

**Supplementary  
Planning  
Guidance**

**South  
Llanelli**



**Adopted  
December 2014**



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## 1 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 South Llanelli strategic zone. It provides further guidance and where applicable elaborates on the policies and proposals of the Carmarthenshire Local Development Plan (LDP adopted 10 December 2014) providing additional clarity to assist developers in understanding the core requirements and considerations.

1.2 The guidance contained within the brief is aimed at securing deliverable and high quality development and ensuring that development reflects and respects the character and requirements for the area.

1.3 Production of the Brief took place as part of the preparation of the LDP and having regard to the National Planning Policy.

### Purpose and Scope

1.4 The main purpose and scope of the Brief is to provide further detail in respect of the nature and uses appropriate to the brief area. It also seeks to provide additional information in relation to the parameters and principles necessary to achieve deliverable, integrated and high quality developments within the area.

1.5 Developers are encouraged to work closely with the Council to incorporate and reflect the content of this Brief into their proposals. Early Pre-application discussions with the Council (and appropriate external consultees including Natural Resources Wales) are strongly encouraged, prior to the submission of formal planning applications.

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

### Status of the Brief

1.7 This Brief was the subject of a 6-week consultation exercise conducted in a manner consistent with that set out within the Delivery Agreement for the LDP.

## 2 Planning Policy Context

### National Policy

2.1 This section summarises the main planning policy documentation pertaining to the brief area.

#### Planning Policy Wales

2.2 The land use planning policies of the Welsh Government (WG) are set out in Planning Policy Wales (PPW) which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out the land use planning policies of the Welsh Government. Its central objective is to promote and provide a framework for sustainable development within Wales. PPW also states preference for re-use of suitable previously developed land as part of sustainable settlement strategy. Previously developed land in areas in and around existing settlements, close to public transport nodes which support intensive use for housing or mixed use, or in areas which facilitate regeneration of existing communities are considered suitable for development in accordance with PPW.

2.3 PPW outlines that planning can help to reduce the need to travel, especially by private car, and enhance the access to new development locations by public transport, bicycle and foot. PPW 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 Notes (TANs)

2.4 A number of TANs are relevant to the South Llanelli area; however those deemed to be of particular relevance to this brief are discussed below.

2.5 TAN 15 *Development and Flood Risk* provides guidance on assessing flood risk. It supplements the guidance provided in PPW and provides a frameworks for assessing fluvial, coastal and surface water flooding, and associated risks for any development. The framework is based on precautionary principles which give due consideration to flood risk whilst recognising the need for development.

2.6 TAN15 states that the overarching aim of the precautionary framework is, in order of preference, to:

- Direct new development away from those areas which are at high risk of Flooding;
- Where development has to be considered in high risk areas (Zone C) only those developments which can be justified on the basis of the tests outlined in Section 6 and Section 7 of the TAN15 are located within such areas.

2.7 This precautionary framework is implemented by examining the Development Advice Maps (DAMs) which show the extreme flood outlines, and assessing the vulnerability of the development to flood risk. The DAMs are produced by the WG and are based on the EAW's extreme flood outlines. These maps consist of the following different flood zones:

- Zone A – Indicates little or no risk of fluvial or tidal/coastal flooding;
- Zone B – Areas known to have been flooded in the past evidenced by sedimentary deposits;
- Zone C1 – Area of floodplain developed and served by significant infrastructure including flood defences, and liable to flood events with probability of occurrence of 0.1% or greater (i.e. 1 in 1000 year flood event or greater);
- Zone C2 – Area of floodplain without significant flood defence infrastructure, and liable to flood events with probability of occurrence of 0.1% or greater (i.e. 1 in 1000 year flood event or greater).

2.8 TAN12 *Design* notes that the appearance of development and its relationship to its surroundings are important factors in considering planning applications. Early consideration of design issues is seen as being essential and central to good planning. The TAN 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 should all be taken into consideration. The following objectives are set out in order to achieve good design:

- Achieving sustainable design solutions;
- Sustaining and enhancing character;
- Promoting innovative design;
- Promoting a successful relationship between public and private space;
- Designing attractive, safe public places ensuring ease of access for all;
- Promoting legible development;
- Designing for change; and
- Promoting quality, choice and variety promoting sustainable means of travel.

2.9 TAN 5: *Nature Conservation and Planning* supplements PPW to provide clear national guidance and legislation in respect of areas and sites with statutory nature conservation designations (SSSIs, Ramsar sites, SPAs and SACs) as well as species protected under European and UK legislation. It demonstrates how local planning authorities, developers and key stakeholders in conservation can work together to deliver more sustainable development that does not result in losses from the natural heritage but instead takes every opportunity to enhance it.

2.10 TAN 18 *Transport* supplements PPW and sets out additional guidance in relation to transportation, notably in respect of achieving an integrated and sustainable transport system and in addressing the environmental aspects of sustainable development. Integration between transport and land use planning can assist in achieving targets in respect of emissions (reduction) and benefits to communities through social inclusion. In this regard TAN18 identifies the following considerations:

- Achieving sustainable design solutions;
- Promoting resource and travel efficient settlement patterns;
- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- Managing parking provision;
- Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- Encouraging the location of development near other related uses to encourage multi-purpose trips;
- Promoting cycling and walking;
- Supporting the provision of high quality, inclusive public transport;
- supporting provision of a reliable and efficient freight network;
- Promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
- Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

2.11 TAN 23 *Economic Development* provides advice on the national planning policy on economic development set out in PPW. The TAN provides guidance for local planning authorities on:

- developing high level economic planning objectives;
- assessing the economic benefits of new development;;
- economic development and the rural economy;
- preparing an evidence base for a Local Development Plan;
- creating an economic development vision for a Local Development Plan
- determining employment land supply.

### **Wales Spatial Plan – People, Places, Futures (2008 Update)**

2.12 The Wales Spatial Plan (WSP) provides an overarching policy context for spatial planning and development in Wales by establishing cross-cutting national priorities. First published in 2004 and updated in 2008, the WSP sets out to ensure that proposals throughout Wales are integrated and sustainable with individual actions being supportive of each other and in compliance with the shared vision for the area. Llanelli is identified as a hub within *The Swansea Bay - Waterfront and the Western Valleys WSP area* which confirms it has a critical role to play in the success of the area and is a key settlement of national importance.

2.13 The key priorities for the *Swansea Bay - Waterfront and the Western Valleys* region that are pertinent to this brief include:

- Implementing the Waterfront Masterplan to maximise opportunities along the stunning coastline;
- Developing a strong leisure and activity based tourism industry;
- Ensuring that environmental protection and enhancement are fully integrated.

## **Local Policy**

### **The Carmarthenshire Local Development Plan (adopted 10/12/14)**

2.14 The Carmarthenshire LDP provides the framework for all future development within the County until 2021. Relevant extracts from the LDP vision are set out below:

#### **CARMARTHESHIRE 2021:**

Carmarthenshire will be a prosperous and sustainable County of contrasts. It will have distinctive rural, urban and coastal communities, a unique culture, a high quality environment and a vibrant and diverse economy. The County will offer a high quality of life within safe, accessible and inclusive communities. Everyone will have access to good quality employment, a suitable mix of housing and to community and recreational facilities – all within a clean and green environment.

**IN SPATIAL TERMS THE COUNTY WILL BE CHARACTERISED BY: Llanelli fulfilling its potential as a modern and vibrant service centre developing upon its waterfront location.....**

2.15 Llanelli (including Llangennech) is identified as one of 3 growth areas within the LDP, reflecting its population levels and the availability of an extensive range of services and facilities in the strategic context. Llanelli is well served by those facilities which are vital to supporting the principles of sustainability and is capable of accommodating a proportionally high level of growth. It represents a large and established urban area located on sustainable transport routes which serve areas extending beyond localised catchments. Llanelli's regional or sub regional status is recognised through the Wales Spatial Plan.

