

<b>Application No</b>	<b>W/39625</b>
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<b>Application Type</b>	Full Planning
<b>Proposal &amp; Location</b>	PROPOSED RESIDENTIAL DEVELOPMENT OF 6 NO. AFFORDABLE HOUSING UNITS. THE APPLICATION IS ALSO TO INCLUDE, INFRASTRUCTURE, PARTIAL HEDGEROW REMOVAL, LANDSCAPING IMPROVEMENTS, BIODIVERSITY MITIGATION & ENHANCEMENTS; AND ANY ANCILLARY WORKS AT LAND OFF, HIGH STREET, ABERGWILI, CARMARTHEN, SA31 2JA

<b>Applicant(s)</b>	JONATHAN HICKIN, TAI WALES & WEST HOUSING, CWRT Y LLAN, CHURCH LANE, NEWCASTLE EMLYN, SA38 9AB
<b>Agent</b>	RLH ARCHITECTURAL DESIGN SOLUTIONS LTD -ROB HOWELL, 16 MAIN STREET, FISHGUARD, SA65 9HJ
<b>Case Officer</b>	Helen Rice
<b>Ward</b>	Abergwili
<b>Date of validation</b>	14/10/2019

## Reason for Committee

This application is being reported to the Planning Committee following the receipt of more than one objection from third parties and the application is recommended for approval. The application was originally reported to the Planning Committee of 30<sup>th</sup> January 2020 where Members deferred to a site visit.

This report comprises a consolidated version of the original report and addendum that was reported to committee on 30<sup>th</sup> January 2020.

## Site

The site lies within the settlement of Abergwili and comprises a triangular shaped plot situated at the end of High Street, Abergwili and the A40 roundabout junction. The site lies opposite the entrance into the Grade II Listed Carmarthen Museum (Bishops Palace) and Former Lodge and the associated Registered Park and Garden located to the south off High Street, with existing residential properties located to the north and west. The site's south eastern boundary adjoins the highway verge of High Street leading up to the A40 roundabout located towards the eastern corner of the site. The site's physical boundaries are defined by the side boundaries of neighbouring properties (Ty'r Orsaf to the north and

Rudbaxton to the east) with the southern and eastern boundary dominated by highway verge vegetation and trees, the central portion of the site is currently laid to grass and is generally level.

Access to the site is currently provided via an agricultural style gate located opposite the pedestrian access into Carmarthen Museum. An existing bus stop is located immediately adjacent to the site and served by the 280 and 281 service bus route between Llandovery and Carmarthen.

The wider built up area of Abergwili is located to the west of the application site and is characterised by a mix of terraced, semi-detached and detached properties of varying architectural design and detailing. Properties to the north of the site are generally of more modern detached design whereas properties immediately to the west are more traditional albeit some have undergone extensive refurbishment in recent years. Abergwili CP Primary School is located some 250m by foot to the north west of the site, adjacent to which is a public playground. Despite large areas of the village being affected by flooding, the application site is not affected.

## **Proposal**

The proposal seeks full planning permission for the erection of 6no. affordable housing units, comprising 4no. 4person 2 bedroom houses and 2no. 2person 1 bedroom flats, set back within the site behind the existing highway verge. Access to the site would be in a similar position to the existing field gate access albeit widened to 5m with a 1.8m pavement either side to provide the necessary width to serve the proposed development with the provision of a pavement to join up with the existing pavement on the road. A visibility splay of 2.4m by 70m is shown to be achievable.

The proposed internal layout includes a central shared access road which provides access to a row of 3 terraced properties to the west with their main elevations fronting the highway and the remaining 1no. 2 bed unit and flats to the east fronting onto the access road. The properties would be finished in white render with a brickwork plinth under a slate roof. Windows, fascias and barge boards are to be uPVC finished in grey with composite doors of differing colours.

Car parking provision for the terraced houses would be provided to the front of the proposed dwellings and adjacent the retained highway verge. Similarly, car parking provision for the remaining dwelling and flats would be provided off the central access road. Existing vegetation is proposed to be retained where possible and each unit is to be provided with a garden area. A pumping station for foul water drainage is proposed connecting to the existing mains sewer with a sustainable drainage system, including infiltration pond proposed to deal with surface water drainage.

