

Cynllun Datblygu Lleol Diwygiedig Sir Gaerfyrddin 2018 - 2033

PrC2/h15 Tir ym Maes-ar-ddafen,
Llwynhendy, Llanelli

Datganiad Drafft o Dir Cyffredin
rhwng Cyngor Sir Caerfyrddin a Grŵp Tai Coastal a
Tata Steel UK Limited

Mai 2024

Datganiad o Dir Cyffredin rhwng Cyngor Sir Caerfyrddin "Yr Awdurdod Cynllunio Lleol" a Grŵp Tai Coastal a Tata Steel UK Limited

Cyfeiriad y Safle:

Tir ar Heol Maes-ar-ddafen, Llwynhendy, Llanelli

Cyfeirnod(au) Cynllunio / Cyfeirnod(au) Cynllun Lleol:

Cyfeirnod CDLI Adneuo Diwygiedig – PrC2/h15

Caniatâd Cynllunio Amlinellol wedi'i roi 07/03/22 - Cyfeirnod Cais Cynllunio: S/34991
Datblygiad preswyl o hyd at 94 o anheddau, mynediad i gerbydau o Heol Maes-ar-ddafen, man agored, tirlunio a seilwaith cysylltiedig arall.

Materion a Gadwyd yn ôl yn yr arfaeth - Cyfeirnod Cais Cynllunio PL/06624 –
Materion a Gadwyd yn ôl ar gyfer datblygu 70 o anheddau preswyl (o fewn dosbarth defnydd C3) yn unol ag Amod 4 caniatâd amlinellol S/34991 a rhyddhau Amod 4 (Materion a gadwyd yn ôl (mynediad, ymddangosiad, tirlunio, cynllun a graddfa), Amod 7 (Lefelau) ac Amod 16 (Cynllun Rheoli Tirwedd ac Ecolegol) o'r caniatâd amlinellol.

Dyddiad:

Mai 2024

Paratowyd y Datganiad o Dir Cyffredin hwn ar y cyd gan Grŵp Tai Coastal, Tata Steel UK Limited a Chyngor Sir Caerfyrddin ('y Cyngor') mewn perthynas â thir ar Heol Maes-ar-ddafen, Llwynhendy, Llanelli ('y Safle'). Bwriad y Datganiad o Dir Cyffredin yw cyflwyno Archwiliad o Gynllun Datblygu Lleol Diwygiedig Sir Gaerfyrddin (CDLI) sydd ar ddod.

Pwrpas y Datganiad o Dir Cyffredin hwn yw nodi safbwynt cytunedig ynghylch dyraniad arfaethedig y Safle ar gyfer datblygiad preswyl yn y CDLI Diwygiedig (Cyfeirnod y Safle Dynodedig: PrC2/h15).

Mae cynnwys y Datganiad o Dir Cyffredin hwn yn adlewyrchu sefyllfa ddatblygiedig y Safle, a gafodd ganiatâd cynllunio amlinellol ym mis Mawrth 2022 gyda'r gymeradwyaeth Materion a Gadwyd yn ôl wedi'i rhoi ar 29 Rhagfyr 2023. Mae'r safle yn destun asesiad trylwyr gan yr Awdurdod Cynllunio Lleol, ynghyd ag ymgynghoriad helaeth gydag ymgynghoreion statudol a'r gymuned ehangach.

Mae'r Datganiad o Dir Cyffredin yn mynd i'r afael â'r dangosyddion cyflawni canlynol:

1. Statws cynllunio'r safle.
2. Unrhyw gynnydd sy'n cael ei wneud tuag at gyflwyno cais/ceisiadau mae angen caniatáu cyn y gall y datblygiad ddechrau'n gyfreithlon.
3. Unrhyw gynnydd yng ngwaith asesu'r safle sy'n ofynnol ar gyfer cyflwyno cais a/neu cyn y gall datblygiad ddechrau'n gyfreithlon.

4. Unrhyw wybodaeth berthnasol am hyfywedd ariannol sy'n effeithio ar ddechrau'r datblygiad.
5. Unrhyw wybodaeth berthnasol am berchnogaeth safle a chyfyngiadau mynediad sy'n effeithio ar yr asesiad o'r safle neu ddechrau'r datblygiad.
6. Unrhyw wybodaeth berthnasol am ddarparu'r seilwaith y bydd ei hangen i gefnogi / galluogi'r datblygiad.
7. Cyfraddau cyflawni ac adeiladu disgwyledig.

1. Statws cynllunio'r safle

1.1 Mae'r Safle wedi'i leoli o fewn 'terfynau datblygu' diffiniedig Llanelli yn y CDLI mabwysiedig. Mae'n rhan o ddyraniad tai mwy yn y cynllun mabwysiedig, sy'n cynnwys darn mawr o dir (ym mherchnogaeth Tata) i'r dwyrain o Heol Hen. Nodir bod y dyraniad tai cyffredinol (yn ddangosol) yn cynnwys 300 o anheddau.