2.16 In terms of the description for Llanelli set out in Appendix 1 of the LDP, it is stated that *“future opportunities include the holistic regeneration of the town centre and waterfront, thus enabling the town to fulfil its potential as a modern and vibrant destination that drives socio-economic improvements and enhances accessibility to homes, services and employment across the South East of Carmarthenshire and beyond.”*

2.17 The South Llanelli Strategic Zone is identified as LDP strategic site 3 under policy SP4. The Zone is comprised of the following individual sites each contributing to the regeneration aspirations of South Llanelli: Delta Lakes; Machynys; The Avenue; North Dock and Old Castle Works. The LDP land use allocations are set out in Figure 3 (LDP proposals map). This Brief supports and elaborates the provisions of the LDP.

2.18 In recognising the strategic importance of the South Llanelli Zone, this Brief sets in place a framework to facilitate the area's development in accordance with the policies of the LDP. Further to the above, there are a number of policies from the LDP that are applicable to the development of the South Llanelli zone. These include:

- SP1 Sustainable Places and Spaces;
- SP4 Strategic Sites;
- SP14 Protection and enhancement of the natural environment;
- SP15 Tourism and the Visitor Economy;

- SP17 Infrastructure;
- GP3 Planning Obligations;
- GP4 Infrastructure and New Development;
- H1 Housing Allocations;
- AH1 Affordable Housing;
- EMP2 New Employment Proposals;
- EMP5 Mixed Use Sites;
- TR2 Location of Development – Transport Considerations;
- TR4 Cycling and Walking;
- EP1 Water Quality and Resources;
- EP2 Pollution;
- EP3 Sustainable Drainage;
- EQ1 Protection of Buildings, Landscapes and Features of Historic Importance;
- EQ2 Enabling Development;
- EQ4 Biodiversity.

2.19 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](http://www.carmarthenshire.gov.uk). It should be noted that the Plan should be read in its entirety in formulating any proposals.

### **Joint Venture Partnership**

2.20 At a strategic level, the area represents a key economic and regeneration driver for the Joint Venture Partnership (JV) which consists of Carmarthenshire County Council and the Welsh Government (WG). Development of the area will provide an opportunity to deliver sustainable growth in a manner which also reflects the LDP objectives in respect of previously developed land. The strategic interests of the JV are demonstrated via its significant land holdings within the Strategic Zone and as such the intent to dispose as part of a holistic approach to redevelopment is readily apparent.

2.21 The Partnership has overseen recent investment in key supporting evidence such as a series of master plans. Such evidence has informed and supported the development of this brief.

### **Swansea Bay City Region**

2.22 The Swansea Bay City Region encompasses the Local Authority areas of Pembrokeshire, Carmarthenshire, City and County of Swansea and Neath Port Talbot. It brings together business, local government and a range of other partners, working towards creating economic prosperity for the people who live and work in our City Region.

2.23 The Swansea Bay City Region Economic Regeneration Strategy 2013 – 2030 sets out the strategic framework for the region aimed at supporting the areas development over the coming decades. The LDP in recognising the role of Carmarthenshire makes provision through its policies and proposals for employment development with the economy an important component of the Plan's strategy. The emerging role of the City Region will be a consideration to ensuring the continued compatibility in a strategic context.

### 3 Planning History

3.1 The area has already been subject of a wide range of planning applications/approvals. This demonstrates deliverability potential, as well as market appeal. These include the below:

#### **Machynys**

**S/22567** (2009) PENDING - CONSTRUCTION OF A NEW 125 BEDROOM HOTEL WITH ASSOCIATED CAR PARKING, ACCESS ROADS;

**S/26783** (2013) PENDING - FULL PLANNING THE CONSTRUCTION OF A NEW ECO PARK, COMPRISING A NETWORK OF FOOTPATHS, PONDS AND LANDSCAPING INCLUDING THE OUTLINING OF THE FORMER MACHYNYNS FARMHOUSE;

**S/19221** (2008) RESERVED MATTERS 205 RESIDENTIAL UNITS.

#### **Delta Lakes**

**S/08375** (2005) SITING OF BUSINESS AND INDUSTRIAL DEVELOPMENT (USE CLASSES B1 AND B8 DELTA LAKES, COASTAL LINK ROAD);

**S/16933** (2007) SECTION 73 APPLICATION TO VARY CONDITION NO.1 OF OUTLINE PLANNING PERMISSION REF. S/08375;

**S/24048** (2010) PROVISION OF HARD AND SOFT LANDSCAPE ON THE ROADSIDE VERGES ALONG THE ACCESS TO DELTA LAKES, LLANELLI AND ALONG THE HIGHWAY VERGES OF THE B4304 COASTAL LINK ROAD AT ACCESS ROUNDABOUT (B4304) DELTA LAKES;

**S/26070** (2011) ENABLING WORKS, INCLUDING NEW PUMPING STATION.

### The Avenue

**S/21854** (2009) DEVELOPMENT OF 18 NO. EN-SUITE BEDROOMS, 2 NO.1 BEDROOM FLATS AND 4 NO.1 BEDROOM BUNGALOWS FOR ADULTS WITH ACQUIRED BRAIN INJURY, PROVIDING REHABILITATION AND RESIDENTIAL SUPPORT (LAND AT THE AVENUE);

**S/27604** (2013) PROPOSED DEVELOPMENT OF 25 NO. RESIDENTIAL UNITS.

### North Dock

**S/18032** (2008) MIXED USE SCHEME THE REDEVELOPMENT OF LAND TO CREATE A MIXED USE URBAN DEVELOPMENT COMPRISING: A RANGE OF NEW HOMES INCLUDING APARTMENTS AND HOUSES (USE CLASS C3); A HOTEL (USE CLASS C1); OFFICES (USE CLASS B1); COMMERCIAL USES INCLUDING SMALL SCALE RETAIL/LOCAL SHOPS – NOTE MASTER PLAN HAS AN INDICATIVE 325 RESI UNITS;

**S/25165** (2011) APPROXIMATELY 0.3HA OF NEW PUBLIC SPACE COMPRISING A NON-VEHICULAR ROUTE CONNECTING DEVELOPMENT PLOTS ADJACENT TO NORTH DOCK WITH THE MILLENNIUM COASTAL PARK. THE BOULEVARD WILL BE LANDSCAPED AND WILL LINK THE DOCK TO THE COASTAL PARK AS WELL AS PROVIDING AN ATTRACTIVE LANDSCAPE SETTING AND AMENITY SPACE FOR FUTURE DEVELOPMENT.

**S/28059** (2013) APPLICATION FOR VARIATION OF CONDITION NO 3 OF S/18032 TO EXTEND THE TIME PERIOD FOR THE SUBMISSION OF RESERVED MATTERS AND THE COMMENCEMENT OF DEVELOPMENT. (WITHDRAWN)

### **Old Castle Works**

**S/12270** (2006) RAISING SITE LEVELS IN AREAS TO A MINIMUM OF 6.5M A.O.D. CONSTRUCTION OF STORM AND FOUL DRAINAGE PUMPING STATION AND HEADWALLS TO FACILITATE FUTURE DEVELOPMENT AT OLD CASTLE WORKS, LLANELLI, CARMARTHENSHIRE

**S/15783** (2007) OUTLINE GRANTED : NEW CREATIVE AND CULTURAL CENTRE INCLUDING: THE REFURBISHMENT OF THE EXISTING TINNING HOUSE (A GRADE 2 LISTED BUILDING) FOR COMMUNITY USE, CAFE, BAR AND RESTAURANT; THE ERECTION OF NEW BUILDINGS TO INCLUDE A 500 SEAT AUDITORIUM, A SMALLER STUDIO THEATRE

**S/17104** (2007) RESERVED MATTERS WITHDRAWN : NEW CREATIVE AND CULTURAL CENTRE INCLUDING THE REFURBISHMENT OF THE EXISTING TINNING HOUSE (A GRADE II LISTED BUILDING) FOR COMMUNITY USE, CAFE, BAR AND RESTAURANT; THE ERECTION OF NEW BUILDINGS TO INCLUDE A 500 SEAT AUDITORIUM, A SMALLER STUDIO THEATRE

## **4 Analysis and Character Assessment**

4.1 Analysis of the opportunities, constraints and developmental context builds upon the policy review in order to inform the development framework and confirm the deliverability of the land uses proposed. This does not replace requirements for detailed investigations and/or surveys by developers to support any detailed proposals/ planning application.

