

PLANNING, DESIGN & ACCESS STATEMENT

Land to the rear of Cwrt Melin, Bancyfelin

August, 2024



T: 029 2073 2652

T: 01792 480535

Cardiff

Swansea

E: mail@asbriplanning.co.uk

W: www.asbriplanning.co.uk

Description of Development:

Full planning permission for the construction of 16 no. affordable residential dwellings (exception site) with associated infrastructure works

Location:

Land to the rear of Cwrt Melin, Bancyfelin, Carmarthenshire

Date:

August, 2024

Asbri Project ref:

S24.171

Client:

Sterling Construction Ltd. and Wales & West Housing Association Ltd.



Asbri Planning Ltd

Unit 9 Oak Tree Court
Mulberry Drive
Cardiff Gate Business Park
Cardiff
CF23 8RS

T: 029 2073 2652

E: mail@asbriplanning.co.uk

W: asbriplanning.co.uk

	Prepared by	Approved by
Name	Glenn Lee <i>Planner</i>	Richard Bowen <i>Director</i>
Date	August, 2024	August, 2024
Revision	-	-

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SITE IN REGIONAL CONTEXT



INTRODUCTION

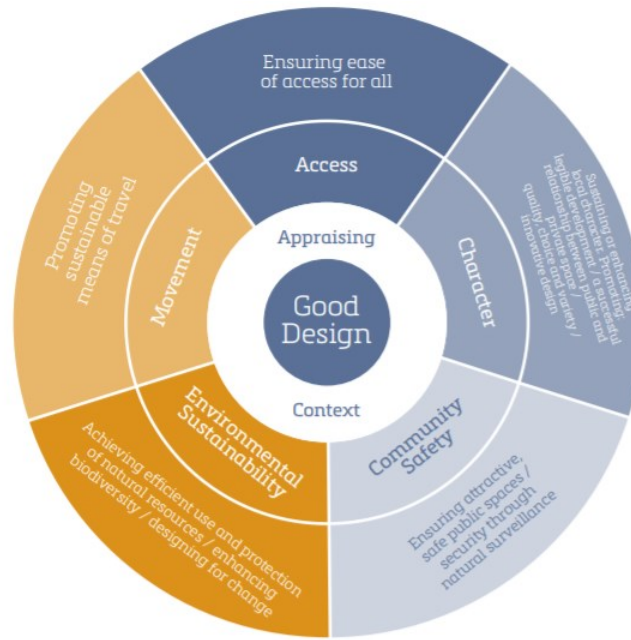
1.1 The purpose of this Planning, Design & Access Statement (PDAS) is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of a planning application in a way that can be read both by professionals and the public.

1.2 The diagram (right), extracted from Chapter 3 of Planning Policy Wales 11, summarises the five objectives of good design that should be taken into account when preparing a DAS. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

1.3 The submitted Design and Access Statement adheres to guidance embodied in the Welsh Government publication, Design and Access Statements in Wales, published in June 2017.

1.4 The statement is subdivided into eight sections, commencing with a brief overview of the site context and analysis in Section 2. Section 3 provides the vision and brief of the proposal. Section 4 interprets and applies the context of the brief and vision for the site, whilst Section 5 summarises the relevant planning policy. Section 6 sets out the proposal, explores the relevant design and access facets associated with the application and provides a response to planning policy. Section 7 comprises a planning appraisal. The document then concludes, under Section 8.

1.5 This PDAS has been prepared on behalf of Sterling Construction Ltd and Wales & West Housing Association Ltd in order to accompany an application for full planning permission for the construction of 16 no. affordable residential dwellings at the Land to the rear of Cwrt Melin, Bancyfelin, Carmarthenshire.



Document/drawing	Prepared by
Application Form	Asbri Planning
Planning, Design and Access Statement	Asbri Planning
Pre-Application Consultation Report	Asbri Planning
Site Location Plan	Sauro Architectural Design
Existing Site Plan	Sauro Architectural Design
Proposed Site Plan	Sauro Architectural Design
Kitchen Layout	Sauro Architectural Design
Elevations, Floor Plans and Sectional Drawings	Sauro Architectural Design
Highway LongSections	CB3 Consult
Engineering Strategy	CB3 Consult
Vehicle Tracking	CB3 Consult
Drainage Strategy	CB3 Consult
Detailed Soft Landscape Proposals	Tirlun Design Associates
Tree Constraints Plan	Tirlun Design Associates
Landscape Specification & Management Plan	Tirlun Design Associates
Green Infrastructure Statement	Tirlun Design Associates
Pre-Development Tree Survey & Assessment	Tirlun Design Associates

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SITE IN LOCAL CONTEXT



SITE CONTEXT AND ANALYSIS



NRW Development Advice Map



NRW Flood Map for Planning

Overview

2.1 This section sets out the site's general location and provides a brief description of the application site and its immediate surroundings.

