

**Supplementary
Planning
Guidance**

**Ysgol
Pantycelyn**



**Adopted
December 2014**



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1.0 Introduction

- 1.1 This Planning and Development Brief has been prepared as Supplementary Planning Guidance (SPG) to guide the consideration and determination of development proposals for the site of Ysgol Pantycelyn in Llandovery. It provides further guidance, and where applicable elaborates on the policies and proposals of the Carmarthenshire Local Development Plan (LDP), providing additional clarity to assist developers in understanding the core requirements and considerations necessary to deliver the site.
- 1.2 The guidance contained within the brief is aimed at securing a deliverable, coordinated, high standard of development and ensuring that proposals reflect and respect the character and requirements of the surrounding area.
- 1.3 Production of the Brief has taken place as part of the preparation of the LDP and having regard to National Planning Policy. The SPG formed part of the submission documents in support of the LDP and its adoption coincided with that of the LDP.

2.0 Purpose and Scope

- 2.1 The main purpose of the Brief is to provide further information and detail in the principles and parameters that developers of the site should adhere to in order to achieve a deliverable, integrated, high standard and cohesive development. It also explains and sets out the infrastructure and other considerations required to service the proposed development.
- 2.2 Prospective developers are encouraged to work closely with the Council to incorporate and reflect the content of this SPG into their proposals. Pre-application discussions with the Council are strongly encouraged, prior to the submission of a formal planning application.

Proposals that do not accord with the development principles set out in the Brief will not be supported.

3.0 Status of the Brief

3.1 This SPG was subject to a 6-week consultation exercise conducted in a manner consistent with that set out within the Delivery Agreement for the LDP. The LDP and its associated documents (of which this guidance forms part) progressed through an examination in public conducted by an independent Planning Inspector, following which it was adopted under the auspices/aegis of the LDP.

4.0 Planning Policy Context

4.1 National Policy

4.1.1 This section summarises the main planning policy documentation pertaining to the brief area. It also sets out the relevant planning history in relation to the site.

Planning Policy Wales (Edition 7, 2014)

4.1.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government (WG). Its central objective is to promote and provide a framework for sustainable development within Wales.

4.1.3 PPW outlines that planning should help to reduce the need to travel, especially by private car, and can 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 (TAN) 2 Planning and Affordable Housing (2006)

4.1.4 This document provides practical guidance on the role of the planning system in delivering affordable housing. It provides guidance on establishing an appropriate and well-integrated mix of housing types and tenures which will contribute to the identified need for affordable housing, and to the objective of achieving mixed and sustainable communities.

Technical Advice Note (TAN) 12 Design (2014)

4.1.5 TAN12 Design considers design issues and sets out the WG's objectives for new development. It 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.

4.1.6 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 to design solutions. Rather, it requires the design and layout of new developments to reinforce the distinctiveness of new development, and factors such as scale, density, height, massing, layout, landscape and access are important considerations in this respect.

4.1.7 Please visit www.wales.gov.uk to view other Technical Advice Notes.

4.2 Local Policy

The Carmarthenshire Local Development Plan

4.2.1 The Carmarthenshire LDP provides the framework for all future development within the County until 2021.

4.2.2 During preparation of the LDP, the difficulty in identifying appropriate land for housing in Llandovery due to issues of flood risk and consequent problems of deliverability resulted in the removal of one of the two deposit residential allocations and a reduction in the size of the other. The earmarked closure of Pantycelyn Secondary School presented an opportunity to utilise the site for mixed use purposes, including residential and community use. Consequently the site was suggested as a focused change to the Deposit Plan and allocated as a Mixed use/Housing site under the provisions of Policy EMP5 Mixed Use Sites and as contained within Appendix 3 of the LDP. An indicative figure of 45 housing units could potentially be accommodated on the site. Several policies from the LDP are applicable to the development of this site:

- SP1 Sustainable Places and Spaces
- SP12 Waste Management
- SP13 Protection and Enhancement of the Built and Historic Environment
- GP3 Planning Obligations
- H1 Housing Allocations
- AH1 Affordable Housing
- EMP5 Mixed Use Sites
- TR1 Primary and Core Road Networks
- TR2 Location of Development – Transport Considerations
- TR3 Highways in Developments – Design Considerations
- TR4 Cycling and Walking
- EQ1 Protection of Buildings, Landscapes and Features of Historic Importance
- EQ4 Biodiversity

- EQ5 Corridors, Networks and Features of Distinctiveness
- EQ6 Special Landscape Areas
- EP1 Water Quality and Resources
- EP2 Pollution
- EP3 Sustainable Drainage
- REC2 Open Space Provision and New Developments

4.2.3 The above policies and the full content of the LDP are available to be viewed on the Council's website at: www.carmarthenshire.gov.uk.