The application was supported by a suite of plans and supporting documentation.

A Phase 1 Ecological Appraisal Survey Report concluded that the majority of the site has low ecological value whereas the boundary hedgerows have high ecological value and should be retained where possible and thus protected during the construction phase and enhanced. The report acknowledges the need to remove part of the hedgerow to accommodate the new access and advises to undertake such works outside of the nesting season. The report concludes that the impact of the development can be adequately mitigated through appropriate timing of works and provision of enhancement measures to

include bat and bird boxes, bat friendly lighting, planting of native hedgerow species along the site's boundaries and creation of reptile habitat within hedgerow borders.

A Tree and Hedgerow Survey accompanying the application has surveyed the sites hedgerows and trees including boundary trees. The report concludes that the site's hedgerows are classified as important and should be retained and protected by a 2m construction buffer zone, albeit there is acknowledgement that a small portion of hedgerow will be lost to accommodate the proposed access. In terms of trees, a large Sycamore tree within the neighbouring property at Ty'r Orsaf was originally proposed to be felled due to the proximity of the dwellings to its roots. However, changes to the layout have been submitted to enable this tree to be retained.

A Historic Environment Assessment of the site was undertaken to establish the archaeological potential of the site and its potential impact upon nearby cultural assets. The report concludes that the Listed Buildings at Carmarthen Museum/Bishops Palace Park would be largely obscured from the development by reason of existing vegetation, surrounding built form and the boundary wall of the park with High Street and therefore impacts upon the setting of cultural assets would be classed as Minor/Negligible. However, the report identifies that the site has the potential to disturb sites of a former Smithy and possibly the old Roman Road that is believed to run along the route of High Street, with below ground remains of these sites unknown.

## Planning Site History

The site has been the subject of previous applications for development as follows:

W/01131 SITING OF RESIDENTIAL DWELLINGS, OUTLINE PLANNING PERMISSION REFUSED ON 24/10/1997 ON GROUNDS THAT AT THAT TIME THE CARMARTHEN EASTERN BYPASS A40 ROUNDABOUT WAS IN THE PROCESS OF COMPLETION AND THE DEVELOPMENT WAS CLASSED AS PREMATURE PENDING ITS COMPLETION AND CONCERNS WERE RAISED IN TERMS OF INADEQUATE VISIBILITY FOR THE ACCESS.

D4/18255 SITING OF A FOUR BEDROOMED DWELLING HOUSE TO SERVE AS VICARAGE, FULL PLANNING PERMISSION REFUSED ON 12/09/1989 ON GROUNDS THAT THAT AT THAT TIME THE SITE WAS LIKELY TO BE AFFECTED BY THE PROPOSED CARMARTHEN EASTERN BY PASS AND THE DEVELOPMENT WAS CLASSED AS PREMATURE PENDING ITS COMPLETION AND CONCERNS WERE RAISED IN TERMS OF INADEQUATE VISIBILITY FOR THE ACCESS.

## Planning Policy

[Carmarthenshire Local Development Plan](#) (Adopted December 2014) ('the LDP')

- SP1 Sustainable Places and Spaces
- SP3 Sustainable Distribution- Settlement Framework
- SP5 Housing
- SP6 Affordable Housing
- SP13 Protection and Enhancement of the Built and Historic Environment
- SP14 Protection and Enhancement of the Natural Environment
- GP1 Sustainability and High Quality Design
- GP2 Development Limits
- GP4 Infrastructure and New Development

- H1 Housing Allocations
- H2 Housing within Development Limits
- AH1 Affordable Housing
- TR2 Location of Development- Transport Considerations
- TR3 Highways in Developments- Design Considerations
- EQ1 Protection of Buildings, Landscapes and Features of Historic Importance
- EQ4 Biodiversity
- EP3 Sustainable Drainage

### [Carmarthenshire Supplementary Planning Guidance](#)

National Planning Policy and Guidance is provided in [Planning Policy Wales](#) (PPW) Edition 10, December 2018 and associated [Technical Advice Notes](#) (TANs) published by Welsh Government.