1.2 Mae'r Safle yn parhau i gael ei adnabod o fewn terfynau datblygu diffiniedig Llanelli yn y CDLI Diwygiedig Adneuo. Mae Polisi HOM1 y CDLI Diwygiedig Adneuo hefyd yn cadw'r Safle fel dyraniad tai (ar gyfer 94 o gartrefi).

1.3 Nid yw'r darn mwy o dir i'r dwyrain o Heol Hen wedi'i nodi fel dyraniad tai. Mae'r tir hwn wedi cael ei hyrwyddo ar wahân ac yn annibynnol gan Tata Steel fel 'Safle Amgen'. Mae'r tir hwn hefyd yn elwa o benderfyniad i roi caniatâd cynllunio amlinellol (Ebrill 2024) ar gyfer hyd at 91 o anheddau.

2. Unrhyw gynnydd sy'n cael ei wneud tuag at gyflwyno cais/ceisiadau mae angen caniatáu cyn y gall y datblygiad ddechrau'n gyfreithlon.

2.1 Roedd y cais cynllunio amlinellol yn cynnig datblygiad preswyl o hyd at 94 o anheddau, ynghyd â gwaith mynediad, tirlunio, draenio a seilwaith cysylltiedig.

2.2 Cymeradwywyd y cais Materion a Gadwyd yn ôl ym mis Rhagfyr 2023 ar gyfer 70 o anheddau. Cyflwynwyd cynllun sgematig o'r datblygiad gyda'r cais ac roedd yn cynnwys lluniadau manwl eraill. Mae'r cartrefi newydd wedi'u gosod o amgylch y ffiniau ochr a'r ffyrdd gyda chymysgedd o ddwysedd, meintiau, a mathau o dai.

3. Unrhyw gynnydd yng ngwaith asesu'r safle sy'n ofynnol ar gyfer cyflwyno cais a/neu cyn y gall datblygiad ddechrau'n gyfreithlon.

3.1 Mae gwaith Asesu'r Safle wedi'i wneud fel rhan o'r cais cynllunio amlinellol a'r Materion a Gadwyd yn ôl.

Mynediad

3.2 Bydd y prif fynediad (pob modd) o Heol Maes-ar-ddafen yng nghornel ogledd-orllewinol y Safle. Mae'r brif ffordd fynediad yn ffurfio dolen o fewn y datblygiad, gyda strydoedd eilaidd ag arwyneb a rennir yn arwain at anheddau unigol.

3.3 Mae Heol Maes-ar-ddafen yn rhedeg yn gyfochrog â ffin orllewinol y safle, gan gynnig llwybr i gerddwyr a beicwyr gael mynediad i Barc Trostre trwy danffordd o dan yr A484. Mae llwybr troed yn ymestyn ar hyd ffin ddeheuol y safle, y gellir ei gyrraedd o Heol Maes-ar-ddafen. Mae'r llwybr hwn yn cysylltu â Pharc Gitto ar yr ochr ddwyreiniol. Mae'r Rhwydwaith Beicio Cenedlaethol, sy'n hygyrch yn y Ganolfan Gwlyptir Genedlaethol (Llwybr 4), yn darparu cyfleoedd ar gyfer teithio llesol, gan roi mynediad i Barc Arfordirol y Mileniwm ac amwynderau amrywiol i gerdded a beicio. Mae Gorsaf Bynea ar hyd Heol Llwynhendy, tua 2km i'r dwyrain o'r safle, ac mae Gorsaf Llanelli wedi'i

lleoli tua 2.5km i'r de-orllewin. Mae nifer o wasanaethau bws yn cynnig llwybrau uniongyrchol i'r gorsafoedd hyn. Mae safle bws yn gyfleus i'r gogledd o'r safle, ar Heol Llwynhendy.

3.4 Paratowyd Datganiad Trafnidiaeth yn flaenorol gan Vectos a'i gyflwyno i gefnogi'r cais amlinellol. Mae'n dangos bod y safle mewn lleoliad cynaliadwy sydd â chysylltiad agos â chyfleusterau a gwasanaethau presennol ac yn hygyrch i gerddwyr, beicwyr a defnyddwyr trafndiaeth gyhoeddus.

3.5 Mae'r Map Teithio Llesol yn nodi'r cysylltiadau canlynol a fyddai'n gwella mesurau Teithio Llesol yn ardal y safle er budd preswylwyr arfaethedig:

- L38 – Rhwng Heol Maes-ar-ddafen a ffordd stadiwm Parc y Scarlets i'r gogledd o barc manwerthu Pemberton.
- L94 – Rhwng goleuadau traffig Halfway a chylchfan New Dock Stars
- Croesfan o'r B4297 i safle Ceginau Llwynhendy sy'n cysylltu â'r ganolfan gymunedol a'r ysgolion oddi ar Heol Trallwm a Llys Caradog.