Modernising Education Programme

4.2.4 Carmarthenshire County Council approved an updated Modernising Education Programme (MEP) on the 8th December 2010 following a comprehensive review of the Programme in preparation for the new 21st Century Schools Programme being introduced the Welsh Government.

4.2.5 The MEP is by now well-established in Carmarthenshire and widely acknowledged for its strategic vision and direction and the considerable progress that has been achieved to date. By the end of the 2012/2013 financial year a number of successes have been delivered, including £142 million (approximately) of investment in the modernisation of school premises and the completion of statutory procedures for the transformation of secondary education in the Dinefwr region and the commencement of a programme of £69 million of investment in the modernisation of school premises. It also saw the removal of 2114 surplus places (1562 primary and 552 secondary) through the proactive reconfiguration of provision. As part of this process, full planning permission was granted on 26/4/13 for the construction of a new 1200 pupil secondary school in Ffairfach. When completed, this school will accommodate the pupils from the current secondary schools of Pantycelyn (Llandovery) and Tregib (Ffaifach).

Other Guidance:

4.2.6 Other documents of some importance are:

- Carmarthenshire's Highways Design Guide
- Manual for Streets (Dept. for Transport, 2007)

4.3 Planning History

4.3.1 There is no recent planning history in respect of the subject site. The last permission relating to the school was granted in 2003 for a single storey extension to part of the school buildings.

5.0 Site Analysis

5.1 Introduction

5.1.1 The following site analysis describes the main constraints and opportunities to be addressed in producing detailed proposals that accord with the provisions and principles set out in this brief. The content of this brief and its site analysis should not be seen as replacing a requirement for detailed investigations and surveys by prospective developers to further and demonstrably inform their proposals.

5.2 Location, context and topography

5.2.1 Llandovery is a historic market town situated in the north east of the County, located on a sustainable transport corridor to Central Wales and the Midlands. It is recognised as a key settlement within the Wales Spatial Plan Central Wales Area, providing employment opportunities, amenities and services to the town's residents as well as those occupying a number of outlying settlements. The town has a railway station which is served by the Heart of Wales Line which links South West Wales with the Midlands and Shrewsbury. The A40 Trunk Road which runs through

the town also serves the same purpose. In terms of tourism, many visitors use Llandovery as a base for exploring the western part of the Brecon Beacons National Park which lies immediately to the south of the town. For others it is a stop on the way to visiting Pembrokeshire and West Wales. Figure 1 indicates the location of the site in relation to the town and wider area.

- 5.2.2 The Pantycelyn site is located to the north of Llandovery town centre, yet firmly within the settlement's development limits set by the LDP. It is 2.59 hectares in size. The site is triangular in shape and is bordered by the Heart of Wales railway line (to the north west) and largely by residential properties elsewhere – New Road to the south and Cilycwm Road in the east. It is currently in existing use as a Comprehensive School.
- 5.2.3 The site is relatively flat and currently comprises of the school buildings and associated playing field, and car parking areas which are still in use (see Figure 2), Llandovery swimming pool has not been included within the brief area set out in the LDP as there are no plans to redevelop this important community facility. Nevertheless, the swimming pool will ultimately complement the future use of the sports hall as part of a community hub. This will ensure a co-ordinated and holistic understanding of the site's full potential is realised.
- 5.2.4 The overall site has strong boundaries represented by the railway line, New Road and Cilycwm Road. The site is currently accessed off Cilycwm Road via a narrow road north of the furthest residential property.
- 5.2.5 The site is well located in relation to social and community facilities within Llandovery. Primary School provision exists close to the site and the shopping facilities in the town centre lie a short distance away.