## Summary of Consultation Responses

**Head of Transportation & Highways** – has no objections to the application subject to the imposition of conditions.

**Welsh Government Transport** - No objections to the development but advice given to clarify that any noise mitigation measures deemed necessary as a result of perceived noise nuisance from the trunk road is the responsibility of the development and that there should be no interference with the trunk road highway soft estate.

**Head of Homes and Safer Communities** – has confirmed that the ward of Abergwili is an area of high housing need which would be best met by providing a mix of 1, 2, 3 and 4 bedroom homes complying with DQR standards for social rent.

**Abergwili Community Council** – have confirmed their unanimous objection to the development on the following grounds:

- Abergwili is overpopulated
- Additional access onto an already congested highway opposite a bus stop
- Spill over parking from Glangwili Hospital is creating cars parking on High Street both sides creating one way traffic
- No increase in extra traffic should be encouraged given the sites proximity to the school
- Mains sewerage is already overpopulated and development would increase demand on the fragile mains sewerage system
- The site is within the floodplain and is in an area of high risk for flooding and Abergwili has recently been affected by flooding
- The Community Council believed that agreement had been reached some years ago with the County Council that no future planning would be approved due to the locality of the village, high risk of flooding, lack of capacity in sewerage system and traffic conditions.

**Local Member(s)** - Councillor Dorian Williams has not commented to date.

**Natural Resources Wales** – no objections.

**Dwr Cymru/Welsh Water** – no objections subject to the imposition of conditions specifying that no dwelling is occupied until the proposed drainage system for the site has been completed and that no surface water/land drainage shall be allowed to connect directly or indirectly into the public sewerage system.

**Dyfed Archaeological Trust** – No objections to the development as a Written Scheme of Investigation prepared by Archaeology Wales complies with current planning requirements.

**Community Safety Liaison Officer** – the development will achieve Secured by Design Gold as required by Welsh Government and the development will be overseen by the officer to ensure that this is achieved.

All representations can be viewed in full on our [website](#).

## Summary of Public Representations

The application was the subject of notification by way of site notices. 7 no. representations from nearby households were received objecting to the development on the following grounds:

- The development would increase traffic in Abergwili which is already congested by traffic.
- The sites proximity to the Museum junction and A40 roundabout would create a highway hazard.
- The extra traffic would increase danger for pedestrians/school children crossing the road whilst using the nearby bus stops.
- The development on its own and together with the cycle path and refurbishment of the museum would increase parking demand making it difficult to manoeuvre through the village and block emergency vehicles.
- Overspill from Glangwili hospital is impacting upon parking in the village creating a one way route through High Street creating congestion and stress for residents
- Over-development of the site.
- Design of the development is not in keeping with the rest of the village.
- There is already a diverse mix of residential properties in Abergwili offering opportunities for renovation or conversion into affordable housing units of the size proposed.
- Lack of drainage capacity in the village.
- Drainage connection requires access over private land.
- Development would exacerbate flooding due to water drainage going into the mains.
- Land fronting the road is owned by the Trunk Road Agency, has the Agency agreed to transfer the land to the developer.
- There is no need for new affordable housing in Abergwili as there are a number of ex-Local Authority properties and terraced housing which would be suitable for affordable housing.

All representations can be viewed in full on our [website](#).

## **Appraisal**

The key issues arising from the proposed development are deemed to be whether the proposal is acceptable in principle, its impact upon the character and appearance of the area including the setting of the nearby listed buildings, its impact upon the living conditions of neighbouring properties, highway impacts, landscape and biodiversity impacts, cultural heritage impacts, drainage and flooding impacts.