### **Location, context and topography**

4.2 Strategically located within close proximity to the M4 transport corridor as well as on the London – Fishguard rail link, Llanelli is a significant service centre and waterfront location situated in the south east of the County. Traditionally a centre for heavy industry and manufacturing, the town remains a key centre of administration and employment, whose sustainable location affirms its suitability to accommodate a proportionally high level of growth over the plan period. The area also benefits from considerable tourism/leisure potential, with the Millennium Coastal Park a key attraction. Reference should be made to Figure 1 (high level location plan) and Figure 2 (aerial photograph).

4.3 Located along Llanelli Waterside, the South Llanelli Strategic Zone is made up of a number of individual sites each contributing to the regeneration aspirations of south Llanelli. The delivery of the zone will contribute significantly to not only meeting the strategy of the LDP in relation to Llanelli but also the aspirations of the Wales Spatial Plan. The zone is located to the south of the town centre and is set against a waterfront setting adjacent to the Millennium Coastal Park. The area enjoys excellent access to the strategic transport network, with the railway station within walking distance. Significant public and private sector investment has been made within the area, including the delivery of a new link road. Largely flat and consisting of previously developed land by virtue of the area's industrial past, the zone comprises of two distinct clusters of sites situated around the south Llanelli link road (B4304) which adjoins both the A484 and the A4214.

## Overview

4.4 Figure 4 undertakes a high level character assessment on the area, whilst 4a sets out the TAN 15 DAMs. The prominent issues to emerge are discussed below.

### Ground conditions and Former uses

4.5 The Avenue, Machynys and Delta Lakes sites generally comprise made ground derived from past uses, resting on Estuarine Alluvium, which in turn overlies Glacial Deposits. These superficial deposits rest on Hughes Beds of the Upper Coal Measures strata<sup>1</sup>.

4.6 The North Dock and Old Castle Works sites generally comprises of made ground derived from past uses of the site, resting on Wind Blown Sand and Estuarine Alluvium, which in turn overlies Glacial Deposits. These superficial deposits rest on Swansea Beds of the Upper Coal Measures strata<sup>1</sup>.

4.7 The area consists of a mix of developed sites and/or under construction sites and those awaiting development. Developers will be expected to carry out a detailed investigation on the ground conditions as part of the planning application process. In this respect where a site may be subject to contamination regard should be had to the provisions of Policy EP2 and PPW: Chapter 13. The requirement for detailed reviews of ground conditions/contamination at a localised level should be noted in recognition of the wide range of former uses undertaken within the area, including the burying of structures and materials. Reference should be made to para 6.5 and the prioritisation of previously developed land. The prominence of such brownfield sites within the brief area informs the preparation of, and land use identified within, this brief.

### Flood Risk

4.8 Regard should be given to the provisions of Technical Advice Note (TAN) 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 areas of the South Llanelli strategic zone are shown in the DAMs as being free from flood risk (C1 and C2) – see figure 4a.

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<sup>1</sup> Llanelli Waterside Masterplans – July 2011 – ARUP on behalf of CCC and the WG (JV)

4.9 An assessment of C1/C2 designations on the individual sites is undertaken below, with the analysis subsequently informing the development framework/land uses set out within this brief.

<b>GA2/MU9</b>	Due regard should be given to the provisions of TAN 15. The localised C1 affected area is not part of the LDP allocation.
<b>GA2/H14</b>	Nil
<b>GA2 H12</b>	Nil
<b>GA2/MU3</b>	circa 50% of the allocation is subject to C1. Due regard will need to be given to the provisions of TAN 15. The prominence of C1 will inform the land uses proposed for the area within this brief.
<b>GA2/H13</b>	Nil
<b>GA2/H15</b>	Nil
<b>GA2/MU7</b>	Due regard should be given to the provisions of TAN 15. The localised C2 affected area is not part of the LDP allocation.
<b>GA2/MU1</b>	Due regard should be given to the provisions of TAN 15. The localised C2 affected area is not part of the LDP allocation.

## Surface water, Foul water and sewerage infrastructure

4.10 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 is appropriately managed, developers will be expected to incorporate such systems as part of any proposals. Where appropriate proposals should also be supported comprehensive drainage strategies and flood consequences 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.

4.11 Developers will where appropriate and in consultation with the Council drainage engineers and Natural Resources Wales be expected to utilise an infiltration system which supports 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. The Council will, in conjunction with Natural Resources Wales, seek infiltration as the preferred means of dealing with surface water drainage.

4.12 The design of the area 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. Relationships between flow routes, biodiversity corridors and green infrastructure should be utilised where practical. Where balancing ponds are required, they should be attractively designed such that they are a local amenity feature, seen as an integral part of the open space framework but not necessarily within the public open space.

4.13 There are issues with the capacity of existing combined sewers in the Llanelli area with consideration required to improving and upgrading existing public sewerage systems and wastewater treatment works (WWTW). A strategy is in place to reduce Combined Sewer Overflow spills in the area, by reducing the amount of storm flow discharging into the existing network.

4.14 The Council has a clear approach for the consideration of surface water in assessing Planning Applications within the Llanelli Sewage Treatment Works Catchment Area. Where relevant, developments in the area will need to adhere to the provisions of the multi agency Memorandum of Understanding (MoU). This provides a mechanism to collaboratively seek

to address capacity and environmental issues, which will result in improvements to both flooding incidences locally and the environmental quality of the protected waters in Carmarthen Bay and the Burry Inlet. Under the MoU, future development (where applicable) will be implemented on a '2 for 1' basis (i.e. every 1 l/s of foul flow generated by new development, will require that 2 l/s of surface water flow is taken out of the system). Reference should also be given to para 6.2 of this Brief (Delivery).

4.15 Dwr Cymru Welsh Water (DCWW) are currently progressing the design of a major new surface water collector drain in Llanelli, which is targeted for completion within the current AMP period (by 2015). Furthermore, a large number of surface water reduction schemes have been identified, to be implemented with future development.

4.16 Whilst the disposal and treatment of foul water can be made available for the area, the disposal of storm water will need to incorporate sustainable solutions in compliance with the Flood and Water management Act 2010. DCWW will instigate measures for meeting demands on a phased basis. Reference should be made to Para 6.5, together with the relevant policies within the Plan (e.g. SP17, GP3, and GP4).

## **Character Assessment**

4.17 Shaping a confident and sustainable future for South Llanelli involves ensuring sensitive integration with the coastal and urban landscape of the area. Consideration will be required as to the visual effect of new development especially where it adjoins sensitive edges/key features. The integration of key features as part of future development is a requirement for good place making. In this regard, reference should be made to Policy GP1 Sustainability and High Quality Design and the expectations placed upon developers to submit Design and Access Statements (DAS).

4.18 Development should promote the enjoyment of the landscape, townscape and coastal setting by enhancing of the overall appearance and amenity provision within South Llanelli. The impact of development upon the surrounding environs should be minimised and should enhance and extend connections to green routes for cyclists and pedestrians.