General Location

2.2 The application site extends to approximately 0.77 hectares in total and is located at the northeast of Bancyfelin. The majority of the site is located outside but adjacent to the settlement boundary of Bancyfelin, with the exception of the site access located at the northeastern section of the application site. The site is located between Carmarthen and St Clears, which are located approximately 5.4 miles to the northeast and 3.2 miles to the southwest of the application site respectively.

2.3 The site is adjoined by existing residential dwellings along the southeastern and northeastern boundaries. The southwestern site boundary adjoins the Ysgol Bancyfelin and a local play area. A railway line, which provides access towards Carmarthen and Pembrokeshire, runs along the site northwestern boundary with more agricultural field located at the north of the site. It should also be noted that the major residential area of Bancyfelin is located at the southwest of the application site, which includes a mix of bungalow, detached, semi-detached and terraced houses.

Site Features

2.4 The site is considered as greenfield and comprises of boundary trees and hedgerows along the northwestern site boundary, and a small number of boundary trees is also scattered along the other site boundaries.

2.5 The topography of the site is fairly consistent with the exception of a slope towards the northeastern boundary to facilitate the vehicular access at Cwrt Melin.

Site Context

2.6 A review of Natural Resources Wales' Development Advice Map shows the site lies within Flood Zone B. Flood Zone B is areas known to have been flooded in the past evidenced by sedimentary deposits.

2.7 The Flood Map for Planning however stated that the majority of the site is not located within the Flood Zone, but the access road is located within Flood Zone 2 or 3 from Surface Water and Small Watercourses, which can be addressed by a comprehensive drainage scheme.

2.8 The Historic Wales maps shows that no listed buildings or scheduled ancient monuments are located within, or adjacent to the site boundary. However there are 5 no. historical asset records held by the Dyfed Archaeological Trust that are located within close proximity to the application site, which are known as the Ysgol Bancyfelin School Building, Pont Goch Bridge, Bancyfelin Trackway, Post Medieval Lodge & Pontcowin Bridge.

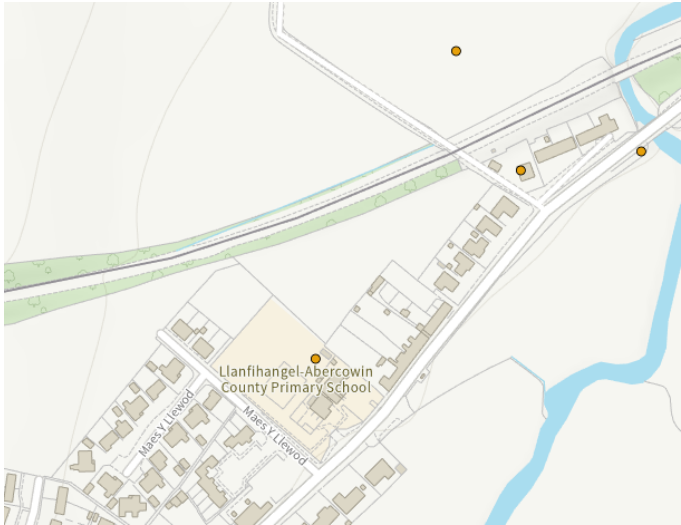
2.9 In addition, it is noted that a Public Rights of Way (ref: 63/27/2) crosses the application site, which forms the existing vehicular access to the site.

Access and Movement

2.10 Pedestrian and vehicular access is currently taken via Cwrt Melin. The site benefits from an existing access. However, it is considered that the current access will require improvement work and independent footpaths, driveways / parking area will also need to be engineered in order to provide access to the proposed dwellings.

2.11 The area is served by public transport, with bus route 222 and 224 providing access towards Carmarthen, Whitland and Pendine and its surrounding settlements. An existing bus stop is located about 140m southwest from the site access.