Draenio a Pherygl Llifogydd

3.6 Paratowyd Asesiad Risg Tân a Strategaeth Draenio gan TPA (atodiad adroddiad Cyfeirnod Pemberton, dyddiedig Mehefin 2018) a'u cyflwyno i gefnogi'r cais amlinellol cyfeirnod S/34991. Fel Ymgynghorai Statudol i'r cais, cadarnhaodd Dŵr Cymru gysylltiad carthffosydd budr addas i wasanaethu'r safle datblygu yn siambr SS53991601. Mae'r tir presennol yn dir glas a ddefnyddir at ddibenion amaethyddol, byddai dŵr ffo o'r safle yn naturiol yn gollwng tuag at y cyrsiau dŵr ar y safle. I ddynwared y prosesau naturiol, ar ôl datblygu, bwriedir liniaru dŵr ffo i ddŵr ffo tir glas yn seiliedig ar ollwng 10.7lit/eiliad/Ha i'r cwrs dŵr ar hyd ffin dde-orllewinol y safle. Cynigir y bydd dŵr wyneb o'r datblygiad arfaethedig yn cael ei reoli trwy gyfuniad o erddi glaw, palmentydd hydraid a basn cadw dŵr terfynol gyda nodweddion lliniaru ac ymdreiddio. Argymhellir y dylid rheoli llif dŵr budr o'r safle gan ddisgyrchiant ar draws y safle i orsaf bwmpio a fydd wedyn yn cysylltu â'r rhwydwaith dŵr budr presennol.

Ansawdd Aer

3.7 Yn seiliedig ar ymgymryd ag asesiad yn ystod y cam amlinellol, ystyrir nad yw ansawdd aer yn cyfyngu ar ailddatblygu'r Safle fel y cynigir.

Sŵn

3.8 Fel yr amlinellwyd yn y Datganiad Dylunio a Mynediad ar gyfer y cynllun Amlinellol blaenorol, paratowyd Asesiad Sŵn yn flaenorol gan Entran a'i gyflwyno i gefnogi'r cais amlinellol. Mae'r asesiad sŵn yn dangos y bydd angen mesurau lliniaru ar gyfer yr unedau preswyl ar ffurf ffenestri dwbl acwstig i fodloni'r targedau sŵn mewnol a ddarperir gan BS8233: 2014. Bydd angen awyru ychwanegol a drinnir yn acwstig er mwyn peidio â pheryglu mynegai lleihau sain ffasadau.

Ecoleg

3.9 Yn gyffredinol, mae'r safle yn cael ei ddominyddu gan laswelltir heb lawer o rywogaethau sy'n cael ei bori a'i guro'n drwm gan geffylau a chofnodwyd darnau trwchus a gwasgaredig o brysgwydd mewn cysylltiad â ffiniau safleoedd ochr yn ochr â choed aeddfed a lled-aeddfed. Ystyrir bod y cynefinoedd hyn o bwysigrwydd ecolegol cyfyngedig, er bod ganddynt botensial i gefnogi rhywogaethau gwarchodedig a nodedig gan gynnwys ystumod, adar sy'n nythu, moch daear,

draenogod a ac ymlusgiaid ac amffibiaid cyffredin. Fodd bynnag, ni nodwyd unrhyw dystiolaeth o foch daear nac ystlumod clwydo ar y safle yn ystod arolwg manwl ar gyfer y rhywogaethau hyn, tra ystyrir ei bod yn debygol bod poblogaethau bach o ymlusgiaid cyffredin, amffibiaid a mamaliaid nodedig fel draenog Ewropeaidd yn bresennol o ystyried y cynefin addas cyfyngedig sydd ar gael.

Archaeoleg a Threftadaeth

3.10 Yn ystod y cam amlinellol paratowyd Asesiad Archaeolegol a Threftadaeth gan EDP. Daeth yr asesiad i'r casgliad na fyddai gweithredu datblygiad preswyl yn arwain at effaith andwyol ar, niwed i neu golli arwyddocâd o unrhyw asedau treftadaeth dynodedig neu heb eu dynodi, naill ai o ran effaith ar eu gwedd corfforol neu drwy newidiadau i'w lleoliad ehangach yn y dirwedd.