4.19 Some of the features of interest within the area include:

- Water front features, including impounded docksides and coastal frontages;
- Prominent gateway frontages eg Delta Lakes;
- Enclosed/gateway qualities at the Avenue (currently negated by dead frontages/space);
- A mix of housing types reflecting a range and densities and designs;
- Cycling and pedestrian links, including key connectivity routes/footbridges;
- Landmark buildings, including Dragon 24 & Discovery Centre;
- The Millennium Coastal Park recreation belt, including Sandy Water Park;
- Areas of potential amenity and archaeological interest, eg Machynys Mound;
- Spatial accessibility: The area is accessible by rail, road, cycling and is within a 15 minute walk to Llanelli town centre;
- Local shopping facility and medical centre (pharmacy);
- A commercial leisure offer, including a golf course and spa;
- A range of employment uses;
- Historic buildings that are testimony to the area's 'Tinopolis' heritage.

## Transport and accessibility

### North Dock and Old Castle Works

4.20 The area is situated some 1.5km west of the town centre, which is accessed either via Queen Victoria Road or the B4304 and A484. The railway station is located approximately 1.4 kilometres to the east with the bus station is located within the town centre approximately 1.8km the east. Old Castle Works and North Dock are currently physically separated by the railway line that runs from east to west. To the west the coastline constrains movement and to the east North Dock and the River Lliedi present potential constraints to movement <sup>2</sup>

4.21 In terms of vehicular connections, the area is internally connected to the local highway network by Ffordd Traeth which leads to a large four arm roundabout with Cambrian Street and Marine Street. Beyond the site boundary there are good connections to the local and regional road network which have benefited from recent highway projects such as the

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<sup>2</sup> Llanelli Waterside Masterplans – July 2011 – ARUP on behalf of CCC and the WG (JV)

Coastal Road (B4304) and Morfa to Berwick Link road. The area is located within five minutes drive of the town centre and train station. The Coastal Road provides links to other areas of Llanelli as well as connections to the A484 and, via Trostre Road, the A4138 which in turn provides links to M4 Junction 48. Whilst Llanelli town centre and the Trostre retail areas are known to experience localised congestion traffic, conditions are generally good and the site is well located to take advantage of local connections.<sup>2</sup>

4.22 The closest bus stops are currently located on Cambrian Street to the east and accessed either via a footbridge over Carmarthenshire Dock from the east of North Dock or via Traeth Ffordd. The bus stop is served by the 181 bus service.<sup>2</sup>

4.23 The area is well served by cycling infrastructure. The popular Millennium Coastal Path National Cycle Network Route 4 runs to the west of the area and provides a coastal route to the east and west including a connection to Burry Port. To the north of the site National Cycle Network Route 47 spurs off and passes through Sandy Water Park and across Pont d'Agan providing a route towards Llanelli Leisure centre as well as the Furnace and Swiss Valley areas. From the Leisure centre a cycleway/ Footway provides a direct link to the Town Hall ending at Church Street on the edge of the Town Centre, around 10 minutes cycle ride. A further carriageway cycle route links Cambrian Street to Llanelli railway station via Marine Street, around 5 minutes cycle ride.<sup>2</sup>

4.24 Pedestrian connections from the area are generally good with the town centre and railway station located within a 15 minute walk. To the east the River Lliedi represents a potential barrier to pedestrian movements however three existing bridges provide direct routes to Cambrian Street or Traeth Ffordd. At Cambrian Street there are a number of uncontrolled crossing points but no formal controlled crossings of what is at peak times a busy road. The quality of pedestrian facilities is generally good with footways provided adjacent to most roads.<sup>3</sup>

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<sup>3</sup> Llanelli Waterside Masterplans – July 2011 – ARUP on behalf of CCC and the WG (JV)

### **The Avenue, Delta Lakes and Machynys**

4.25 The area is located approximately 2km to the south of the town centre and is linked to it by the B4304 The Avenue/New Dock Road. The B4304 Coastal Road forms a southern boundary to the Delta Lakes portion of the area and provides access to eastern and western areas of Llanelli. The railway station is located 1km to the north.<sup>3</sup>

4.26 The area is located within five minutes drive of the town centre and train station and is served by two key routes of the local highway network: The Avenue (B4304) running north south and the Coastal Link Road (B4304) running east-west to the south. The Avenue, which becomes New Dock Road further to the north, provides direct access to the railway station and town centre. The road is urban in nature with a 30 mph speed limit and extensive frontage activity and on-street parking. The Coastal Link Road is a 50mph distributor road providing links to other areas of Llanelli as well as connections to the A484 and, via Trostre Road, the A4138 which in turn provides links to M4 Junction 48. Whilst Llanelli town centre and the Trostre retail areas are known to experience localised congestion traffic conditions are generally good and the area is well located to take advantage of local connections.<sup>3</sup>

4.27 The regular 181 bus service operates on both The Avenue and The Coastal Link Road. The service connects the area to the surrounding Morfa and Seaside areas, the railway station, the town centre and also the Swiss Valley area to the north of the town centre. There are currently no formal stop facilities close to the sites however the 181 service does have a scheduled stop at the south of The Avenue close to the Machynys surgery and also on Dafen Row. There are a number of further informal stops within nearby Morfa. The lack of visible stop infrastructure (bus stop sign, timetable information, bus boarder kerb, bus shelter) currently means the visibility and legibility of public transport services are low. The area is well-located for Llanelli Railway station which provides regular rail services to west Wales, Swansea, Cardiff and also the heart of Wales line.<sup>4</sup>

4.28 The area is well located for cycling journeys in terms of journey time to the key destinations (railway station <5 min, town centre <10 min) however there is currently little infrastructure provision in the vicinity and the constrained environment of The Avenue and

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<sup>4</sup> Llanelli Waterside Masterplans – July 2011 – ARUP on behalf of CCC and the WG (JV)

New Dock Road makes cycling unattractive to novices. National Cycle Network Route 4 passes to the south but follows the coastline and is remote at this point and is therefore unlikely to be used for utility cycling journeys such as commuting or the school run.<sup>4</sup>

4.29 Pedestrian connections from the area is currently varied but with a few exceptions the quality of pedestrian facilities is generally good with footways provided adjacent to most roads.<sup>4</sup>

### **Summary**

4.30 Whilst South Llanelli is well serviced by strategic and sustainable transportation links, specific/localised capacity issues may need evaluating by way of Traffic Impact Assessments as part of future planning applications. The B4304 connections to the A484 at Trostre in the east and at Sandpiper roundabout to the west; together with the Sandy Road area, are examples of localised routes that are currently subject to pressures. Reference should be made to Para 6.5.

### **Ecology**

4.31 Shaping a confident and sustainable future for South Llanelli involves respecting its outstanding natural environment. This should be respected, enjoyed and where applicable incorporated into future developments. Areas of scattered scrub, woodland and amenity grassland are all particularly prominent, whilst ditches and an abundance of standing/running water all provide potential habitat features.<sup>4</sup> An area of potential amenity interest is the Machynys Mound. Further considerations for developers are potential ecological concerns from demolition of buildings for redevelopment (eg North Dock area). This is particularly pertinent in terms of survey requirements. Reference should be given to policies SP14, EQ3, EQ4 and EQ5 of the LDP in this regard.

4.32 The area is also bounded by the Burry Inlet SSSI, SAC, RAMSAR and SPA environmental designations. Water quality issues are known to exist and are known to be failing to meet the Water Framework Directive (WFD) standards for nutrient loading (e.g. phosphates). The need to improve and upgrade certain treatment works as well as implement sustainable solutions as part of the development of South Llanelli is noted.

Reference should be given to paragraph 4.14 of this Brief, together with the provisions of national planning policy (particularly TAN 5) along with Paragraph 6.5 of this Brief.

