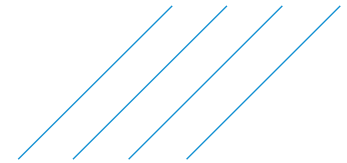
- Ref: GA2/h35
  - Land at Maesarddafen Road / Erw Las, Cefncaeau;
  - Total Allocation – 300 dwellings.

As previously stated the Erw Las site (Site B) cannot be brought forward due to flood concerns and therefore the total amount of dwellings has been reduced.

**Figure 1** Site Location Plan and CCC LDP<sup>1</sup> (GA2/h35)



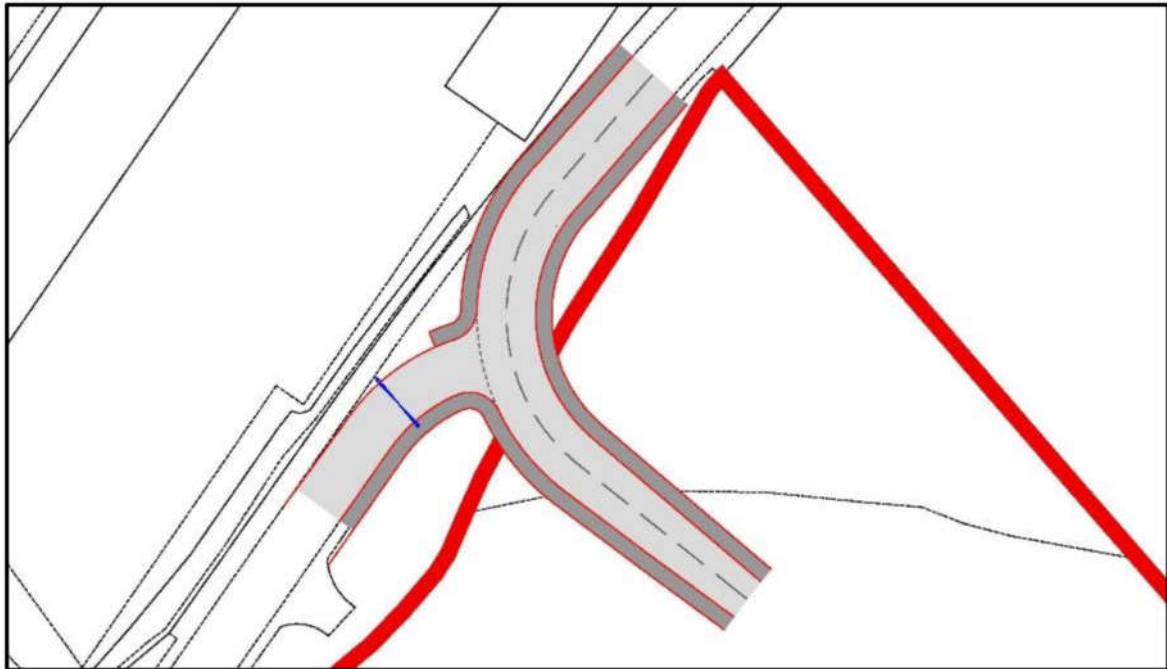
<sup>1</sup> Carmarthenshire County Council (2014). *Carmarthenshire Local Development Plan (adopted December 2014)*. Available online: <http://www.cartogold.co.uk/CarmarthenshireLDP/Carmarthenshire.htm> [Accessed: 16/08/18]



## Proposed Access

The proposed access to the site from Maes-Ar-Ddafen Road is shown in **Figure 2**.

**Figure 2** Proposed Site Access

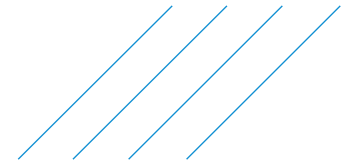


## Indicative Masterplan

The indicative masterplan for the site is shown in **Figure 3**.

**Figure 3** Indicative Development Masterplan





## 3. Cefncaeau, Llanelli Transport Assessment (Vectos, April 2018)

### 3.1. Introduction

The TA states (Point 1.4) that *'This report has been produced in accordance with the latest local and national government guidance including Welsh Governments Technical Advice Note (TAN 18: Transport and makes reference to current national and local transport policy documents'*.