Coedyddiaeth

3.11 Paratowyd Asesiad Coedyddiaeth gan EDP a'i gyflwyno i gefnogi'r cais amlinellol. Nododd yr asesiad fod y safle'n cynnwys dwy ardal yn cwmpasu naw cae a phedwar cwrs dŵr/ffos. Ar hyn o bryd mae ceffylau yn cael mynediad i bob rhan o'r safle ac mae pob cae wedi dioddef sathru gan geffylau gyda rhai ardaloedd yn waeth nag eraill. Er mwyn cynorthwyo gyda phrif gynllunio ac i sicrhau bod darpariaeth ddigonol yn cael ei gwneud ar gyfer cadw coed, cyfrifwyd yr RPA a argymhellir.

4. Unrhyw wybodaeth berthnasol am hyfywedd ariannol sy'n effeithio ar ddechrau'r datblygiad.

4.1 Roedd cytundeb A106 yn rhan o'r caniatâd cynllunio amlinellol i gynnwys cyfraniadau tuag at dai fforddiadwy, addysg, mannau agored a Theithio Llesol.

4.2 Mae cymeradwyo Materion a Gadwyd yn ôl ar gyfer Grŵp Tai Arfordirol sy'n anelu at gyflawni prosiect tai cwbl fforddiadwy.

5. Unrhyw wybodaeth berthnasol am berchnogaeth safle sy'n effeithio ar asesiadau safle neu gychwyn y datblygiad.

5.1 Ar hyn o bryd mae'r safle ym mherchnogaeth Tata Steel UK Limited (Tata Steel). Fodd bynnag, mae'r safle yn y broses o gael ei werthu i Grŵp Tai Coastal a fydd yn darparu'r safle yn y pen draw. Mae'r broses hon ar gam datblygedig, gyda disgwyl i'r cyfnewid ddigwydd o fewn y ddau i dri mis nesaf.

6. Unrhyw wybodaeth berthnasol am ddarparu'r seilwaith y bydd ei hangen i gefnogi / galluogi'r datblygiad.

Dŵr Cymru Welsh Water

6.1 Mae'r caniatâd cynllunio amlinellol yn darparu amodau cynllunio a nodiadau cyngori sy'n ymwneud â draenio, carthffosiaeth, triniaeth garthffosiaeth a chyflenwad dŵr. Mae manylion yn cael eu darparu yn Atodiad 2. Ni dderbyniwyd unrhyw ymateb ar y cais Materion a gadwyd yn ôl.

6.2 Tynnir sylw at amod Rhif 6 o'r caniatâd cynllunio amlinellol S/34991 sy'n ymwneud â dylunio a gweithredu'r dŵr wyneb yn cael ei dynnu o'r system garthffosiaeth gyhoeddus. Nid yw'r amod hwn wedi'i ryddhau eto, a dylid ei ystyried yn erbyn amserlen y ddarpariaeth a nodir yn y llwybr isod yn adran 7.

Cyfoeth Naturiol Cymru

6.3 Mae CNC yn darparu sylwadau yn eu hymateb i gais S/34991, a sylwadau ychwanegol yn y cais Materion a Gadwyd yn ôl. Amlinellir manylion yr ymateb i ganiatâd cynllunio amlinellol yn Atodiad 2

Adran Priffyrdd a Thrafnidiaeth Sir Gaerfyrddin

6.4 Mae'r Pennaeth Priffyrdd yn darparu amodau cynllunio a nodiadau cynghori fel rhan o'r caniatâd cynllunio amlinellol. Mae manylion yn cael eu darparu yn Atodiad 2.

6.5 Mae'r sylwadau terfynol ar y cais Materion a Gadwyd yn ôl wedi eu ddarparu yn Atodiad 2.

7. Bwriadau cyflawni'r tirfeddiannwr, pryd y disgwylir dechrau adeiladu a’r cyfraddau adeiladu disgwyliedig:

7.1 Mae'r tabl isod yn dangos y llwybr cyflwyno arfaethedig ar gyfer y safle. Dylid nodi bod yr amserlenni a nodir yn y Datganiad o Dir Cyffredin yn wahanol i'r hyn a nodwyd yn Atodiad 7 o Daflwybr Tai'r Cynllun Adneuo. Bydd y taflwybr tai a'r newid yn y nifer o 94 annedd (amlinellol) i 70 annedd (Materion a gadwyd yn ôl yn yr arfaeth) yn cael eu hystyried wrth archwilio'r CDLI Diwygiedig.

Amserlen (Blynnyddoedd)	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033
Nifer yr Anheddau a Gwblhawyd	x	x	x	x	x	x	x

7.2 Gellir darparu diweddariadau pellach wrth i’r cais cynllunio a’r gwaith o gyflawni’r safle fynd rhagddynt.

Asesiad Cyflawni

7.3 Yn seiliedig ar y wybodaeth uchod, ystyrir bod tystiolaeth glir yn nodi y bydd modd cyflawni gwaith y safle o fewn yr amserlenni a nodir yn Nhafllwybr Tai'r Cynllun Adneuo.