### **Principle of development**

The proposed built up area of the development is entirely within the defined development limit of Abergwili whereas the access is located outside as the defined development limit excludes the highway verge. Policy GP2 of the LDP confirms that proposals within defined development limits will be permitted subject to other LDP policies, national policies and any other material planning considerations. Whilst the access to the site is just outside the development limits, without this access the site is landlocked as such development of the site can be considered acceptable in principle subject to the caveats of Policy GP2. Nevertheless, given that the proposal is entirely for affordable housing purpose to be managed by Tai Wales and West Housing, it could even be classed as an exception site under Policy AH2 of the LDP which supports schemes for 100% affordable housing in locations immediately adjacent to development limits. Abergwili is in an area of high housing need and this proposal would go towards meeting that need by providing 6 social rented housing. The application is the subject of grant funding from Welsh Government.

### **Impact upon character and appearance of the area**

Policy GP1 of the LDP requires developments to conform and enhance the character and appearance of the site and wider area through careful design, scale, siting, detailing, landscaping and use of materials. The proposed layout is considered to have taken these requirements into the account whilst balancing with the site specific and development constraints. The existing highway verge and vegetation is largely to be retained and therefore creating a softening of the site's development impact upon the wider area and setting of the nearby listed buildings. Plots 1 – 3, whilst set back in the development, are orientated with their main elevations fronting onto the road and thus maintain the active street frontage character of Abergwili where the front elevations of dwellings face onto High Street. Similarly, plots 4 - 5(a)&(b) have also been designed so that their main front elevations, albeit staggered, front onto High Street, but also with their side elevations fronting onto the internal road having an active frontage of windows and doors. The proposed materials reflect those used on properties in close proximity and within the wider settlement with the terraced and semi-detached built form also reflective of existing built form in the settlement.

A number of objectors to the scheme have noted that the proposal represents an overdevelopment of the site. The site area in total extends to 0.16ha and thus the development in terms of individual buildings (i.e. 5) equates to a density 31 buildings per hectare or 37 units per hectare when considering the total number of units (i.e. 6). Such densities are comparable to general development within defined settlements and is lower than the density of existing terraced development within Abergwili nearby the site. The development has been designed so as to ensure existing vegetation is retained where possible and therefore the number of dwellings proposed is reactive to the site constraints with the end layout providing a sense of space through the set back of the dwellings,

intervening landscaping and amenity space around buildings and to the rear. As such, it is not considered that the proposal represents an overdevelopment of the site.

### **Impact on living conditions of neighbouring properties**

Policy GP1 of the LDP also specifies that proposals are not to have a significant impact on the amenity of neighbouring residents and users. Evidently the proposal has the potential to affect amenity on the basis that the site currently is a grassed paddock whereas the proposal will introduce development works in the short term and residents in the long term. However, such impacts can be adequately reduced through appropriate design of the site. The adjoining properties of Ty'r Orsaf to the north and Rudbaxton to the west are those which are likely to experience the greatest impact given their proximity. Whilst Plots 1 – 3 would be set back virtually in line with the rear elevation of Rudbaxton, it is considered that the combination of existing outbuildings in the rear garden of this property along the site's boundary with the development, the set back of 1.5m from the boundary and that there would be no openings on the side elevation it is not considered that the proposal would have such an impact on the amenity of the residents of Rudbaxton to warrant a refusal of the application. In terms of Ty'r Orsaf, the rear elevations of Plots 4-5 facing the garden area of Ty'r Orsaf would be set back 2m from the boundary with no window openings and similarly the rear elevations of Plots 1 – 3 would be set back 10m at their nearest to the property. It is considered that these distances in combination with the elevational detailing limits the impact upon amenity to acceptable levels. Boundary 1.8m fencing would also be provided along the sites entire northern and western boundary. On balance therefore, it is considered by reason of the proposed design, the development would not have an unacceptable impact upon the living conditions of nearby residents.

### **Highway Impacts**

Policy GP1(h) requires developments to be served by an appropriate access and that development would not give rise to any parking or highway safety concerns both on the site or within the locality. This is further expanded upon by Policy TR3 which specifies the need for development to incorporate highway design into proposals.