SITE CONTEXT AND ANALYSIS



Cadw Map



Public Rights of Way Map

2.12 The site also benefits from a well-lit footpath along Cwrt Melin and High Street, which provides opportunities for the residents to reduce car reliance and engage in active travel methods.

Surroundings

2.13 The village of Bancyfelin provides a variety of local facilities for the local residents, which includes the Ysgol Bancyfelin, Bancyfelin Village Hall, pub, post office, and the Werndale Hospital. All of the facilities listed above are located within 10 minutes walk from the application site.

2.14 Given that there are also public transport connect between the site and larger settlement such as Carmarthen, it can therefore be concluded that the site is located in a sustainable location..

Planning History

2.15 A search has been undertaken in respect to the planning history at the site using the Council’s online planning explorer. The following recent planning history is relevant:

- *W/24182 – Outline for residential development (with affordable housing), school parking / drop off area and public play area. Outline Grated on 14.02.2014*
- *W/31890—construction of 4 no semi-detached dwelling houses and formation of a local area of play. Full Granted 12.09.2016*
- *W/35461 - Construction of 30 no. residential dwellings and associated site infrastructure works. Withdrawn 24.10.2017*

2.16 It is noted that the previous application ref: W/35461 was withdrawn prior to determination. However, it should be

noted that the planning committee report produced for this scheme considered that the proposed development complied with the national and local planning policies and therefore recommended approval.

SITE PHOTOGRAPHS



Site Access



Bungalows located within close proximity to the site



Public Rights of Way located at the site access



Western section of the application site



Terraced houses located along Cwrt Merlin



Eastern section of the application site

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THE VISION AND BRIEF

The Vision

3.1 The vision for the scheme is to create a residential development with appropriate density whilst taking into account the need to protect residents privacy and amenity.

3.2 It is the intention of the applicant to provide a range of house types to meeting housing's need, capable of adaption to reflect the changes in person and family needs over time. The proposed development will be designed in accordance with the national and local policy, including the Welsh Development Quality Requirement (WDQR) and the Carmarthenshire Supplementary Planning Guides (SPGs)

3.3 In addition, the applicant also seeks to create good places to live through the quality of public and private environment and the wider street context, adhering to principles relating to access, security and legibility to help create a vibrant street life. The proposal will also seek to contribute to the principles of sustainable neighbourhoods and support sustainable transport choices.

3.4 The proposal will therefore provide 16 no. affordable homes in a sustainable location and an area where there are a high demand of affordable housing. It will lead to the creation of a high-quality and attractive place to live, and will contribute to creating a distinct sense of place whilst respecting the character and appearance of the surrounding area.

The Brief

3.5 The proposed comprises a residential scheme consisting of 16 no. residential dwellings with associated infrastructure works.

3.6 As shown on the proposed plans (Page 24), the proposal comprises:

- 4 no. 2 Person 1 Bedroom Flat (Walk Up)
- 8 no. 4 Person 2 Bedroom House (Semi-Detached)
- 4 no. 5 Person 3 Bedroom House (Semi-Detached)

3.7 The proposal includes the improvement of vehicular access to the site to provide vehicular and pedestrian access to the site while maintaining the connection to the public right of way (ref: 63/27/2). Additionally, a comprehensive landscaping scheme is also proposed which comprises of native species planting and an attenuation pond which serve as part of the sustainable drainage strategy.

3.8 The proposal includes the improvement of current vehicular access to the site at Cwrt Melin. An internal road, which is 5.5m in width with 2.0m footway is also proposed to connect the site access to the proposed dwellings

3.9 In terms of parking, a total of 32 no. parking spaces is proposed in the form of parking bays or driveways for the residents of the development, with an additional 4 no. parking spaces provided for visitors.

3.10 The proposed development will provide a positive contribution to the Local Authority's housing demand, and principally its affordable housing needs.

INTERPRETATION

4.1 The concept for the development of the site has derived from the following:

- Full site analysis including a full desktop study of the site and its surroundings
- A site visit and general visual assessment of the surrounding area.
- Discussions with the client and a full understanding of the brief and vision of the project, and

4.2 The above steps have presented the key opportunities and constraints for the site, which are outlined below:

4.3 Opportunities

Sustainable Location - the site is considered to be located within a sustainable location. The site is located with close proximity to local facilities and is accessible by active travel and public transport.