## Utilities

4.33 Due to previous developments in the area, electricity, communications, gas, potable water and sewers are present in the vicinity of the LDP allocations<sup>5</sup>. The requirement for site level surveys into the provision of utilities/services at a localised level should be noted both in terms of servicing future development and in informing appropriate site layouts.

4.34 Early discussion with key stakeholders such as DCWW, Wales and West Utilities and Western Power Distribution should inform future development proposals, whilst the Council also holds useful information.

4.35 The LDP Infrastructure Paper confirms that whilst there are no insurmountable utility constraints to development in the area, some localised re enforcement will be required particularly in terms of the sewerage system/WWTW and electricity. Reference should be made to Para 6.5. The below is the paper's assessment of South Llanelli:

Topic	Comment
<b>Water</b>	There is sufficient capacity in network to cope with proposed development.
<b>Foul Drainage</b>	Upgrading of public sewers and WWTW required. Not currently scheduled in AMP 5, phased implementation will be necessary to coincide with MOU proposals.
<b>Power (Gas)</b>	Sufficient supply available with no major reinforcement works.
<b>Power (Electricity)</b>	Primary capacity available, but likely reinforcement of the 11kv network required. The primary substation will require reinforcement for development in the Trostre area.

<sup>5</sup> Llanelli Waterside Masterplans – July 2011 – ARUP on behalf of CCC and the WG (JV)

## **Built Conservation: Archaeology and Heritage**

4.36 Regard should be had to the need to respect the areas built, historic and industrial heritage. Specific reference is made to the areas built historic and archaeological assets at GA2/MU3 and GA2/MU1. Such features should be integrated into any proposals and represent important components of this brief. Proposals must ensure that sufficient information is provided to allow for their consideration in this regard. Developers are strongly encouraged to ascertain requirements through pre application discussions. LDP policies SP13, EQ1 and EQ2 are of notable relevance.

## 5 Development Framework and Land Uses

5.1 The development framework (Figure 5) utilises the opportunities provided by the area's outstanding environmental quality along with its high levels of spatial sustainability and strategic importance in policy terms. It also acknowledges the known constraints.

5.2 Whilst this framework refers to a defined area, its delivery will focus on specific/individual sites.

5.3 Further information on these sites, together with schematics and land use schedules, are provided below:

### **Delta Lakes (Reference: GA2/MU9):** *An area to work and recover*

5.4 This mixed use allocation is focused upon employment/business development (B1/B8). Other related uses (eg healthcare /service sector - social and/or private health care) may also be considered appropriate. A portion of the allocation (east of the Avenue) hosts the Brain Injury Trust Facility. The main Delta Lakes site itself represents an opportunity to deliver a high quality development where suitable uses (eg business/ light industrial and private healthcare) are fully integrated within a high quality setting. Delta Lakes is well serviced by highway links, infrastructural capacity (application for new pumping station) and boasts an attractive frontage (landscaping/gateway enhancement scheme). In areas impacted by the C1 flood zone designation, ancillary uses (of a non vulnerable nature) could be explored in accordance with the provisions of TAN 15. Figure 6 provides a site specific analysis on the site, together with confirmation of the land uses.

### **Machynys (References: GA2/H14, GA2 H12 & GA2/MU3):** *An area to live and breathe*

5.5 Residential development on Machynys West GA2/H14 and Pentre Nicklaus GA2/H12 is testimony to the delivery potential of the area. GA2/MU3 is allocated for a mix of uses and offers an opportunity to further develop the area's amenity and leisure offer. The potential for an Eco Park provides important environment and amenity benefits, whilst also acknowledging features of archaeological and ecological interest. Leisure uses provide the opportunity to support the County's all year round visitor economy. Reference should be made to floodzone designation issues in this area (circa 50% C1) and as such no

vulnerable uses are proposed. Figure 7 provides a site specific analysis on the site, together with confirmation of the land uses.

**The Avenue (References: GA2/H13, GA2MU9 & GA2/H15): *An area to live and recover***

5.6 Sites GA2/H13 and GA2/H15 are allocated for residential development reflecting their appropriateness and developability. The development of these sites should reflect the built form/density of Morfa/New Dock Rd thus facilitating a mix of housing types in South Llanelli. There is planning permission in place for 25 units on GA2/H13, with sufficient capacity remaining on that site to deliver another circa 35 units. Site GA2/H15 is allocated or 60 units. The GA2/MU9 portion of the Avenue hosts the Brain Injury Trust Facility. Figure 8 provides a site specific analysis on the site, together with confirmation of the land uses.

**North Dock (Reference: GA2/MU7): *An area to work, live and play***

5.7 The site is allocated for a mix of uses, including residential development and commercial/leisure. Parts of this site have already been developed thus reflecting the long term commitment to the regeneration of the area from both the private and public sectors. Delivery thus far includes residential and office development (Dragon 24) around the edge of the dock along with a discovery centre (visitor centre/restaurant/office) and restaurant. Much of the remaining area has been cleared with the exception of an existing employment use which does not form part of the site and the provisions of this Brief. Future land uses in North Dock will focus on developing the area's commercial and visitor/activity tourism offer, with the boulevard and land immediately north of Dragon 24 providing excellent opportunities. A mix of uses including commercial, leisure and upper floor residential will be located at dockside locations. In areas impacted by the C2 flood zone designation, ancillary uses (of a non vulnerable nature) could be explored in accordance with the provisions of TAN 15. The redevelopment of the site's north western quarter is a particular focus for residential development. Figure 9 provides a site specific analysis on the site, together with confirmation of the land uses.

**Old Castle Works (Site Reference: GA2/MU1): *An area of leisure***

5.8 The site is allocated for a mix of uses focused upon the visitor economy, heritage and commercial leisure. The site has been cleared with the Grade II listed Tinnings building remaining. Any proposal must have due regard to its listed status and consider how to effectively and acceptably incorporate it into any development. There are planning consents

on site which are primarily related to a prior grant application for funding to develop a cultural offer; however the current emphasis is on exploring the deliverability of a new leisure centre on site. Opportunities exist to improve connectivity with Sandy Water Park and utilise the Pont d'Agen footbridge link to the town centre. The area would also benefit from countering of severance within the North Dock site as the railway line currently bisects these two sites. In areas impacted by the C2 flood zone designation, ancillary uses (of a non vulnerable nature) could be explored in accordance with the provisions of TAN 15. Figure 10 provides a site specific analysis on the site, together with confirmation of the land uses.

## 6 Delivery

### Land Ownership

6.1 In terms of the sites in ownership of the Joint Venture and/or County Council, reference is made to the commitment to delivery in South Llanelli. It should also be noted that the Joint Venture has undertaken developer exhibition days and also showcases the South Llanelli area on its website - <http://www.llanelli-waterside.co.uk> whilst continuing to invest in a range of studies and evidence (see para 2.20). Other sites are either substantively completed or are under construction/consented.

### Drainage/ Mitigatory Surface Water Removal

6.2 The MOU represents a key component in addressing matters relating to Drainage/Mitigatory Surface Water Removal (see paragraph 4.14 of this paper which provides further information on the MOU). Reference should also be made to the guidance Consideration of Surface Water in assessing Planning Applications - *Llanelli Sewage Treatment Works Catchment Area* which is available on the Council's website. This guidance clarifies the Council's expectations on developers to undertake a sequential search to achieve the required 'betterment'. The guidance also accepts that the strategic importance of South Llanelli "*will be considered as material consideration when assessing public sector schemes.. including affordable housing/housing association, employment, education, leisure, local authority/jv owned sites..*" Reference should also be made to para 4.14 of this Brief.