In terms of access, the proposals involve the creation of new access in the general location of the existing field gate albeit widened to provide a 5m carriageway with a 1.8m pavement either side. The proposals also confirm that adequate visibility splays of 2.4m by 70m can be achieved in both directions. The internal access road is intended to be a shared access drive that would be maintained by Tai Wales and West Housing. Whilst concerns raised regarding the site's proximity to other accesses and the bus stop are acknowledged, given the provision of sufficient visibility splays to required standards, it is not considered that this concern is sustainable. The access proposals have been reviewed by the Council's Highways Officer who has confirmed that the access proposals are acceptable to serve the development. Full details of the proposed highways conditions are to follow.

With regards car parking, the proposal complies with the Council's Parking Standards in that each 2 bedroom property is to be provided with two parking spaces with the single bed flats being provided with one parking space each, an additional 1 no. visitor space has also been incorporated into the layout design. This level of car parking is considered sufficient to meet the needs of the development and in addition, the site is located within close proximity to public transport provision via the nearby bus stops. The comments raised by the community council and third parties in relation to the development generating

additional demand for on-street parking within the village are acknowledged however given that the proposal provides sufficient off-street parking provision to serve the development it is not considered that the proposal would exacerbate the existing parking issues.

Similarly, the community council and third parties have raised concerns regarding the traffic generation from the development exacerbating current traffic issues within the village which are exacerbated by the on-street parking that currently takes place, partly due to a number of existing properties within the village being dependent upon on-street parking provision. Furthermore, the site is located at the edge of the village and within easy walking distance of the nearby school, playground, public house and bus stops and thus the vehicular trips generally associated with such services and facilities would not be generated by this development. The Council's Highways Officer has reviewed the application and has raised no objection in terms of traffic generation and similarly the Welsh Government Transport department equally raise no objections. Whilst the concerns of residents and the local council are acknowledged, it is not considered that an additional 6no affordable 2 and 1 bed units in this location would result in a significant increase in traffic generation that would warrant a refusal of the application on highway safety grounds. The application is therefore considered to comply with policies GP1 and TR3 of the LDP.

### **Biodiversity and Landscape Impacts**

The application is supported by ecological and tree reports as outlined above and a landscaping strategy is included on the submitted plans indicating the intended areas for landscaping, including the retention and protection/enhancement of existing vegetation. Policy GP1 of the LDP requires developments to incorporate existing landscape elements and promotes the use of good quality hard and soft landscaping whilst providing opportunities to enhance biodiversity. The development is largely designed around the landscaping constraints of the site with the existing verge area being maintained along with vegetation along the boundary. A Sycamore tree within the neighbouring property was initially proposed to be felled subject to such permission with the neighbour. However, following consultation with the Authority's Tree and Landscaping Officers, amendments to the layout has enabled this tree to be maintained. The submitted landscaping scheme is considered satisfactory by the Council's Landscape Officer subject to the imposition of conditions to ensure compliance and details of protection areas during construction and subsequent management and maintenance details. As such, it is considered that the proposals put forward have incorporated existing landscaping features as far as possible and include recommendations for further protection and enhancement of landscaping and ecological features.

### **Drainage and Flooding Impacts**

The village of Abergwili has historically been affected by flooding and a number of objectors have raised this as a concern siting that the site is in the floodzone. However, consultation with NRW's Development Advice Maps which includes up-dated floodzones confirms that the site is not affected by flooding and therefore the requirements of Technical Advice Note 15: Development and Flood Risk are not applicable. Nevertheless, it is a standard requirement that new developments utilise sustainable drainage methods to ensure surface water run-off does not exacerbate flooding. In this instance, the proposal includes sustainable drainage methods through the provision of an infiltration pond to serve highway run-off along with permeable paving within the access and parking area. The details of these proposals have been the subject of consultation with the Authority's



Drainage Section who has confirmed that the drainage details would have to be subject to approval by the Sustainable Drainage Approval Bodies (SAB). The Drainage Section did not indicate any objections to the strategy put forward in the proposals.