Surrounding Land Use - Existing residential dwellings adjoins the site's southeastern boundary and more residential dwellings can also be found further southwest of the application site.

Car Parking - 36 no. car parking spaces (including 4 no. spaces for visitors) are provided onsite in the form of parking bays which is considered satisfactory to support the proposed tourist accommodations.

Planning History - recent planning application (ref: W/35461) stated that a residential development at the application site is considered acceptable and recommended approval in the committee report. It is therefore considered that the principle of the proposed development should be acceptable.

Housing Need - Great opportunity to fulfil the housing

needs in the local area.

Public Transport - A bus stop is located within close proximity connecting the area to Carmarthen, Whitland and Pendine and its surrounding settlements.

Site Topography - The topography of the site is mostly level

Existing Infrastructure / Utilities - Given the close proximity towards the existing settlements, utilities are present and available for the proposed development.

Proximity to existing residential dwellings - The application site is located within close proximity to the existing residential dwellings in Bancyfelin.

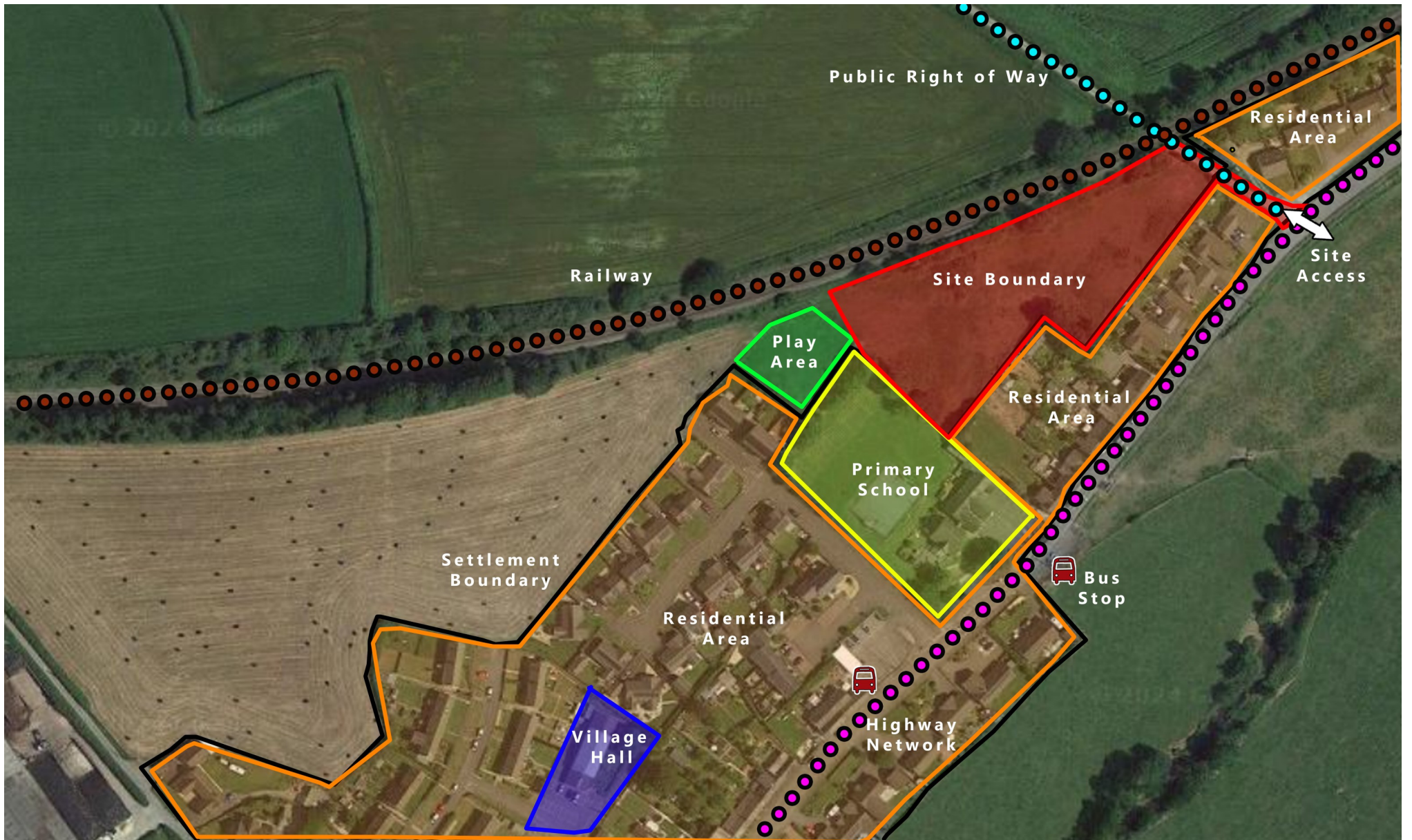
4.4 Constraints

Settlement Boundary - The majority of the site is located outside the settlement limit with the exception of the site access.

Flood Risk - A small section of the site located at the site access is located within Flood Zone B in the Development Advice Map, which is used as part of a precautionary approach to indicate where site levels should be checked against the extreme (0.1%) flood level.

Public Rights of Way - A Public Rights of way (ref: 63/27/2) across the application site and also forms the current access to the application site

OPPORTUNITIES AND CONSTRAINTS



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Planning Policy Overview

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the purposes of this Planning Application comprises the following:

- National Development Framework: Future Wales - The National Plan 2040 (February, 2021);
- Carmarthenshire Local Development Plan (Adopted December 2014)

5.2 In addition to the Development Plan, the Planning Application has been informed by policy and guidance set out in the following:

- Planning Policy Wales Edition 12 (February, 2024), informed by The Well -Being of Future Generations (Wales) Act 2015, and supplemented by Technical Advice Notes;
- Building Better Places: The Planning System Delivering Resilient and Brighter Futures (July, 2020);
- Carmarthenshire County Council Supplementary Planning Guidance.

5.3 This section of the PDAS provides an overview of the Development Plan context and planning policy framework of specific relevance to the determination of this application. For ease of reference, this overview is set out below at the national and local level.

National Level

The Well -Being of Future Generations (Wales) Act 2015

5.4 The Well-Being of Future Generations (Wales) Act 2015 (which came into force on 1st April 2016) requires “public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that

accords with the sustainable development principle”. The Act sets out seven ‘well-being’ goals as follows:

- A prosperous Wales: An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