5.3 Ground conditions

- 5.3.1 In general the ground conditions across the undeveloped parts of the site (i.e. the playing field) are predominantly well drained, well maintained grass. There are developed areas (the school buildings, car parking areas) as well as other areas that comprise of tarmac/hard standing from which the surface water runoff is channelled into the local drainage network.
- 5.3.2 Developers will be required to carry out a detailed investigation on the ground conditions as part of the planning application process.

5.4 Flood Risk

- 5.4.1 The River Towy lies to the west of Llandovery and two further tributaries, the Afon Bran and Afon Gwydderig, are present to the south of the town. Another smaller watercourse joins north of Llandovery, called the Bawddwr. These watercourses are the potential sources of fluvial flooding for Llandovery. The Bawddur is situated the closest to the Pantycelyn School Site.
- 5.4.2 Regard should be had to the provisions of Technical Advice Note 15 in respect of flood risk and the content of the Development Advice Maps (DAMs). In respect of these documents, it is noted that large parts of Llandovery are affected by flood risk areas as set out in the 2013 DAMs. This situation has led to the current difficulties in identifying appropriate land for housing provision to cater for the predicted need over the LDP period. The site of Pantycelyn School is made all the more favourable for potential housing development due to the fact that the site is identified on the latest DAMs (2013) as being free from flood risk. It should be noted, however, that Cilycwm Road (from which access to the site will be made) is affected by C2 flood risk.
- 5.4.3 Developers will be expected to carry out a detailed flood consequence assessment as part of the planning application process. The flood consequence assessment

should include an appropriate flood management plan, based on the findings of the assessment, in accordance with A1.12 of TAN 15.

5.5 Drainage - surface water

- 5.5.1 New development inevitably increases the amount of impermeable surface, and consequential higher volumes and rates of surface water runoff will have to be offset. In this regard, reference is made to the provisions of LDP Policy EP3 in relation to the use of SuDs. In order to ensure compliance with this policy and that any increase in surface water runoff from the site is appropriately managed, developers will be expected to incorporate such systems as part of any proposals. Where appropriate, proposals should also be supported by comprehensive drainage strategies and flood consequence assessments demonstrating how this is to be achieved. Such strategies and assessments must take into account areas beyond the boundaries of individual development proposals sufficient to demonstrate that they would not compromise the development potential of adjoining land.
- 5.5.2 A comprehensive drainage strategy will be required in support of any proposals. Developers will where appropriate, and in consultation with the Council drainage engineers and Natural Resources Wales, be expected to utilise an infiltration system which encourages and enhances biodiversity and includes the use of soakaways, swales (grassy hollows) or ephemeral ponds in landscape areas. Such measures are to be used as integral parts of the infrastructure for dealing with surface water drainage. The developer will need to test trial holes to verify the subsoil and test the viability of soakaways. Overall, research and careful design by prospective developers are prerequisites of surface water drainage solutions for development on the site.
- 5.5.3 The design of the site should seek to create more adaptable and intuitive landscapes improving awareness of flood risk and to reduce risks to other areas. Any design should aim to ensure that development does not present any new blockages to overland flow routes or remove any existing flow routes where practical.

5.6 Drainage – foul water

- 5.6.1 Developers should refer to the provisions of LDP Policy EP1 Water Quality and Resources.
- 5.6.2 Developers will need to contact Dwr Cymru/Welsh Water to address issues of WWTW and sewerage capacity, and the location of existing sewers. The developer would need to ascertain whether improvements are required, and the predicted timescales for implementation. Alternatively the developer should establish whether there are mechanisms for developer led solutions.

5.7 Landscape character

- 5.7.1 The Tywi Valley Special Landscape Area (SLA) surrounds the town of Llandovery and the Pantycelyn Site. SLAs represent non-statutory designations identified following a formal assessment of the landscape qualities of the County. Whilst not intended to necessarily preclude development, SLAs are intended to reflect the emphasis on the ‘special’ qualities in their definition. Consequently in drawing up proposals, developers should ensure accordance with LDP Policy EQ6 in that development proposals adjoining or which might impact upon a SLA will not have an unacceptable impact upon their specific distinctive features or characteristics.
- 5.7.2 In line with the ecological considerations (5.9 below), the assessment of hedgerows, trees etc will ascertain the most appropriate course of action, setting out where retention and integration of such features into any proposed development would respect the setting of the site and surrounding area.