7.4 Mae dyraniad y safle yn y Cynllun Datblygu Lleol at ddibenion preswyl wedi cael ei ystyried yn llawn trwy'r fethodoleg asesu safleoedd. Fel rhan o'r broses asesu hon, paratowyd ffurflen safle fanwl. Ystyrir bod polisiâu a chynigion y Cynllun Datblygu Lleol yn gadarn ac yn gyflawnadwy, eu bod yn deillio o sylfaen dystiolaeth gadarn a'u bod wedi'u llunio gan ystyried yr Arfarniad o Gynaliadwyedd mewn ffordd sy'n gyson ag ef. Mae'r dyraniad, a nodwyd yn y Cynllun Datblygu Lleol, yn gwneud darpariaeth ddigonol ar gyfer rhan o anghenion tai yr anheddiad hwn.

8. Llofnodwyr y Datganiad Tir Cyffredin

Mae Cyngor Sir Caerfyrddin ("yr Awdurdod Cynllunio Lleol") a Grŵp Tai Coastal yn ystyried bod y dyraniad yn gynaliadwy, yn hyfyw ac yn gyflawnadwy.

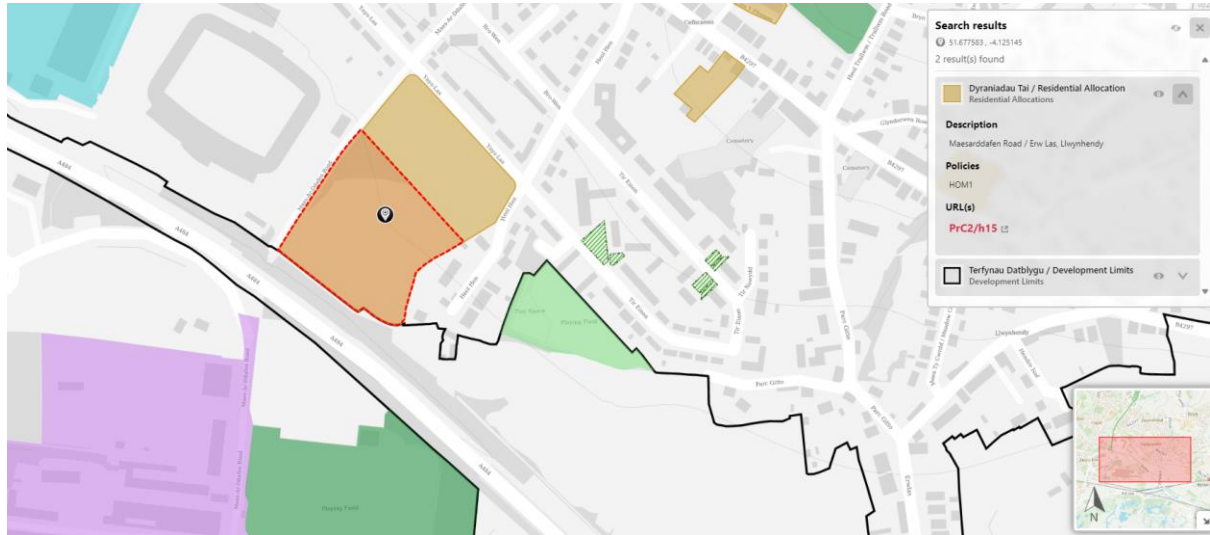
Llofnodwyd ar ran yr Awdurdod Cynllunio Lleol	
Enw	
Swydd	
Dyddiad	

Llofnodwyd ar ran Tata Steel UK Limited	
Enw	
Swydd	
Dyddiad	

Llofnodwyd ar ran y Grŵp Tai Coastal	
Enw	
Swydd	
Dyddiad	

Atodiad 1 – Cynllun y safle

Dyraniad Tai PrC2/h15



Atodiad 2 Ymateb DCWW, CNC a Adran Priffyrdd a Thrafnidiaeth Sir Gaerfyrddin

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

Carmarthenshire County Council
Civic Offices
Crescent Road
Llandeilo
SA19 6HW

Dyddiad/Date: 27 October 2023

Annwyl Syr/Madam/Dear Sir/Madam,

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

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

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

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

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

Other Matters

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

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

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

Yn gywir / Yours faithfully

G Cuthbert

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

E-bost/E-mail: swplanning@cyfoethnaturiolcymru.gov.uk

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

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

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

Dear Sir/Madam,

Grid Ref: SS 253145 199770

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

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

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

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

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

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

Conditions

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

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

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

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

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

Advisory Notes

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

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

SEWAGE TREATMENT

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

WATER SUPPLY

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



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

We welcome correspondence in
Welsh and English

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

Rydym yn croesawu gohebiaeth yn y
Gymraeg neu yn Saesneg

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

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

If you have any queries please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com

Please quote our reference number in all communications and correspondence.