- A resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
- A healthier Wales: A society in which people’s physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
- A more equal Wales: A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).
- A Wales of cohesive communities: Attractive, viable, safe and well-connected communities.
- A Wales of vibrant culture and thriving Welsh language: A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.
- A globally responsive Wales: A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

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5.5 Within the Act, sustainable development is defined as follows: “the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”. The Act sets out that when making decisions, public bodies need to take into account the impact they could have on people living in Wales in the future and must apply the sustainable development principle in all decisions.

National Development Framework: Future Wales – The National Plan 2040

5.6 The National Development Framework: Future Wales – the National Plan 2040 was published on 24th February 2021. ‘Future Wales’ sets out the Welsh Government’s strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy; achieving decarbonisation and climate -resilience; developing strong ecosystems; and improving the health and well -being of our communities. As stated above, the National Development Framework has Development Plan status.

5.7 Future Wales sets out its overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales by means of 11 Outcomes. The 11 Outcomes are collectively a statement of where the Welsh Government aspire Wales to be in 20 years’ time which are as follows:

- A Wales where people live:
- 1....and work in connected, inclusive and healthy places
 - 2....in vibrant rural places with access to homes, jobs and services
 - 3... in distinctive regions that tackle health and socio-economic inequality through sustainable growth
 - 4....in places with a thriving Welsh Language

- 5....and work in towns and cities which are a focus and springboard for sustainable growth
- 6....in places where prosperity, innovation and culture are promoted
- 7....in places where travel is sustainable
- 8.in places with world-class digital infrastructure
- 9....in places that sustainably manage their natural resources and reduce pollution
- 10....in places with biodiverse, resilient and connected ecosystems
- 11....in places which are decarbonised and climate-resilient

Growth Strategy

5.8 The Welsh Government’s strategic growth strategy is set out in Policy 1 of Future Wales as follows:

Policy 1 – Where Wales will Grow

The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. The National Growth Areas are:

- Cardiff, Newport and the Valleys
- Swansea Bay and Llanelli
- Wrexham and Deeside

The National growth Areas are complemented by Regional Growth Areas which will grow, develop and offer a variety of public and commercial services at regional scale. There are Regional Growth Areas in three regions:

- The South West
- Mid Wales
- The North

5.9 It is further explained that “Our strategy is to build on existing strengths and advantages. It encourages sustainable

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and efficient patterns of development, based on co-locating homes with jobs and vital services and the efficient use of resources”.