5.8 Transport and accessibility

- 5.8.1 Llandovery is located at a strategic location in terms of transport links. Both the A40 and A483, and the Heart of Wales railway line are key linkages that connect mid

Wales and the English Midlands with West Wales – of vital importance to both business and tourism. The town is also served by regular bus services to Brecon, Carmarthen and Lampeter.

- 5.8.2 In support of a planning application, developers should submit a transportation assessment, including a survey on traffic pressures to ascertain impacts on the local highway network and any improvements necessary to facilitate the development.
- 5.8.3 Developers should refer to the provisions of LDP Policies TR1, TR2, TR3 and TR4 in respect of potential effects of proposals upon the existing road network, provision for non car modes of transport and designing accessibility and connectivity etc. Reference should also be made to provisions in the Regional Transport Plan which may potentially impact on proposals.

5.9 Ecology

- 5.9.1 The River Tywi SAC is located approximately 300m away so any potential impact on that designated area would have to be considered and evidenced as part of any planning proposal.
- 5.9.2 There are a number of mature trees within the site area which will need to be considered. The relationship of bats to the site will also need to be considered, including the potential for bats/nesting birds in the buildings. Any development will need to ensure the favourable conservation status of any protected species on the site.
- 5.9.3 Developers should refer to the provisions of LDP Policy EQ4 Biodiversity and Policy EQ5 Corridors, Networks and Features of Distinctiveness.

5.10 Built Environment

5.10.1 Developers should respect the local vernacular and distinctiveness of the town when drawing up a scheme. In particular respect should be made to the numerous listed buildings and the extensive conservation area which encompasses a large proportion of the town and extends to within 60 metres south of the Pantycelyn School Site.

5.10.2 Dyfed Archaeological Trust have classified the site as a Category C in terms of its importance. This means that it is unlikely to be of such importance that future development cannot proceed, however, prior to the determination of a planning application the site should be assessed/evaluated to determine more precisely the character and extent of the heritage asset. In this regard, developers will be expected to seek the advice of the Dyfed Archaeological Trust in respect of potential schemes in order to ascertain whether any archaeological remains are present and whether an assessment of the likely impact of the development and an appropriate written programme for archaeological investigation should be submitted.

5.10.3 Developers should ensure that their proposals adhere to Policies SP13 and EQ1 of the LDP.

5.11 Land Contamination

5.11.1 Developers are advised to consult Natural Resources Wales as well as the Local Authority's Public Health Services Section in relation to contamination. The school is likely to have potential sources of contamination and these will require investigation.

6.0 Land Uses

6.1 The LDP identifies the site for mixed use purposes, including community use (incorporating the existing swimming pool, in its separate building, and the sports hall

which forms part of the school buildings) and residential. The exact nature and layout of a scheme will need to be detailed as part of a planning application. Figure 4 sets out broadly how this may be achieved.

7.0 Site Requirements and mechanisms

This section of the brief provides more specific guidance on how the site should be developed.

7.1 Proposed Scheme

7.1.1 The site is under the ownership of Carmarthenshire County Council. The principal objective is to achieve a comprehensive development of the whole site in a form which provides a high standard, attractive and safe residential environment which integrates as harmoniously as possible with surrounding development and the general environment.

7.1.2 Figure 4 illustrates the broad concepts for the future development of the site. Whilst it is not prescriptive in terms of the detailed layout of any scheme, the broad guidelines regarding the mix and location of housing and community use set out in the figure is to be followed, whilst addressing the principles set out in the brief.

7.1.3 It is proposed that the existing school buildings (apart from the sports hall) will be demolished to enable the utilisation of the entire site as part of any proposed scheme. This would also allow for a higher grade, more appropriate access to be gained to the site off Cilycwm Road. The sports hall and associated car parking would be retained as part of the community hub element of the proposed scheme, thereby complementing the towns' swimming pool which lies immediately adjacent.

7.1.4 Pedestrian linkages from the development to the amenities and services provided by the town centre will be an important factor in a proposed scheme. Figure 4 depicts two main options for reaching the town centre from the proposal site: Firstly, by proceeding south along Cilycwm Road and continuing in the same direction along

Stone Street, or alternatively south along the lane to the rear of New Road then by continuing in a south westerly direction along New Road until the town centre can be accessed via Queensway.