6.3 The Council (the main land holders in the area) commissioned Waterman to undertake the study: *Llanelli Town Centre – An Investigation into Surface Water Sewer Capacity (2011)*. The assessment determined that an identified 'Donor Site' has considerable potential to facilitate important strategic schemes in the Llanelli and Burry Port areas. The removal of surface water from this 'Donor Site' could facilitate other developments throughout the drainage catchment where it is not possible to remove surface water from existing combined systems. The assessment determined that there is sufficient donor potential at the Town Centre Donor Site to facilitate less proximate developments.

6.4 It is clear therefore that opportunities for facilitating development within South Llanelli in terms of securing the necessary 'betterment' (both on and off site) continue to be actively explored and as such confidence in delivery is established.

## Phasing

6.5 It is noted that SP17 (Infrastructure) makes provision for potential phasing at project/application level. In this respect, there may be requirements for improvements to be implemented ahead of commencement of development (eg localised highways capacity issues).

6.6 Reference is made to LDP Policy GP4 (Infrastructure and New Development) as a reflection of the clarity provided within the Plan itself in relation to the requirement for phasing. It should be noted however that the Plan does not seek to be prescriptive, but rather a phasing requirement will be considered only where necessary and on a 'case by case' basis.

## Conditions and Obligations

6.7 The placing of conditions on planning permissions provides an important mechanism for the Council to ensure that the delivery of development within South Llanelli adheres to the wider requirements of this brief. Conditions can enable suitable development proposals to proceed where it may otherwise have been necessary to refuse planning permission. Such conditions are often a consequence of consultation with a range of relevant consultees, including Natural Resources Wales.

6.8 The delivery of the development framework set out within this brief may create a need for additional infrastructure or improved community services and facilities. Planning Obligations can be used by the Council to secure these measures and will therefore provide a key delivery tool. Potential contributions include highways, open space, education and affordable housing. Specific reference should be given to the Planning Obligation SPG prepared by the Council which is available on the Council's website. Early liaison with the Council will assist all parties in clarifying expectations and framing required contributions.

## **Environmental Legislation**

6.9 The LDP has been subject to extensive input in respect of the Habitats Regulations Assessment (HRA) and Sustainability Appraisal/Strategic Environmental Assessment (SA). Given that this Brief is an elaboration of the LDP, it does not require its own HRA and/or SA/SEA. Project/application level assessments (particularly in terms of the HRA and potentially Environmental Impact Assessments) may be required for specific schemes and as such the need for ongoing liaison with the Council and Natural Resources Wales is duly noted in this regard.

## **Consultation**

6.10 The LDP has been subject to extensive input from a range of stakeholders and as such the deliverability of the South Llanelli area has been appraised in detail. In this regard, this brief provides a spatial delivery tool for the LDP vision whilst acknowledging the Plan's wider policy framework. The requirement for ongoing consultation and collaboration (including project/application level) is duly noted.

## **Site/application level requirements**

6.11 The Council is likely to require further detailed information to support planning applications. Whilst examples such requirements are set out within this brief, early liaison with the Council in advance of submitting any planning applications will assist all parties in clarifying requirements for specific schemes.

## 7 Contacts

7.1 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](mailto:forward.planning@carmarthenshire.gov.uk). 01267 228818.

For Development Management and pre-application enquiries, potential developers should contact: **Development Management** (South) Section: Planning Services Ty Elwyn, Llanelli, Carmarthenshire, SA15 3AP. [planning@carmarthenshire.gov.uk](mailto:planning@carmarthenshire.gov.uk) 01554 742172

For information on Built Heritage (including Listed Buildings) and Ecological matters please contact: Planning Services, Council Offices, 8 Spilman Street, Carmarthen SA31 1JY. Tel: 01267 228818. Email: [planning@carmarthenshire.gov.uk](mailto:planning@carmarthenshire.gov.uk)

Others:

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

[CELegalServices@carmarthenshire.gov.uk](mailto:CELegalServices@carmarthenshire.gov.uk) 01267 224024

**Physical Regeneration (JV).** The Beacon - Centre for Enterprise, Dafen, Llanelli, Carmarthenshire SA14 8LQ. <http://www.llanelli-waterside.co.uk/> 01554 744376  
[llanelliwaterside@carmarthenshire.gov.uk](mailto:llanelliwaterside@carmarthenshire.gov.uk)

7.2 The Carmarthenshire County Council Website has a full range of contacts and sets out the supporting evidence for this Brief.

### Disclaimer

7.3 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.

7.4 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.

## FIGURES

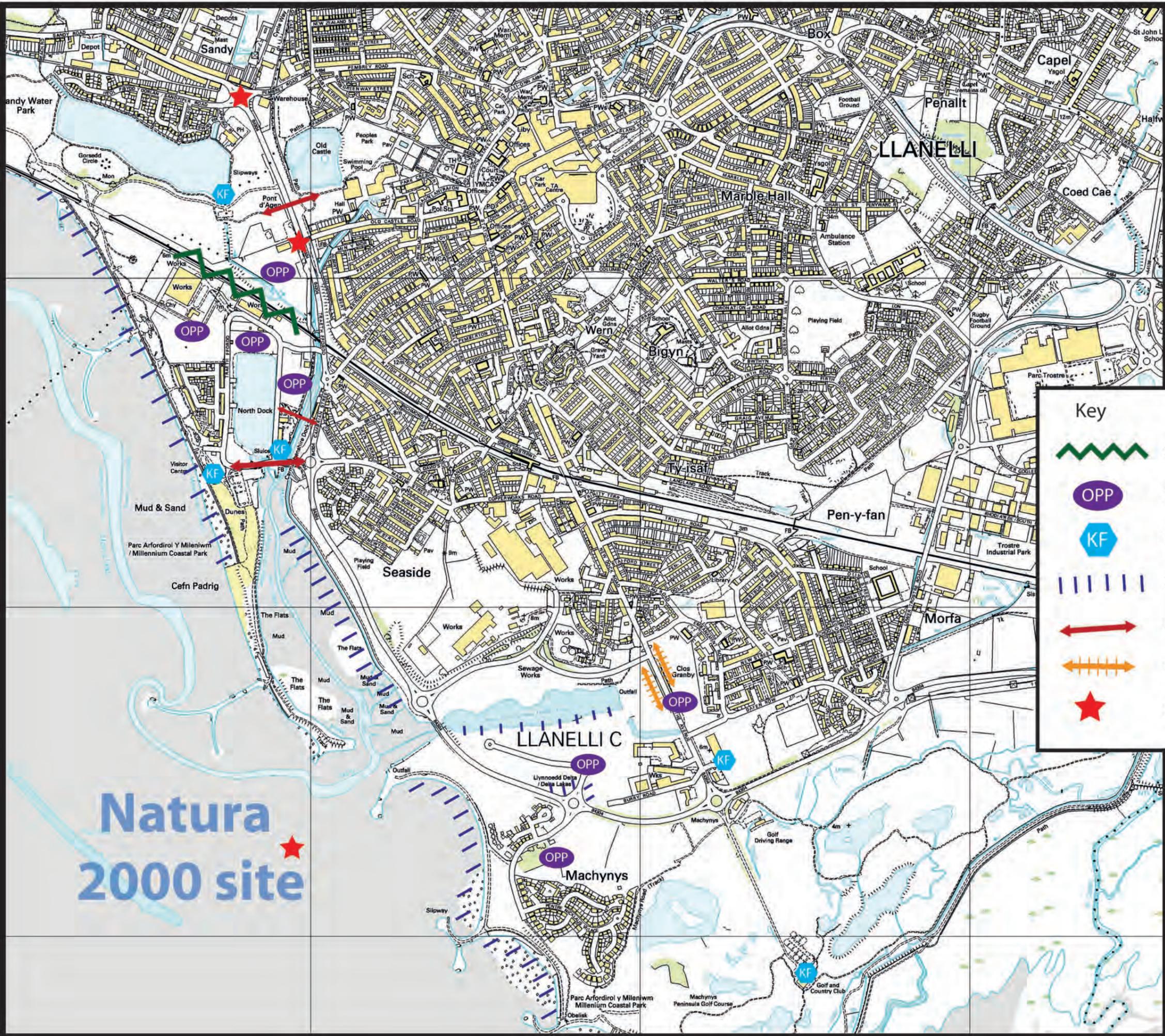


**Figure 2: Aerial Plan**





Figure 4: Analysis Plan



**Key**

- Severance
- Opportunity
- Key Feature
- Sensitive Frontages / Vistas
- Linkages & Connectivity
- Urban / Townscape Frontage
- Issue