5.10 The benefits of the proposed growth strategy and specifically the co-location of homes, jobs and services is highlighted as follows: “Growing urban areas across Wales will create concentrations of jobs, services and amenities and a critical mass of people to sustain good public transport services and a range of economic activities. Urban growth enables more people to walk and cycle for everyday journeys and, with good urban design, can create positive impacts on public health, air quality and well-being”.

Placemaking

5.11 Placemaking forms a key concept upon which many national planning policies are based. “Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration”.

5.12 Policy 2 of Future Wales is of key relevance in terms of placemaking, which states the following:

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local*

facilities and public transport within walking distance of each other;

- *increasing population density, with development built at urban densities that can support public transport and local facilities; establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*
- *integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.*

5.13 Further detail on the Welsh Government’s strategic placemaking priorities is set out at Page 66 of Future Wales. Key place making principles are summarised below:

Mix of uses

To create activity throughout the day and enable people to walk and cycle, rather than being reliant on travelling by car, places should have a rich mix of residential, commercial and community uses within close proximity to each other. Urban growth and regeneration should integrate different uses within neighbourhoods.

Variety of housing

To ensure places are socially mixed and cater for varied lifestyles, they should have a mix of housing types and tenures and space that allows for home-working. Urban growth and regeneration should cater for families, couples and single people of different ages, as well as providing a mix of affordable and private housing.

Walkable scale

To enable active and healthy lives, people should be able to easily walk to local facilities and public transport. Urban

growth and regeneration should be focused within inner city areas and around town centres, as well as around mixed use local centres and public transport. Co-working hubs offering an alternative to home-working are an important feature of the economy, and these should be located in town and local centres.

Density

To support the economic and social success of our towns and cities, including sustaining public transport and facilities, urban growth and regeneration should increase the population density of our towns and cities. New developments in urban areas should aim to have a density of at least 50 dwellings per hectare (net), with higher densities in more central and accessible locations. It may be necessary to take social distancing requirements into consideration when designing public and communal spaces.

Street network

To provide a framework for different uses and types of housing to be integrated within neighbourhoods, urban growth and regeneration should be based on a network of streets that enable social distancing if necessary. The street network should be permeable, with streets primarily connecting at both ends with other streets and providing links into, out of, and through places. The street network should have a hierarchy, with streets that have different characters and functions.

Plot-based development

To create varied and interesting places, which can be developed and change over time, and provide opportunities for people to design and build their own homes and workspaces, as well as open up the housing market to small and local builders, urban growth and regeneration should provide opportunities for the development of small plots. A plot-based approach to development should be promoted, including the subdivision of larger sites to be built in small plots or as a group of plots.

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Green infrastructure

To enable urban areas to play their part in supporting ecosystem resilience, the use of innovative nature-based solutions should form part of strategies for urban growth and regeneration. Through Green Infrastructure Assessments, specific opportunities should be identified to ensure that green infrastructure is fully integrated.

Housing

5.14 It is stated at Page 73 of Future Wales that “the planning system has a long-established role in the delivery of affordable housing. We are committed to ensuring that new housing meets the needs of all members of society especially those unable to afford to buy on the open market. Echoing the strategic placemaking principles in policy 2, sustainable places are inclusive and welcoming to all; they do not exclude sections of the community or create ghettos of the affluent and the poor”.

5.15 Policy 7 is of key relevance in regard to the delivery of affordable housing, which states the following:

Policy 7—Delivering Affordable Homes

The Welsh Government will increase delivery of affordable homes by ensuring that funding for these homes is effectively allocated and utilised. Through their Strategic and Local Development Plans planning authorities should develop strong evidence based policy frameworks to deliver affordable housing, including setting development plan targets based on regional estimates of housing need and local assessments. In response to local and regional needs, planning authorities should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.

Biodiversity and Green Infrastructure

5.16 It is identified at Page 76 that the strategic focus of Future Wales on urban growth requires “an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that

growth is sustainable” (page 76).