- 7.1.5 The residential element of any scheme, whilst being separated from the community hub in vehicular terms, should nevertheless have pedestrian/cycle linkages to the community elements.
- 7.1.6 Appropriate screening should be employed to protect the amenity of existing and future residential occupants. The retention and potential enhancement of the hedge bordering the railway line would be essential in this respect, as would the creation of a new screening option(s) (e.g. fence, hedge, wall) separating the south east side of the site from the rear access lane serving the properties along New Road.

7.2 Affordable Housing

- 7.2.1 The development should provide a range of sizes and mix of dwellings, to include detached, semi-detached and terraced housing and flats. The guideline capacity of the site set out in the Local Development Plan is for 45 dwellings. As a guideline development will be at a density of around 25 dwellings per hectare.
- 7.2.2 A benchmark of 30% of dwellings in the new development should be “affordable” (Policy AH1 of the LDP). The Council has produced a topic paper on “Affordable Housing” and developers should refer to this for detailed guidance. The developer will be required to enter into a S106 Planning Obligation to secure the provision of the affordable housing. The detailed dwelling mix and tenure of the scheme should be discussed at an early stage.

7.3 Open Space

7.3.1 With regard to the residential element of any proposed scheme on the site, developers should refer to LDP Policy GP3, and the SPG on planning obligations, which refer to the potential requirements for contributions towards open space.

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

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

For further details regarding open space provision, contact Carmarthenshire County Council.

7.4 Sustainability

7.4.1 In terms of location, the site is situated within reasonable walking and cycle distance to the town centre, recreational and educational facilities. Public transport is also located within walking distance. The close proximity of the site to local services and

facilities will minimise the need for private vehicles and encourage walking and cycling. Green corridors will facilitate pedestrian and cycle access to and from the site.

7.4.2 In terms of landscape, proposals should provide a network of open spaces and green corridors creating an inviting and attractive public realm promoting active healthy lifestyles. Existing planting will be retained where possible and enhanced if necessary, particularly along existing hedgerows and wooded areas. Retention of existing planting along with the introduction of further planting will encourage wildlife habitats – plant, insect and animal.

7.4.3 Developers are advised to respond to the requirements of LDP Policy SP1 Sustainable Places and Spaces and TAN 12 Design when drawing up their proposals. Reference should also be made to the ‘Code for Sustainable Homes’ which is a recognised standard in the UK for key elements of design and construction which contribute to the effect a new home has on the environment. It has been adopted by the Welsh Government as the preferred tool to assess how sustainable development is being implemented in new homes in Wales.

7.5 Local Character

7.5.1 Proposals should respect the traditional vernacular and character of the town. Building, paving, boundary treatments, lighting and traffic calming features must relate to the local character of the area, particularly the town’s Conservation Area. Co-ordinating the design of buildings through the use of consistent architectural detailing and the use of complementary building materials can create a strong and very positive sense of place.

7.6 Design and Layout

- 7.6.1 All dwellings 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.
- 7.6.2 The layout should clearly define public and private areas and avoid exposing rear garden boundaries to the public realm. The introduction of gateways and focal buildings will add emphasis and aid legibility and identity.
- 7.6.3 New housing should integrate with the surrounding residential area, indicating an appropriate building style and layout.
- 7.6.4 LDP Policy GP1 will apply to the design of the new development, ensuring that development respects the local context and is of high standard.
- 7.6.5 Buildings and open space should be positioned to ensure surveillance within the scheme, thereby addressing community safety issues. Open spaces within the residential element of the scheme should be overlooked by residential properties to ensure natural surveillance and reduce the opportunity for crime.
- 7.6.6 A notional density of 25 dwellings per hectare is suggested for the site. This provides an indication of a level of housing that could be provided on the site. It should not be regarded as a maximum figure, however, a higher level of provision must be consistent with securing a high quality environment.

7.7 Landscaping

- 7.7.1 The aerial plan shown in Figure 3 clearly indicates the location of the trees and hedges on the site. An assessment of existing trees and hedges will be required and should be carried out with the preliminary site investigation. Developers must provide a landscape plan giving details of new structure planting and existing

planting to be retained. To ensure that any new planting is appropriate, developers should select native trees and shrubs of local provenance as part of any scheme. This should help ensure that the new planting is suitable for local conditions, supports biodiversity, and contributes towards conserving the local natural heritage. The landscape structure should provide definition to public and private spaces and also add colour and seasonal interest to the residential environment.