*It should be noted that the TA does not refer to CCCs document 'Transport Assessment Guidelines for development proposals in Carmarthenshire' (May 2009).*

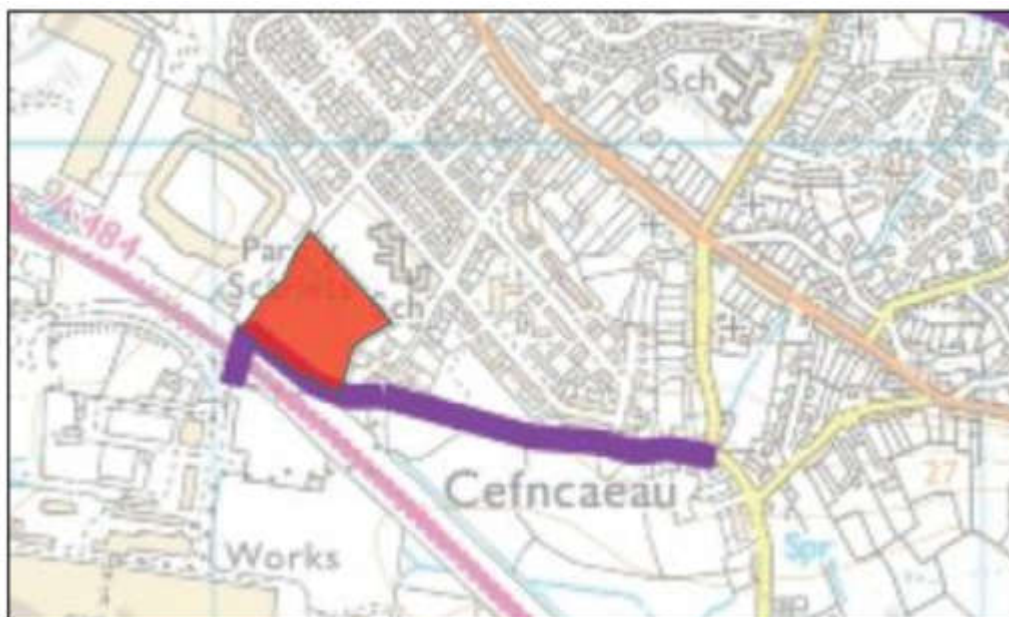
### 3.2. Existing Conditions

#### Travel by Foot

A notable point stated in the *Travel by Foot* section of the *Existing Conditions* Chapter is;

- The existing Public Right of Way (PROW) within the proposed site will be maintained as part of the development (**Figure 4**).

**Figure 4** Existing PROW



#### Local Facilities

This section of the TA;

- Illustrates walking and cycling isochrones from the site for 15 and 30 minutes' walk or cycle, highlighting the area accessible for residents (Point 2.23); and
- States that (Point 2.18) *'Whilst the Welsh Government does not provide specific guidance on comfortable cycle distances, Planning Policy Guide 13 (PPG 13) (Transport) suggests that a comfortable cycling distance for a relatively fit person is 5 km'*.



*It should be noted that;*

- *Planning Policy Guidance 13: Transport has been cancelled and replaced by the National Planning Policy Framework (NPPF) which sets out the Governments planning policies for England.*

### The Active Travel (Wales) Act 2013

The TA refers to the Active Travel (Wales) Act with a notable point (Point 2.27) stating that the ongoing masterplan process will ensure that the proposed development will tie in to the planned active travel route extension (to the north of Scarlets Stadium).

***Active Travel work by CCC has led to the creation of Integrated Network Maps (INM) for the county; which forms the basis for improving connectivity between communities and to key leisure and employment sites. The TA refers to the ongoing masterplan process will ensure that the proposed development will tie in to the planned active travel works, but there is no commitment to contribute to the INM works.***

### Local Highway Network

This section of the TA outlines the Local Highway Network.

*It should be noted (Point 2.31) that 'a Traffic Management Order (TMO) is in place south of Ynys Las which restricts vehicular access. A barrier is situated in this location to enforce this. It is anticipated that the TMO will be revised if the proposed development receives planning consent, to reopen part of Maes-Ar-Ddafen for traffic use as a means of access to the development'.*

### Personal Injury Accident Analysis

Personal Injury Accident (PIA) data was obtained for the five-year period (January 2011 to December 2015). This section concludes (Point 2.39) 'This quantum of accidents does not suggest any highway safety issues within the existing highway network in the immediate vicinity of the site'.