Yours faithfully,



Martin Morris
Development Control Officer
Developer Services

Head of Highways & Transport

5123

S/34991

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

23rd November 2018

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

Head of Planning Services

FAO: Mr. Paul Roberts

Ty Elwyn Llanelli

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

Appraisal:

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

Recommendation:

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

Condition(s):

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

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

Reason(s):

1. In the interests of highway safety.

Other Observation(s):

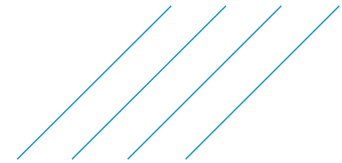
1. If the applicant intends to offer the proposed estate road for adoption to the highway Authority under Section 38 of the Highways Act 1980, then he is advised to contact the Authority's Highways Adoptions officer Mr Gary Clarke, at the earliest opportunity
2. Any amendment or alteration of an existing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

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

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

S G Pilliner.

Pennaeth Priffyrdd a Thrafnidiaeth
Head of Highways and Transport



Technical Note

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

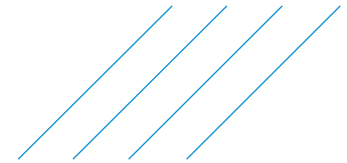
1. Introduction

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

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

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

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



2. Scheme Background

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

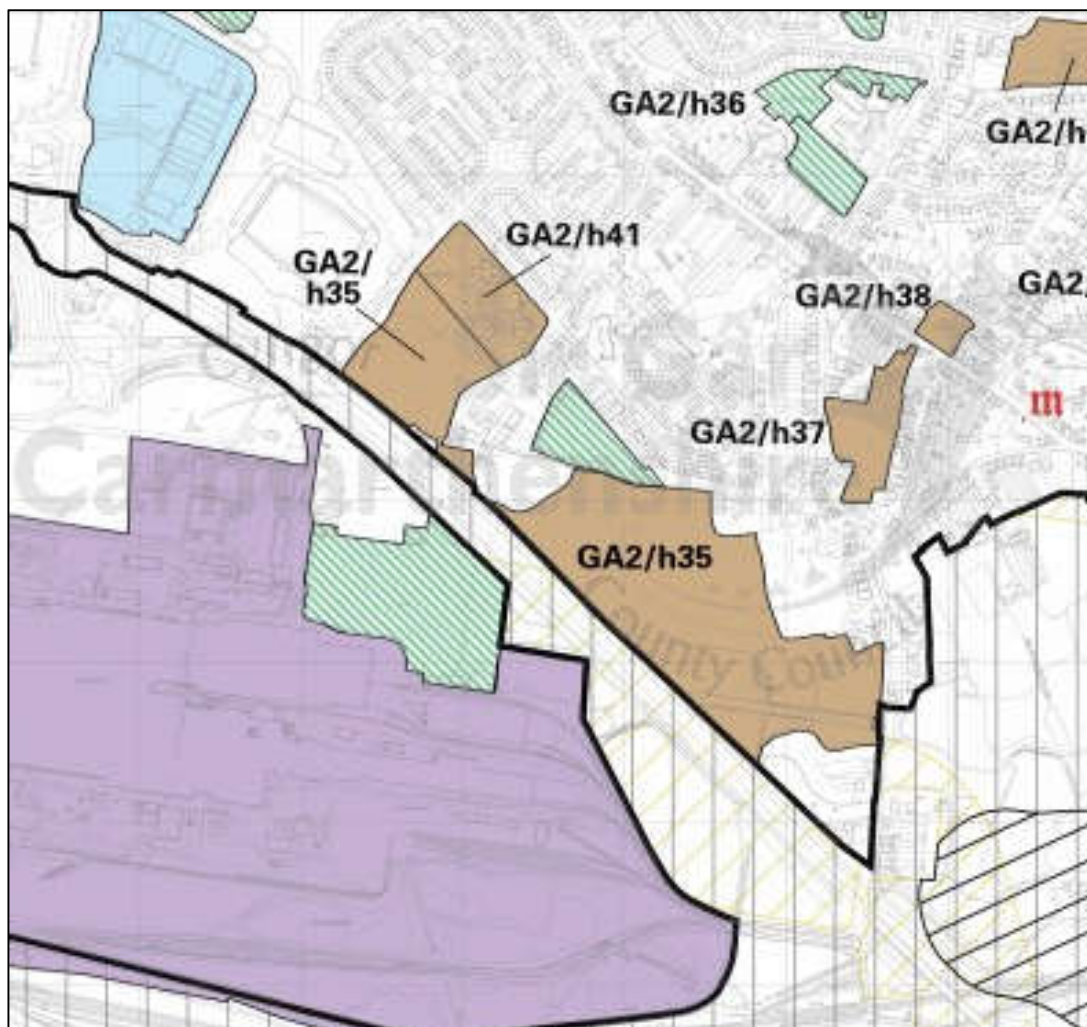
CCC Local Development Plan (LDP)

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

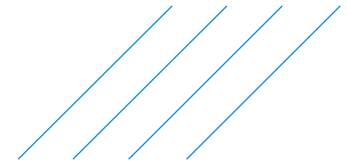
- Ref: GA2/h35
 - Land at Maesarddafen Road / Erw Las, Cefncaeau;
 - Total Allocation – 300 dwellings.