7.7.2 Existing boundaries should be strengthened with fences and planting, particularly in relation to the screening of the railway line and the rear of New Road. New development should be sited to ensure that the potential of trees retained within the site, and trees on adjoining land, are not threatened.

7.7.3 The responsibility for the maintenance of communal landscaped areas will remain with the developer unless they are adopted by the Local Authority. Where communal landscaped areas are offered to the Council for adoption they must be provided to adoptable standards and a commuted sum to cover the maintenance of these areas for a period of 10 years will normally be required.

7.8 Recycling and refuse

7.8.1 Suitably located and appropriate facilities for recycling and refuse storage, segregation and subsequent removal will be required for all the new dwellings in a proposed scheme. Developers should refer to LDP Policy SP12.

7.8.2 Adequate access for service vehicles to manoeuvre will be required.

7.9 Transport and Accessibility

7.9.1 Developers should have regard to Policies TR1, TR2, TR3 and TR4 of the LDP when drawing up proposals.

7.9.2 Proposals should include a transport assessment and should conform to urban design and highway safety requirements as set out in the Government guidance, and the County Council's specifications. The layout will need to be designed to allow for the movement of and access to the public transport network, as well as HGVs servicing the development. A new highway access should be provided through the site from Cilycwm Road. The detailed design of this estate road will be guided by the transport assessment. Strong cycle and pedestrian linkage is also considered fundamental to the proposals. Figure 4 shows the likely vehicular and pedestrian access linkages to and from the site.

7.10 Parking

7.10.1 The detailed design must have regard to the Council's car parking standards which, in accordance with government guidance, represent a 'maximum' and development proposals will not be permitted to exceed this standard. Car parking within the development will need to balance the requirements set out in guidance with the desire to create a high quality public realm. The development should avoid a parking dominated landscape that would compromise the character and quality of the new development.

7.10.2 All car parking areas must be designed and sited to minimise visual impact. Parking should be handled sensitively which may include car ports, well designed integral garaging and the use of flats over small groups of garages/car ports. Parking will need to be provided to the side of dwellings where there is insufficient depth in the site area to allow frontage parking.

7.11 Pollution, noise and light

7.11.1 Proposals should have regard to the provisions of LDP Policy EP2 Pollution. Any detailed proposals should be supported by a construction environment management plan detailing all necessary pollution prevention measures to be implemented during construction.

7.11.2 Where requested surveys will be required in order to establish the impact of road noise and light on residential and natural environments and species, particularly bats so as to ensure compliance with the Habitats Directive, and for human health the relevant Environmental Health Regulations. The results of any such surveys will determine the nature of any attenuation measures that may be required.

7.11.3 Developers should utilise careful siting and layout, and innovative building design, as the primary means of achieving acceptable noise levels, and minimising adverse effects of artificial light both on the surrounding area and future residents of the new developments.

7.12 Utilities

7.12.1 Developers should investigate whether there are any issues in relation to water, drainage, gas, electricity, and telephone being made available. They are advised to contact the responsible bodies to establish specific service requirements etc.

7.12.2 Public utilities infrastructure should be installed in a co-ordinated fashion with the minimum land take and laid out so as to reduce any disruption arising from the future maintenance requirements of this infrastructure. For example, all cabling should be ducted with adequate access and capacity to allow for future additions. The developer will need to requisition works in relation to public utilities in a co-ordinated fashion. These works will include new surface and foul water drainage.

7.12.3 Developers are expected to take account of the views of the emergency services in formulating any applications for detailed planning permission relating to development on the site.

7.13 Phasing expectations

7.13.1 Generally, the site should be capable of being delivered within the plan period, but as with many of the allocated sites in the Plan this will be achieved by prioritising the phasing of development. Detailed assessments of the site as part of development proposals may indicate issues that will need to be addressed. Developer contributions may be necessary to achieve the required level of work to overcome problems. The preparation of a detailed development trajectory requires consideration of the likely phasing of development in terms of assumed market demand and build-out rates, potential constraints and the likely timescales within which those constraints can be addressed. Consequently in terms of predicting a timescale for the building of this site, it has been estimated that development will take place towards the latter end of the Plan period and so the following figures have been set out: 20 units to be completed in 2019/20 and the final 25 to be completed in 2020/21.