*A review of the Personal Injury Accident data concurs with this statement.*

***However, the PIA data assessed in the TA does not contain information for the years 2016, 2017 and 2018 which may highlight additional PIAs and common causation factors.***

## 3.3. Policy Review

Chapter 3 of the TA reviews national and local policy in relation to the proposed development.

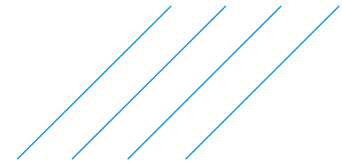
*It should be noted that this Chapter does not refer to;*

- *CCCs document 'Transport Assessment Guidelines for development proposals in Carmarthenshire' (May 2009); and*
- *CCC adopted CSS Wales Parking Standards (2008).*

## 3.4. Proposed Development

### Masterplan

It should be noted (Point 4.3) that 'Vehicle and cycle parking provision will be provided in accordance with Carmarthenshire's Parking Standards. The internal highway layout will be designed in accordance with the principles of MfS but will still accommodate the safe movement of typical larger vehicles through the site, such as refuse, emergency and delivery vehicles'.



*A concept masterplan is shown in Figure 4.1 of the TA.*

## Access

Notable points additional to what has been outlined in the 'Scheme Background' section of this Technical Note include;

- *Point 4.6 states that 'A Stage 1 Road Safety Audit (RSA) has been undertaken as part of the design process for the proposed access junction. This is contained in Appendix C, along with the Designers Response. To note, the RSA considered both the access to this site and the previously proposed access/development on the eastern site, which no longer forms part of the application. However, the RSA did not consider that there were any issues with either of the proposed access junctions that could not be overcome'; and*
- *Point 4.7 states 'Autotrack swept path analysis has been undertaken the site access junction to ensure that the site can be served by a large refuse vehicle. This analysis is contained in Appendix D'.*

***The Stage 1 Road Safety Audit (RSA) (undertaken by 'go-surveys Ltd') identified no problems with the access from Maes-Ar-Ddafen Road.***

***Autotrack swept path analysis has been undertaken on the 'Preliminary Access Arrangement', therefore is indicative at this stage.***

***Detailed design drawings will be required to support the planning application for the development. A package of drawings should be submitted to demonstrate the following:***

- ***That a suitable access route is available for Emergency Vehicles;***
- ***That the forward visibility envelope at the site access is in accordance with standards; and***
- ***That refuse collection vehicles can enter and exit the site in a forward gear. Swept Path Analysis / Track Runs will be required to evidence this.***

## 3.5. Quantitative Analysis

This Chapter of the TA details how the assessment scenarios and forecast traffic from the proposed development have been calculated.

### Residential Traffic Generation and Distribution

The calculation of trips associated with the proposed development was calculated using 'person' trip rates from the 'Houses Privately Owned' category of the TRICS database.

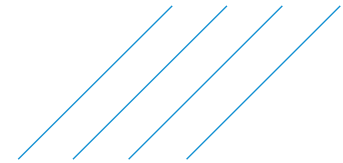
*TRICS is an industry standard tool and the category 'Houses Privately Owned' is viewed as appropriate.*

Point 5.3 states that 'Data from Table NTS0502 in the Department for Transport's (DfT) National Travel Survey (NTS) was used to determine trip purpose proportions for the assessment periods'.

*Although the DfT's NTS is applicable to England, in the absence of similar data for Wales, this method is deemed appropriate.*

### Work Trips

Point 5.5 states that 'The modal split for the work trips is determined by the existing Travel to Work modal split, recorded in the 2011 Census for the Llwynhendy Ward. This information is contained in full in Appendix H and summarised in Table 5.4'.



*It should be noted that Appendix H does not include the existing 'Travel to Work' modal split. However, on reviewing the existing 2011 Census 'Travel to Work' modal split for the Llwynhendy Ward, the figures stated in the TA appear to be in the same magnitude.*

Point 5.6 states that 'Accompanying this Transport Assessment is a Framework Travel Plan which outlines the modal shift targets for the development. The TP target for work based trips is a 10% shift from single occupancy car trips to an equal increase in biking and public transport trips'.