In terms of foul drainage, there are two mains connection points in proximity to the development site. The nearest of which is in the rear garden area of Rudbaxton with the other in the highway at Ismyrddin. To enable connection to the mains sewer the proposal is to be served by a pumping station situated at the end of the access road into the site. The two options in terms of connection to the mains sewer have been put forward. It is noted that objections relating to connections over private land have been received and thus it is likely that the option of connection via the public highway is to be implemented. However, such matters are for discussions between relevant parties and subject to agreement with DCWW under the Water Industry Act 1991. DCWW has advised that they have no objection to the proposal subject to the drainage proposals put forward being implemented (i.e. either Option1 or Option 2). No concerns have been raised by DCWW in terms of capacity as suggested by objectors to the scheme. Therefore, having regard to the above and the advice from DCWW and the Authority's Drainage Section, the development is not considered to give rise to drainage concerns.

### **Cultural Heritage Impacts**

The site is within proximity to the Grade II listed Bishops Palace and Lodge (Carmarthen Museum) which is also a Registered Park and Garden. Furthermore, as outlined in the Historic Environment Assessment submitted with the application, according to historic mapping a smithy was once situated on the application site and the remains of a Roman Road is understood to follow the alignment of High Street.

In terms of the impact upon the listed buildings and registered park and garden, the Senior Built Heritage Officer has reviewed the proposal and has concluded that the development would have low to negligible impact upon these assets by reason of the proximity of the site, retention of the existing highway verge vegetation. It is therefore considered that the development would not have an unacceptable impact upon the character and appearance of the area nor the setting of the nearby listed buildings and registered park and garden. In terms of archaeological remains, Dyfed Archaeology has advised that a Written Scheme of Investigation would be required to provide details over how the developer intends to mitigate against any adverse effects on the historic environment. It is understood that such a document has been supplied direct to Dyfed Archaeology and provided that the development is carried out in accordance with that document they would not raise any objections.

### **Planning Obligations**

Whilst the proposed development of 6 units would trigger Policy AH1 of the LDP to ensure that a contribution of the site is earmarked for affordable housing purposes to be secured by way of a legal agreement, as the development is for 100% affordable housing by a registered social landlord the site more than meets the LDP requirement. Furthermore, as the registered social landlord is governed by Welsh Government in its delivery of affordable housing and is dependent on grant money to deliver the scheme for affordable housing only, it is not necessary to bind the delivery of the units as affordable units by way of a legal agreement. Nevertheless to ensure compliance, a condition is imposed to secure the submission of a scheme that would detail the provision and secure its delivery. Furthermore, when balancing the significant contribution towards affordable housing that

the development brings to the area – 70% more than what is normally sought in this area – no further contributions are being sought on this occasion.

## **Well-being of Future Generations (Wales) Act 2015**

The decision considers the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act). The decision takes into account the ways of working set out at section 5 of the WBFG Act and it is considered that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

## **Conclusion**

After careful consideration of the scheme as submitted it is concluded on balance that given the site's location within the defined development limits of Abergwili and provision of a modestly scaled 100% affordable unit scheme that the development is acceptable in principle. The development has been designed to reflect the character of other properties within the settlement whilst having regard to the site specific development constraints to create a development that would be set back and viewed as a logical extension to the existing settlement with the retention of the highway verge vegetation providing a softened transition between the built up area of the village the countryside area beyond. The proposal would not have an unacceptable impact upon the setting of nearby cultural heritage assets and adequate provision is in place to safeguard against any impacts upon archaeological remains. The proposal would not lead to an unacceptable impact upon the living conditions of nearby properties by way of loss of privacy or overlooking.

The principal objections raised by third parties and the community council relate to the highway impacts of the development, that, in their opinion, would exacerbate existing parking and traffic issues through the village along High Street. Whilst these concerns are acknowledged, given that a suitable access can be provided that meets with required standards and sufficient off-street parking to serve the development is provided coupled with the modest scale of the proposal, it is not considered that this development would result in a significant increase in traffic generation to warrant a refusal on such grounds. This opinion is shared by the Highway Authority and Welsh Government Transport Department who have offered no objections to the scheme. The applicant has demonstrated that there are suitable foul and surface water drainage options available that both DCWW and the Council's Land Drainage section have raised no concerns over. Matters concerning use of private land for connection is a matter for the parties involved but nevertheless, connection via the public highway is also understood to be available as an option in any event.