**Natura  
2000 site**

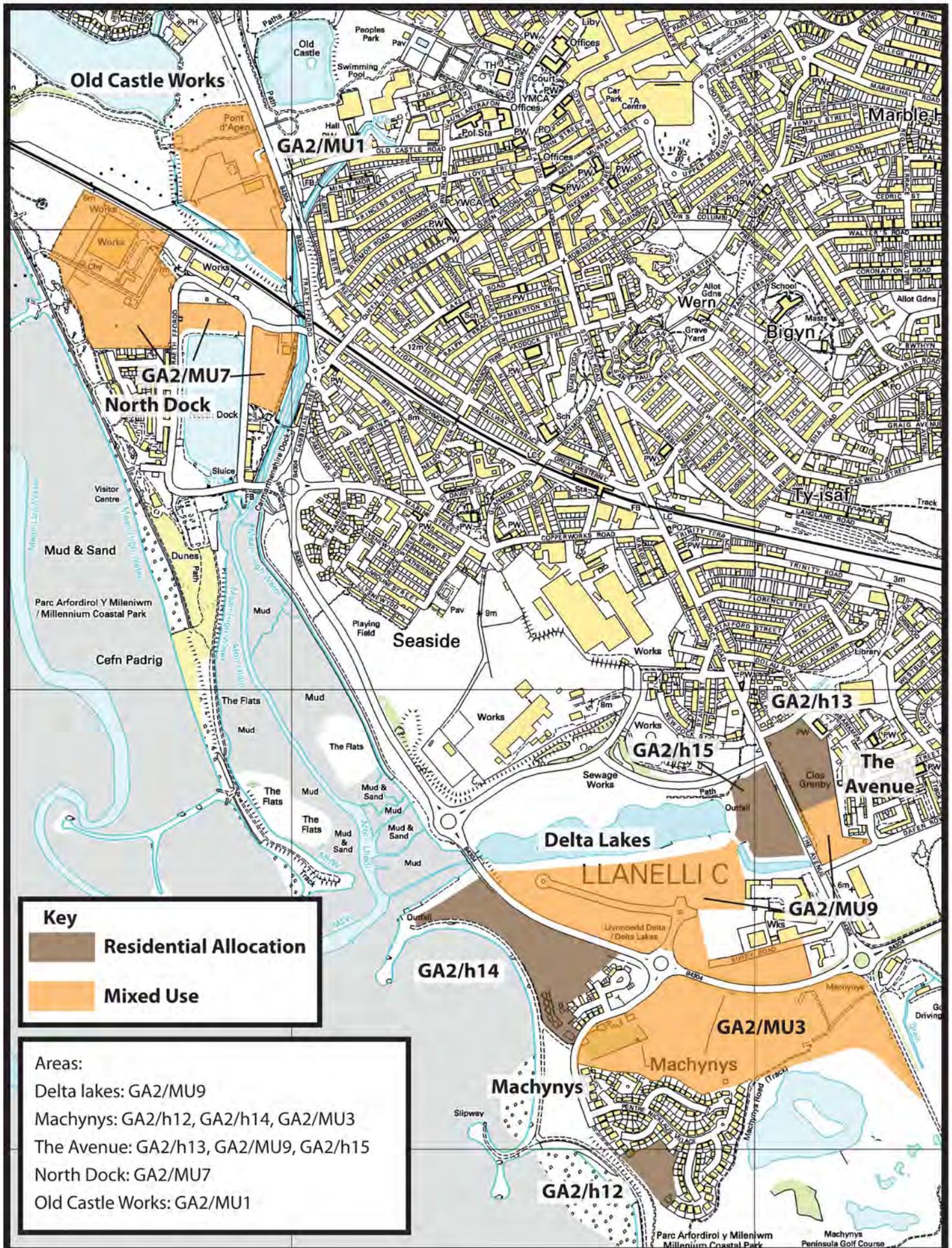
**Figure 4a: Development Advice Maps Tan 15 (March 2013)**



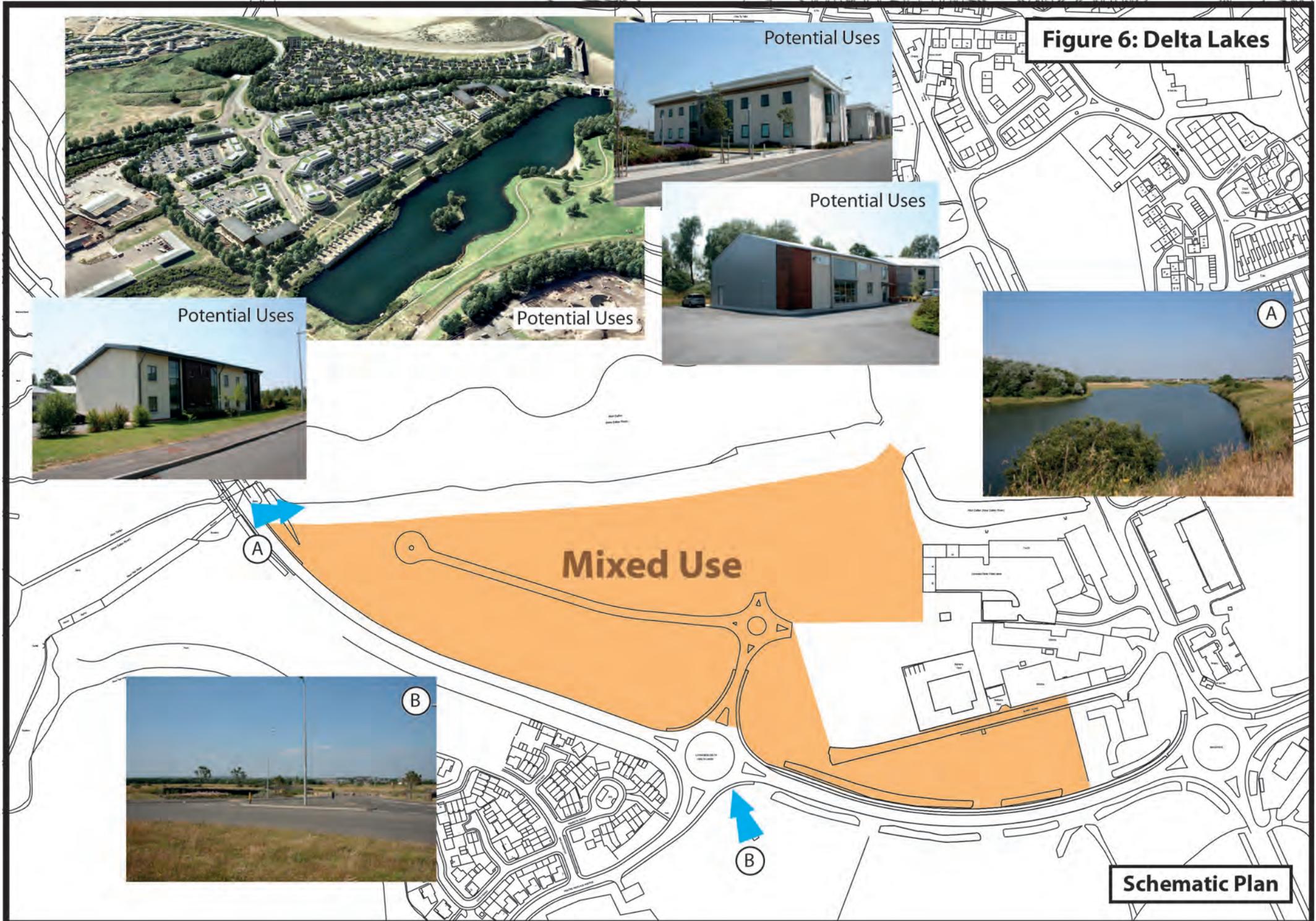
**TAN 15 Development and Flood Risk  
Development Advice Map**