8.0 Planning Requirements

8.1 The following documentation will be sought in support of any planning application submission:

- Planning Statement;
- Transportation Assessment;
- Flood Consequence Assessment;
- Environmental Impact Assessment;
- Design and Access Statement; and
- Ecological Report;
- Construction environment management plan;
- Preliminary risk assessment for land contamination;
- Comprehensive drainage strategy

8.2 Planning Obligations (Section 106 requirements) (& future, Community Infrastructure Levy CIL requirements)

8.2.1 With regard to the residential element of any proposed scheme on the site, contributions may be sought in accordance with LDP Policy GP3, and the SPG on Planning Obligations, to meet requirements arising from the new development.

Contacts

A range of relevant contacts within the Council are set out below:

For enquiries on all planning policy matters including the LDP please contact:

Forward Planning Planning Services, Council Offices, 8 Spilman Street, Carmarthen SA31 1JY. forward.planning@carmarthenshire.gov.uk 01267 228818.

For Development Management and pre-application enquiries, potential developers should contact: **Development Management** (East) Section: Planning Services, Civic Offices, Crescent Road, Llandeilo SA19 6HW. planning@carmarthenshire.gov.uk 01558 825368.

For information on Built Heritage (including Listed Buildings) and Ecological matters please contact: **Conservation Section**, Planning Services, Council Offices, 8 Spilman Street, Carmarthen SA31 1JY.

Email: planning@carmarthenshire.gov.uk 01267 228727

Others:

Legal Services. County Hall, Carmarthen, SA31 1JP.

CELegalServices@carmarthenshire.gov.uk 01267 224024

Education:

The Department for Education and Children

Building 2

St. David's Park
Job's Well Road
Carmarthen
SA31 3HB
Email: ECS@carmarthenshire.gov.uk 01267 246500

Disclaimer

The information contained within this Brief is, to the best of the County Council's knowledge, correct at this time of writing. The Council will not accept responsibility for any inaccuracies contained within this brief rather it is the developers or interested parties responsibility to check any matters such as constraints and availability of services.

The brief represents the Council's policies at the time of writing and any developers or interested parties are advised to contact the relevant officers prior to any further discussions taking place.