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

Figure 1 Site Location Plan and CCC LDP¹ (GA2/h35)



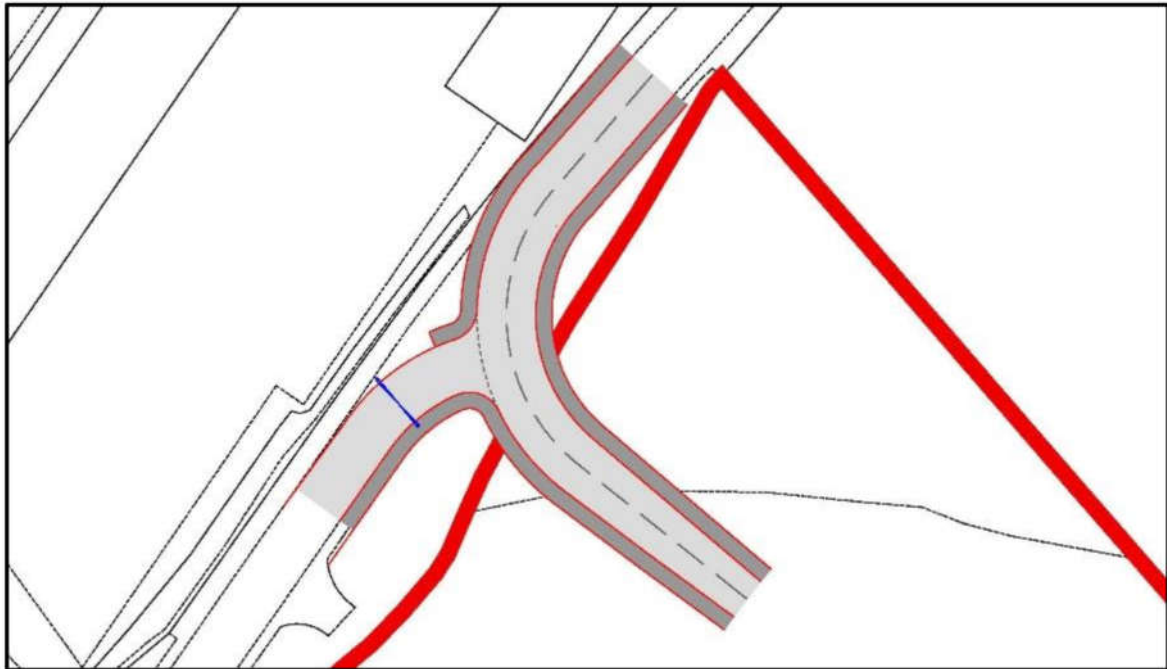
¹ Carmarthenshire County Council (2014). *Carmarthenshire Local Development Plan (adopted December 2014)*. Available online: <http://www.cartogold.co.uk/CarmarthenshireLDP/Carmarthenshire.htm> [Accessed: 16/08/18]