**Figure 5: The Development Framework and Land Uses**

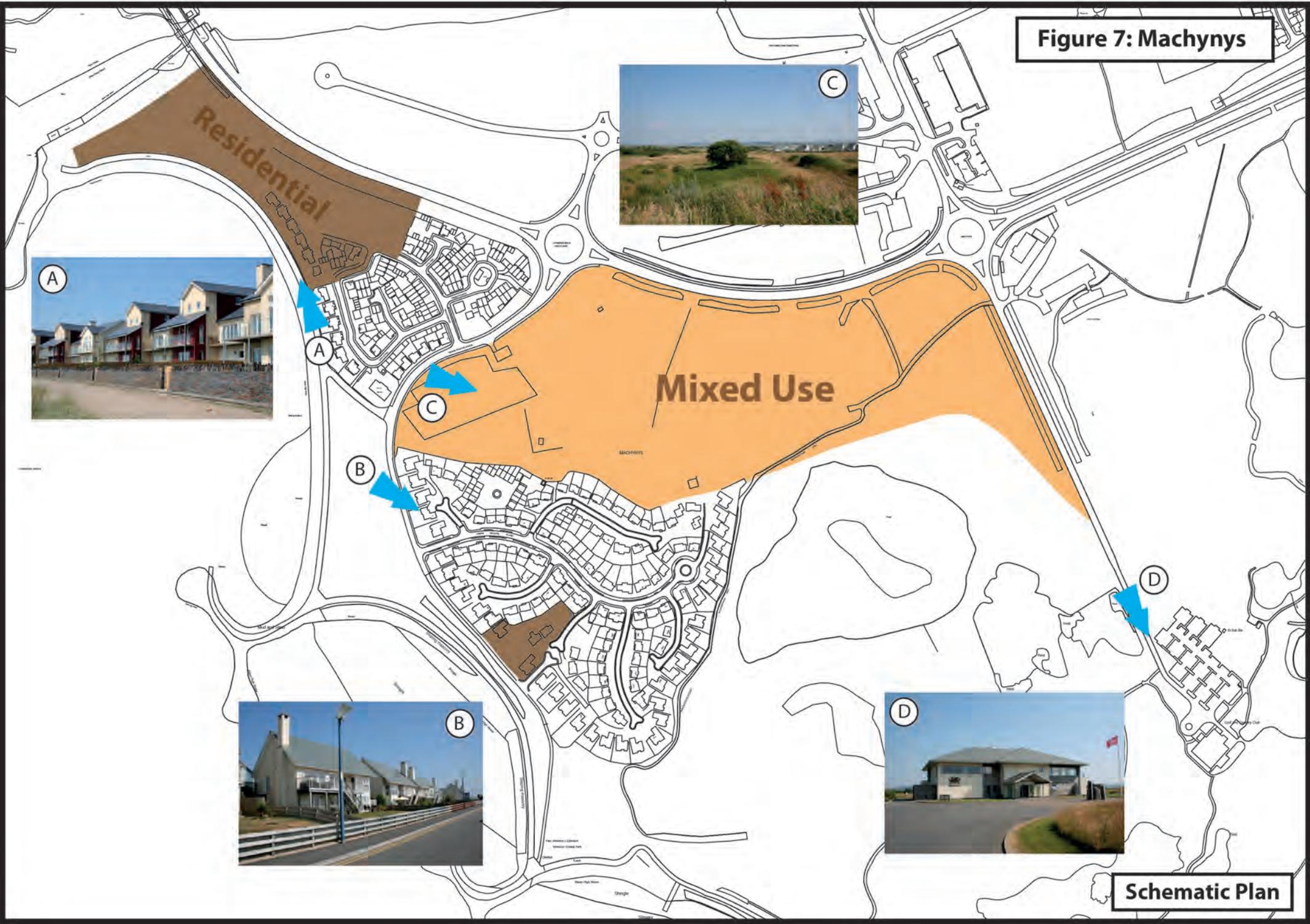


**Figure 6: Delta Lakes**



**Schematic Plan**

**Figure 7: Machynys**



A



A

B



B

C



C

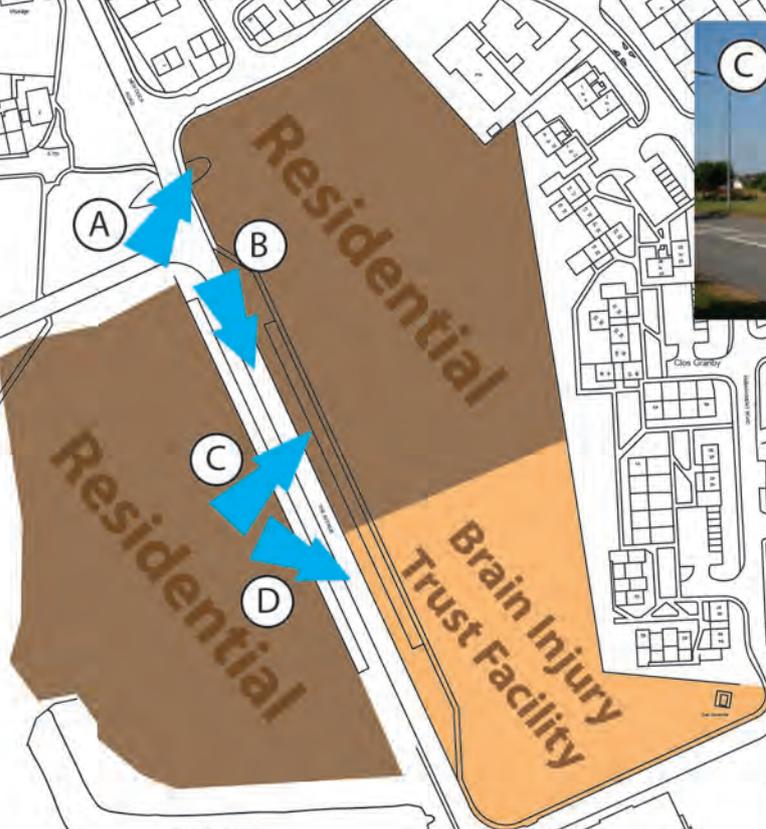
D



D

**Schematic Plan**

**Figure 8: The Avenue**



**Schematic Plan**

**Figure 9: North Dock**



**Residential**

Potential Uses

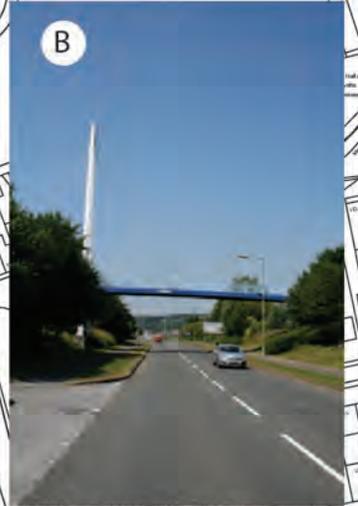
**Mixed Use including  
Commercial/Leisure**

North Dock

**Schematic Plan**

**Figure 10: Old Castle Works**

**Mixed Use**



**Schematic Plan**