Figure 1: Location Plan

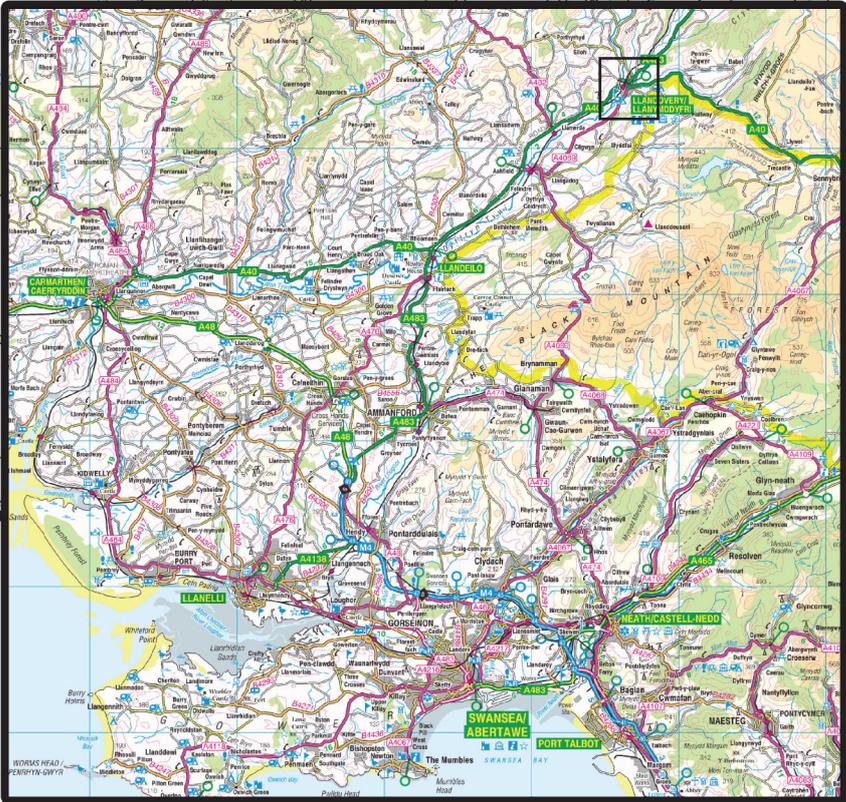
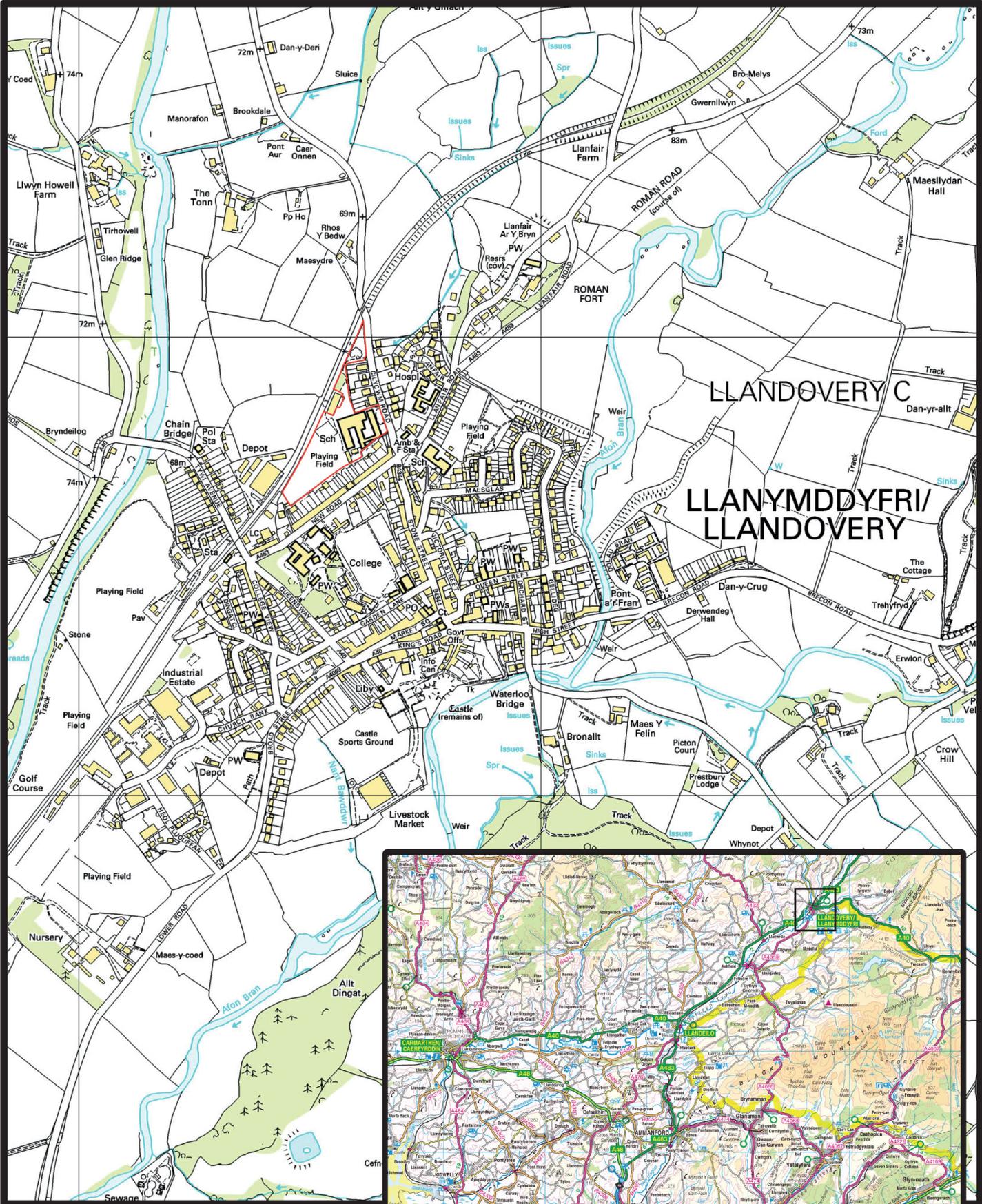


Figure 3: Aerial Plan