Subsequently Table 5.4 of the TA (as shown in **Figure 5**) outlines these modal shift targets;

**Figure 5**      **Table 5.4 of the TA**

<b>Table 5.4 – Summary of work trips modal split</b>		
<b>Mode</b>	<b>Llwynhendy Existing Split</b>	<b>Development Split with TP Shift</b>
Public Transport	6%	10%
Vehicle - Drive	73%	65%
Vehicle - Passenger	10%	10%
Bike	2%	5%
Walk	9%	9%

The finalised external work trips, for each travel mode is outlined in Table 5.5 of the TA, utilising the **Development Split with TP Shift** percentages as opposed to the *Llwynhendy Existing Split* percentages.

*The corresponding Framework Travel Plan (which requires updating as outlined later in this Technical Note) that accompanies this report states (Point 5.9) that 'The TP target for work, Retail and other trips is a 10% shift from single occupancy car trips to an equal increase in biking and public transport trips over the three-year Travel Plan timeframe'.*

*The TP target percentages are over a three-year timeframe but no evidence is provided as to how these reductions would be achieved (i.e. examples of where TP based initiatives have been successful or industry standard examples).*

## Education Trips

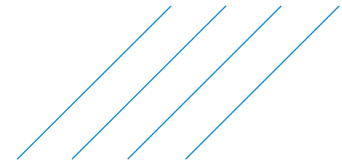
Point 5.8 states that 'The modal split for education trips is based on the DfT's statistics table NTS0614, which is included in Appendix I. The split between Primary and Secondary education trips is 49% / 51% respectively'.

*The DfT's statistic table NTS0614 is applicable to England. Whilst information is available for usual modes of transport to primary and secondary schools in Wales (provided by the National Survey for Wales), the method used for the TA is deemed reasonable.*

*The following targets have been adopted for the 'With TP Mode Shift Targets' scenario;*

- *Primary – increase walking and cycling by 2.5% each; and*
- *Secondary – increase cycling and public transport use by 2.5% each;*

*These targets have been utilised to determine the final education trips, for each travel mode.*



*It should be noted that in Table 5.6, the 'With TP Mode Shift Target' for 'Vehicle - Drive' illustrates a higher percentage than the base percentage (NTS0614).*

## Retail & Other Trips

Point 5.12 states that 'There are no relevant modal split statistics available to use for this category. Therefore, we have used the journey to work modal split (contained in Table 5.5) as a proxy'.

*This approach is deemed reasonable.*

Traffic flow diagrams for each vehicular trip scenario is presented in Appendix E of the TA.

In terms of the traffic flow diagrams, the following are provided;

- 2016 AM Peak (0800-0900) & PM Peak (1700-1800) Observed PCUs;
- Site A AM & PM Peak Work Trips;
- Site A AM & PM Peak Primary Education Trips;
- Site A AM & PM Secondary Education Trips;
- Site A AM & PM Peak Retail & Leisure Trips;
- Site A Development AM & PM Trips;
- 2020 AM & PM Peak Base;
- 2028 AM & PM Peak Base;
- 2020 AM Peak & PM Peak Base & Development; and
- 2028 AM Peak & PM Peak Base & Development.

*With regards to the traffic flow diagrams, the following is worth noting;*

- *The 'Site A AM & PM Peak Work Trips' traffic flow diagrams illustrate all trips (i.e. Public Transport / Vehicle – Drive / Vehicle – Passenger / Bike) and not just vehicular trips (i.e. Vehicle – Drive) there are also slight errors which may be from rounding;*
- *The remaining Education, Retail and Leisure traffic flow diagrams just illustrate vehicular traffic; however, the Retail and Leisure traffic flow diagrams do not correlate with Table 5.8 illustrating lower trip numbers (which is however offset by the higher vehicular trips outlined in the Site A AM & PM Peak Work Trips' traffic flow diagrams); and*
- *Despite the different approach used to present the traffic forecasts both have been combined in the flow diagrams for the 'Total Development AM & PM Trips' Scenario. These forecasts have subsequently been incorporated in the junction assessments / traffic impact analysis.*

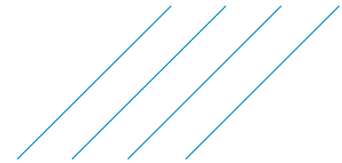
*Whilst the distribution of development trips appears reasonable, no information is provided as to how this was determined.*

## 3.6. Assessment of Traffic Effect

### Introduction

Point 6.1 states that 'The scope of junction assessments has been agreed with the Carmarthenshire County Council's Highways Officer. These junctions include:

- Site access / A484 signal controlled junction;
- Maes-Ar-Ddafen / Llwynhendy Road priority junction;
- A4138 / Llandafen Road signal controlled junction; and
- Trostre (A484) roundabout.