It is therefore considered that the application complies with policies SP1, SP3, SP5, SP6, SP13, SP14, GP1, GP2, GP4, H1, H2, AH1, TR2, TR3, EQ1, EQ4 and EP3 of the Carmarthenshire County Local Development Plan and is recommended for approval subject the following conditions.

## RECOMMENDATION – APPROVAL

### Conditions

- 1 The works hereby granted consent shall be commenced before the expiration of five years from the date of this permission.
- 2 The development shall be carried out in accordance with the following approved plans and documents, unless otherwise stipulated by conditions:-
  - 1:1250 and 1:200 scale Location and Topographic Site Survey plan [R460 S-01 D] received 27 January 2020
  - 1:200 scale Proposed Site Plan [R460 p-01 H] received 27 January 2020
  - 1:100 and 1:50 scale Plots 1,2 & 3 Floor Plans, Elevations and Section [R460 P-02 D] received 27 September 2019
  - 1:100 and 1:50 scale Plots 4 & 5 Elevations, Section and Floor Plans [R460 P-03 E] received 11 December 2019
  - 1:200 scale Existing and Proposed Landscape Plan [R40 LP-01 G] received 27 January 2020
  - Drainage Options Plan [C-SK01 Rev D] received 28 January 2020
  - Historic Environment Assessment by Archaeology Wales received 14 October 2019
  - Tree and Hedgerow Survey Report by RDS Landscape Solutions 27 September 2019
  - Ecological Appraisal Survey Report by RDS Landscape Solutions dated 23 September 2019 received 27 September 2019
- 3 Prior to the commencement of any works associated with the development hereby approved, a Construction Exclusion Zone (CEZ) shall be established to protect all existing vegetation identified for retention. The CEZ shall be defined by a barrier of a specification appropriate to exclude the degree and proximity of all construction phase operations. The barrier shall form a continuous length, aligned as follows: -
  - i) To the perimeter of root protection areas, defined in accordance with BS5837 of all trees, groups of trees or woodland located within, on, or with a canopy spread which overhangs the site boundary.
  - ii) To 1.5m from the edge extent of above ground growth of all shrub masses, hedges and hedgerows located within or on the site boundary.

Any construction operations and access within the CEZ shall be limited to those undertaken in compliance with the recommendations of BS5837. The CEZ shall be enforced throughout the duration of all development works and until all equipment, machinery and surplus materials have been removed from the site.
- 4 No development shall take place until a Drainage and Service Infrastructure (DSI) Plan has been submitted to and agreed in writing by the local planning authority. The DSI Plan shall indicate the: position, depth and height of all existing and proposed underground, overhead and associated surface DSI elements in relation to the Landscape Design Scheme as set out on the 1:200 scale Existing and Proposed Landscape Plan [R40 LP-01 E] received 11 December 2019. The DSI Plan shall demonstrate that potential conflicts have been minimised through DSI

design and layout. In locations where, potential conflicts with the approved Landscape Design Scheme are identified, a DSI Method Statement shall accompany the DSI Plan. The Method Statement shall specifically provide details of the construction and installation operations and specific design solutions for all DSI elements located:

- within the root protection areas of all trees, large shrubs and hedges identified for retention;
- within proposed landscape areas.

The development shall thereafter be carried out in accordance with the approved DSI Plan and Method Statement.

5 No development shall take place until Landscape Maintenance and Management (LMM) details have been submitted to and approved in writing by the local planning authority to include:

- i) LMM Responsibility Plan which provides clear definition of those areas subject to transfer to future private ownership and management responsibility and/or proposed for adoption by the local authority.
- ii) LMM Scheme for all areas within the application boundary not included in the above. The LMM Scheme shall include: -
  - Plans, specifications and schedules for establishment and long-term maintenance and management, of all identified landscape areas, including monitoring and remedial operations;
  - Details of the management agent (body or organisation) responsible for implementation of the LMM scheme; and the legal and funding mechanism(s) by which delivery of the LMM scheme will be secured.

All landscape maintenance and management operations shall be fully implemented as approved.