Proposed Access

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

Figure 2 Proposed Site Access

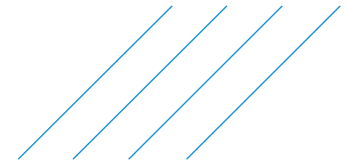


Indicative Masterplan

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

Figure 3 Indicative Development Masterplan





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

3.1. Introduction

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

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

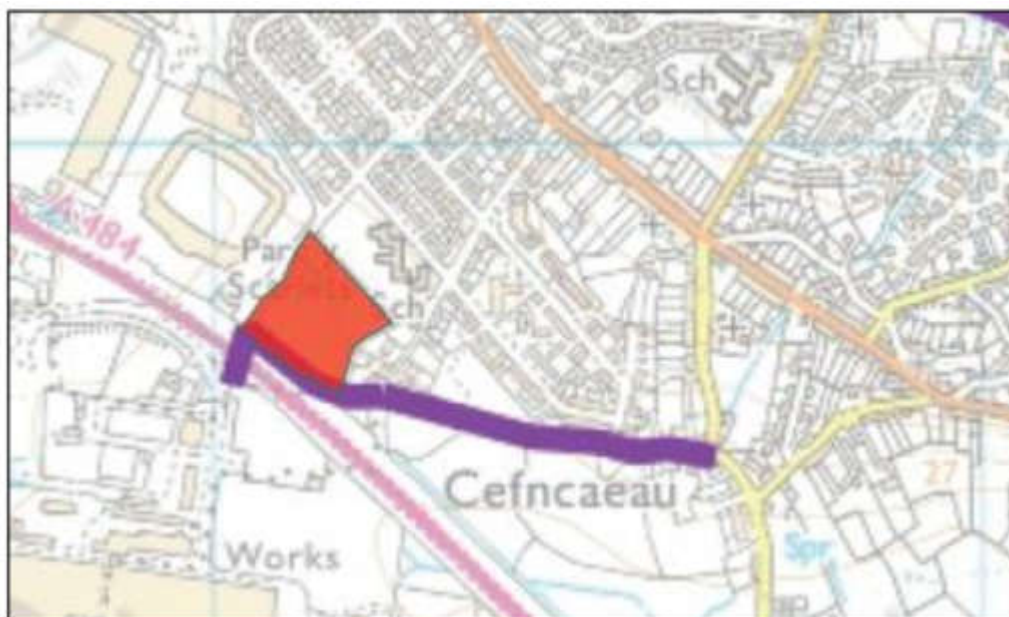
3.2. Existing Conditions

Travel by Foot

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

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

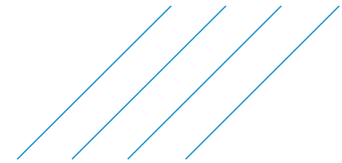
Figure 4 Existing PROW



Local Facilities

This section of the TA;

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



It should be noted that;

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

The Active Travel (Wales) Act 2013

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

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

Local Highway Network

This section of the TA outlines the Local Highway Network.

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

Personal Injury Accident Analysis

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

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

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

3.3. Policy Review

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

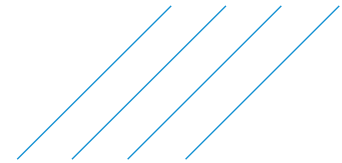
It should be noted that this Chapter does not refer to;

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

3.4. Proposed Development

Masterplan

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



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

Access

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

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

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

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

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

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

3.5. Quantitative Analysis

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

Residential Traffic Generation and Distribution

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

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

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

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

Work Trips

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



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

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

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

Figure 5 **Table 5.4 of the TA**

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

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

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

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

Education Trips

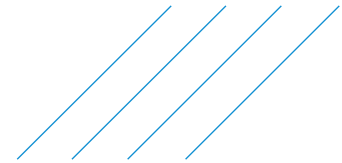
Point 5.8 states that 'The modal split for education trips is based on the DfT's statistics table NTS0614, which is included in Appendix I. The split between Primary and Secondary education trips is 49% / 51% respectively'.

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

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

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

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



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

Retail & Other Trips

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

This approach is deemed reasonable.

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

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

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

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

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

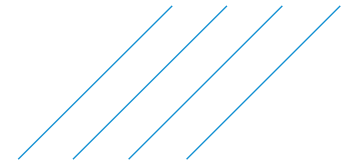
Whilst the distribution of development trips appears reasonable, no information is provided as to how this was determined.

3.6. Assessment of Traffic Effect

Introduction

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

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



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

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

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

Background Traffic

This section explains that;

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

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

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

Junction Performance Analysis

Maes-Ar-Ddafen / Llwynhendy Road priority junction

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

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

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

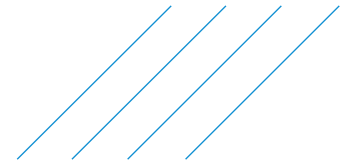
Atkins concur that the junction would operate within capacity.

A4138 / Llandafen Road signal controlled junction

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

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

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



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

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

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

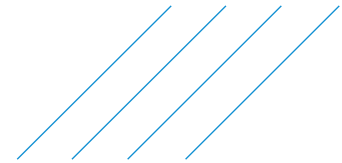
Trostre (A484) roundabout

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

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

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

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



4. Recommendations

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

1. Junction Capacity Assessment of the Trostre Roundabout

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

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

2. Future Year Traffic Forecasts

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

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

3. Sustainable Transport Modes

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

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

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



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

5.1. Summary

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

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

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

2. Notably points in the FTP are as follows:

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



Head of Environmental Infrastructure
5227

PL/06624

PL/06624/P051557/(H&T)/AZE+SC

21st December 2023

Head of Place & Sustainability

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

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

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

Recommendation

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

Condition(s):

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

Daniel W John

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

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



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

Reason(s):

1. In the interest of highway safety.

Other Observation(s):

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

Daniel W John

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

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