***It should be noted that the TA does not include a junction assessment of the Trostre (A484) roundabout as agreed with CCC Highways. Atkins hold traffic data for this junction which could be provided to the applicant for them to undertake junction capacity analysis.***

***Due to the implementation of improvements at the Trostre Roundabout, an assessment of the roundabout was requested during scoping. The assessment will provide an understanding about whether marginal flow increases at the roundabout will have more of a significant impact on the operation of the roundabout.***

***It is noted that the Site access / A484 signal controlled junction is no longer proposed.***

## Background Traffic

This section explains that;

- Traffic surveys were undertaken in the AM (0700-1000) and PM Peak (1500-1700) on Thursday 11<sup>th</sup> February 2016;
- The Opening Year and Future Year scenarios are 2020 (assuming a complete build out) and 2028 (10 years after submission of planning application); and
- Traffic growth factors for the following years have been calculated using TEMPRO software.

***The rationale adopted in this section of the TA is viewed as appropriate. The growth rates stated in the TA appear to be in the right order of magnitude.***

***Raw Traffic survey data has not been included in the TA to cross reference.***

## Junction Performance Analysis

### Maes-Ar-Ddafen / Llwynhendy Road priority junction

The capacity of the Maes-Ar-Ddafen / Llwynhendy was assessed utilising PICADY.

***PICADY is the industry standard software to assess the capacity of priority junctions.***

Point 6.11 states that 'The PICADY analysis demonstrates that the existing junction operates within capacity and as such this junction does not require any mitigation measures or improvements as part of the development proposals'.

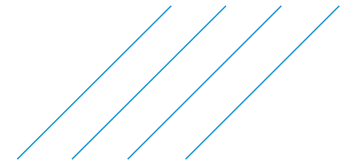
***Atkins concur that the junction would operate within capacity.***

### A4138 / Llandafen Road signal controlled junction

The capacity of the A4138 / Llandafen Road signal controlled junction was assessed utilising LinSig.

Point 6.13 states that 'The A4138 / Llandafen Road junction analysis demonstrates that the junction will be operating at or near to its theoretical capacity limit in the opening and future base year scenarios of 2020 and 2028. The traffic effect of the development is at best negligible (22 vehicle movements in total during the AM peak and 38 during the PM peak) and would have no discernible impact on the operational performance of the junction. The quantum of additional traffic is unlikely to be noticeable to existing road users and it is likely to amount to less than the daily variation in background traffic. As such no highway improvement measures are considered necessary to mitigate the effects of the development.'

***It is acknowledged that the A4138 / Llandafen Road signals currently operate on a MOVA system, and therefore consist of no such 'set timings' that can be accurately replicated in LinSig.***



*Although the capacity assessments undertaken demonstrate that the junction will be operating at or near to its theoretical capacity in 2020 and 2028, the proposed development does have a detrimental impact on the operation of the junction (in both the AM and PM Peaks) with the 'Llandafen Road (Left / Ahead / Right) Lane Mean Max Queue (MMQ) increasing from / to;*

- *2020 AM Base – 2020 AM Base + Development*
  - *35 – 41*
- *2028 AM Base – 2028 AM Base + Development*
  - *64 – 72*

***Whilst the development in isolation will not have a significant impact on the operation of this junction, the cumulative impact of developments proposed within the Llanelli area may need to be considered.***

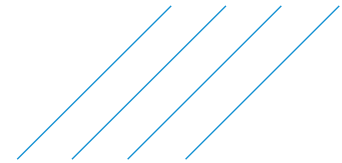
### Trostre (A484) roundabout

This section the TA reports that the effect of the development on the Trostre (A484) roundabout would be:

- *'AM Peak*
  - *A total of 21 additional vehicles through the junction; and*
  - *The most affected approach arm is the A4138 with 15 additional vehicles.*
- *PM Peak*
  - *A total of 41 additional vehicles through the junction; and*
  - *The most affected approach arm is the A4138 with 15 additional vehicles'.*

The section further states (Point 6.15) that *'The additional development traffic volumes forecast to travel through this junction are comparatively small when compared with the existing quantum of traffic this junction accommodates during the commuter peak periods. As such the proportional effect is negligible and would amount to less than the daily variation in background traffic. As such we do not consider that modelling of this junction is necessary to support the proposed development.'*

***As per the scoping agreement with CCC Highways, it is recommended that junction capacity analysis is undertaken on the Trostre (A484) roundabout. As outlined above, Atkins hold traffic data for this junction which could be provided to the applicant for them to undertake junction capacity analysis.***



## 4. Recommendations

Based on the conclusions drawn from the Transport Assessment Audit, **the following improvements should be provided by the developer to mitigate the impact of the proposed development:**

### 1. Junction Capacity Assessment of the Trostre Roundabout

- As requested during scoping, a junction capacity assessment of the Trostre Roundabout should be undertaken to determine the development's impact on peak period operational conditions.

The assessment will provide an understanding about whether marginal flow increases at the roundabout will have more of a significant impact on the operation of the roundabout.

### 2. Future Year Traffic Forecasts

- The future year traffic forecasts presented in the Transport Assessment do not specifically account for committed developments within Llanelli and surrounding areas (including those outlined in the LDP).

It is recommended that the traffic forecasts be reviewed to ensure the level of growth applied to the base traffic data provides a reasonable reflection of the likely future increase in background traffic volumes.

### 3. Sustainable Transport Modes

- The Transport Assessment explains that *'Vehicle and cycle parking provision will be provided in accordance with Carmarthenshire's Parking Standards'* and that *'the internal highway layout will be designed in accordance with the principles of MfS but will still accommodate the safe movement of typical larger vehicles through the site, such as refuse, emergency and delivery vehicles'*; and
- The Transport Assessment also implies that a movement strategy will be developed for the site during development of the Development Masterplan.

Atkins recommend that the applicant consult with Carmarthenshire County Council during the masterplan development process to ensure the following elements of the design are satisfactory:

- Parking Provision;
- Internal Highway Layout; and
- Sustainable Transport Connectivity with existing (and proposed) provision in the surrounding area.



## 5. Cefncaeau, Llanelli Travel Plan Framework (Vectos, December 2016)

### 5.1. Summary

Notwithstanding those comments which have been outlined in the TA review that are also applicable to the Framework Travel Plan (FTP), the following comments are associated with the FTP (dated December 2016):

1. Point 2.1 of the FTP refers to the previous two development sites (Site A and Site B).

***The FTP should be updated to reflect the current development proposals.***

2. Notably points in the FTP are as follows:

- Point 4.13 states that '*The development will also fund a Living Streets pedestrian / cycle audit – [www.livingstreets.co.uk](http://www.livingstreets.co.uk)*;
- Point 6.32 states that '*As part of the development's Travel Plan, it is proposed, with the assistance, support or lead of the Council, to design a school specific travel plan, which will benefit the wider community as well as the proposed development. This assistance will be secured by way of a Section 106 agreement*'; and
- Point 6.18 states that '*all residents will be made aware of the Travel Plan on the commencement of their residence on the site, and employers when they occupy the premises*'. ***This comment implies employment use on the site.***



Head of Environmental Infrastructure  
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21<sup>st</sup> December 2023

Head of Place & Sustainability

FAO: PAUL ROBERTS  
**CIVIC OFFICES, CRESCENT ROAD,  
LLANDEILO.**

RESERVED MATTERS APPLICATION FOR THE DEVELOPMENT OF 70 NO. RESIDENTIAL DWELLINGS (WITHIN USE CLASS C3) PURSUANT TO CONDITION 4 OF OUTLINE PERMISSION S/34991 AND THE ASSOCIATED DISCHARGE OF CONDITION 4 (RESERVED MATTERS (ACCESS, APPEARANCE, LANDSCAPING, LAYOUT & SCALE), CONDITION 7 (LEVELS) AND CONDITION 16 (LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN) OF THE OUTLINE PERMISSION (**RE-CONSULTATION**).  
LAND AT CEFNCAEU, LLANELLI, SA14 9DG.