6 The approved Landscape Design Scheme (LDS), as set out on the 1:200 scale Existing and Proposed Landscape Plan [R40 LP-01 E] received 11 December 2019 shall be fully implemented prior to the occupation of any of the residential units hereby approved. Any new landscape elements constructed, planted or seeded; or existing landscape elements retained; in accordance with the approved LDS which, within a period of 5 years after the first occupation of any of the residential dwellings hereby approved are removed; die; become diseased; damaged or otherwise defective, to such extent that, in the opinion of the Local Planning Authority, the function of the landscape elements in relation to this planning approval is no longer delivered, shall be replaced in the next planting or seeding season with replacement elements of similar size and specification.

7 Prior to the occupation of any of the residential units hereby approved, the drainage system for the site shall be completed in accordance with the details shown on Drainage Options Plan [C-SK01 Rev B] received 27 September 2019. Thereafter no further surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

8 The development hereby approved shall be carried out strictly in accordance with the Written Scheme of Investigation as contained within the Geophysical Survey

Report prepared by Dyfed Archaeology dated November 2019 received 10 January 2020. On behalf of the Local Planning Authority, Dyfed Archaeological Trust will monitor all aspects of the work which shall not be deemed complete until all aspects of the WSI have been addressed and the final report submitted and approved.

- 9 The development hereby approved shall be carried out in accordance with the recommendation contained in Section 6 of the Ecological Appraisal Survey Report by RDS Landscape Solutions dated 23 September 2019 and received 27 September 2019.
- 10 No development shall take place until a scheme for the provision of the affordable housing has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN 2 or any future guidance that replaces it.

The scheme shall include:

- i) the numbers, type, tenure and location on the site of the affordable housing units which shall consist of not less than 100% of housing units;
  - ii) the timing of the construction of the affordable housing;
  - iii) the arrangements for the management of the affordable housing;
  - iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
  - v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.
- 11 Prior to its use by vehicular traffic, the new access road shall be laid out and constructed with 5.0 metre carriageway, 1.8 metre footways, and 6.0 metre kerbed radii at the junction with the C2030 road.
  - 12 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.
  - 13 Prior to any use of the access by vehicular traffic, a visibility splay of 2.4 metres x 59 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 0.9 metres within this splay area.
  - 14 The access, visibility splays and turning area required, shall be wholly provided 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 access, visibility splays, or turning area, is to be obstructed by non-motorised vehicles.
  - 15 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.
  - 16 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.

- 17 Prior to any use of the access herewith approved the traffic sign fronting the site shall be relocated to the satisfaction of the Local Highway Authority.

## Reasons

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2 In the interest of clarity as to the extent of the permission.
- 3-5 To ensure that the development enhances the character and appearance of the site and ensures the use of good quality hard and soft landscaping and embraces opportunities to enhance biodiversity and ecological connectivity: thus delivering the objectives of LDP policies: - SP1 d) and i); GP1 a), f) and i); EQ5; and where appropriate EQ6.
- 6 To ensure that the development retains, incorporates and does not adversely affect existing landscape or other features which contribute to local qualities and distinctiveness: thus delivering the objectives of LDP policies: - SP1 d) and i); SP14 e); GP1 b) and f); and EQ5; and pursuant to section 197 (a) of the Town and Country Planning Act 1990.
- 7 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.
- 8 To protect historic environment interests whilst enabling development.
- 9 To safeguard and enhance biodiversity.
- 10 In the interest of clarity as to the nature of the permission and to ensure delivery of 100% affordable housing.
- 11-17 In the interest of highway safety.

## NOTES

- 1 Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any Conditions which the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developers') responsibility to ensure that the terms of all Conditions are met in full at the appropriate time (as outlined in the specific condition).

The commencement of development without firstly meeting in full the terms of any Conditions which require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to formal enforcement action.

Failure on the part of the developer to observe the requirements of any other Conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.

- 2 Comments and guidance received from consultees relating to this application, including any other permissions or consents required, is available on the Authority's website ([www.carmarthenshire.gov.uk](http://www.carmarthenshire.gov.uk)).