I refer to your consultation request on the above planning application and would comment as follows:

### **Recommendation**

Any permission that the Planning Authority may give should include the following condition(s);

### **Condition(s):**

1. Prior to its use by vehicular traffic, the new access road shall be laid out and constructed with 5.5 metre carriageway, 2.0 metre footways, and 6.0 metre kerbed radii at the junction with the Maes-Ar-Ddafen Road.
2. The gradient of the vehicular access serving the development shall not exceed 1 in 20 for the first 15 metres from the edge of the carriageway.
3. Prior to any use of the access by vehicular traffic, a visibility splay of 2.4 metres x 25 metres shall be formed and thereafter retained in perpetuity, either side of the centre line of the access in relation to the nearer edge of carriageway. In particular there shall at no time be any obstruction above 0.6 metres within this splay area.

### **Daniel W John**

Pennaeth Seilwaith Amgylcheddol,  
Yr Adran Lle & Seilwaith, Neuadd y Sir, Caerfyrddin SA31 1JP

Head of Environmental Infrastructure  
Department for Place & Infrastructure, County Hall, Carmarthen SA31 1JP



4. Prior to the occupation of any of the dwellings herewith approved, the required access roads and footways from the existing public highway shall be laid out and constructed strictly in accordance with the plans herewith approved, to at least the base course levels, and with the visibility splays provided.
5. The parking spaces and layout shown on the plans herewith approved shall be provided prior to any use of the development herewith approved. Thereafter, they shall be retained, unobstructed, for the purpose of parking only. In particular, no part of the parking or turning facilities is to be obstructed by non-motorised vehicles.
6. All surface water from the development herewith approved shall be trapped and disposed of so as to ensure that it does not flow on to any part of the public highway.
7. No surface water from the development herewith approved shall be disposed of, or connected into, existing highway surface water drains.
8. Prior to the commencement of any part of the development herewith approved, the footway fronting the entire site frontage with the Maes-Ar-Ddafen Road shall be widened to 3.0 metres to allow shared use status, in line with Active Travel (Wales) Act 2013. This work shall be completed to the written approval of the Local Planning Authority and to the specification of the Local Highway Authority.
9. No development shall take place until a detailed Construction Traffic Management Plan is submitted for the written approval of the Local Planning Authority and thereafter to be implemented in full and as agreed.

**Reason(s):**

1. In the interest of highway safety.

**Other Observation(s):**

1. The developer is urged to contact the Local Highway Authority prior to commencement of any work, to discuss arrangements for the amendment to the Prohibition of Driving Order currently in place along the section of Maes-Ar-Ddafen Road fronting site, and the relocation of the lockable gate to the northeast of the site to allow access to the development.
2. If the applicant intends to offer the proposed estate road for adoption to the highway Authority under Section 38 of the Highways Act 1980, then he is advised to contact the Authority's Highways Adoptions officer Mr Gary Clarke, at the earliest opportunity.

**Daniel W John**

Pennaeth Seilwaith Amgylcheddol,  
Yr Adran Lle & Seilwaith, Neuadd y Sir, Caerfyrddin SA31 1JP

Head of Environmental Infrastructure  
Department for Place & Infrastructure, County Hall, Carmarthen SA31 1JP

3. Any amendment or alteration of an existing public highway in connection with a new development shall be undertaken under a Section 278 Agreement of the Highways Act 1980. It is the responsibility of the developer to request the Local Highway Authority to proceed with this agreement and the developer is advised that the total costs of entering into such an agreement, as well as the costs of undertaking any physical works on site, shall be met by him.
4. Without prior consent from the Sustainable Drainage Approval Body (SAB) no surface water from the development herewith approved shall be disposed of, or connected into, existing highway surface water drains/systems.
5. Developers shall take positive measures to prevent surface water ingress to this site from the adjacent highway.

**D W John.**

Head of Environmental Infrastructure

Pennaeth Seilwaith Amgylcheddol

([technicalservices@carmarthenshire.gov.uk](mailto:technicalservices@carmarthenshire.gov.uk))

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