5.17 In addition, the associated importance of green infrastructure is highlighted: “As the population of Wales becomes increasingly urban, the opportunity to optimise well-being benefits from green infrastructure will be greatest in and around these areas. Innovative use of nature-based solutions and integrating green infrastructure in and around urban areas can help restore natural features and processes into cities and landscapes. Providing locally accessible, high quality green spaces and corridors helps to maintain and enhance the strategic functioning of our natural resources and ecological networks and address physical and mental well-being” (page 78).

5.18 Policy 9 of Future Wales is of key relevance in regard to green infrastructure and biodiversity enhancement, which states the following:

Policy 9—Resilient Ecological Networks and Green Infrastructure

To ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the Welsh Government will work with key partners to:

- identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and
- identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being

Transport

5.19 Future Wales identifies that transport in Wales is currently dominated by the car and that “our reliance on travelling by car is limiting the opportunity for physical activity and social contact to be built into people’s everyday lives and is exacerbating air and noise pollution, particularly along major routes and at busy destinations...This has an adverse impact on people’s health and well-being, contributing to life-limiting illnesses associated with physical inactivity, loneliness and isolation” (page 85)

5.20 The importance of the implementation of policies which require development to be directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices is highlighted in Future Wales, and it is stated that planning authorities will be required “to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel” (page 85).

5.21 Policy 12 of Future Wales relates to Regional Connectivity and is of key relevance to this scheme. The policy states that:

“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations”

Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport.”

Planning Policy Wales Edition 12

5.22 Planning Policy Wales (PPW) Edition 12 was published in February 2024. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of

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sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015.

5.23 Sustainable Development is defined at Page 7 of PPW as follows: *“the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”.*

5.24 Paragraph 1.18 set out that *“Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated”.*

Placemaking

5.25 In accordance with the National Development Framework, placemaking is also at the heart of PPW – Paragraph 2.1 for example states that *“Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking in both plan making and development management decisions in order to achieve the creation of sustainable places and improve the well-being of communities”.*

5.26 It is summarised succinctly at Paragraph 2.3 that *“The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all”.*

5.27 Placemaking is defined at Page 14 of PPW as follows: *“Placemaking is a holistic approach to the planning and design*

of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings”.

5.28 A set of ‘national sustainable placemaking outcomes’ are outlined within PPW, which it advises should be used to inform the assessment of development proposals. The national outcomes are defined as follows:

- *Creating and Sustaining Communities*
 - * *Enables the Welsh language to thrive*
 - * *Appropriate development densities*
 - * *Homes and jobs to meet society’s needs*
 - * *A mix of uses*
 - * *Offers cultural experiences*
 - * *Community based facilities and services*
- *Making Best Use of Resources*
 - * *Make best use of natural resources*
 - * *Prevents waste*
 - * *Prioritises the use of previously developed land and existing buildings*
 - * *Unlocks potential and regenerates*
 - * *High quality and built to last*
- *Maximising Environmental Protection and Limiting Environmental Impact*
 - * *Resilient biodiversity and ecosystems*
 - * *Distinctive and special landscapes*

- * *Integrated green infrastructure*
- * *Appropriate soundscapes*
- * *Reduces environmental risks*
- * *Manages water resources naturally*
- * *Clean air*
- * *Reduces overall pollution*
- * *Resilient to climate change*
- * *Distinctive and special historic environments*
- *Growing Our Economy in a Sustainable Manner*
 - * *Fosters economic activity*
 - * *Enables easy communication*
 - * *Generates its own renewable energy*
 - * *Vibrant and dynamic*
 - * *Adaptive to change*
 - * *Embraces smart and innovative technology*
- *Facilitating Accessible and Healthy Environments*
 - * *Accessible and high quality green space*
 - * *Accessible b means of active travel and public transport*
 - * *Not car dependent*
 - * *Minimises the need to travel*
 - * *Provides equality of access*
 - * *Feels safe and inclusive*
 - * *Supports a diverse population*
 - * *Good connections*
 - * *Convenient access to goods and services*

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5.29 it is highlighted at Paragraph 2.20 that *“Not every development or policy proposal will be able to demonstrate they can meet all of these outcomes, neither can it necessarily be proved at the application or policy stage that an attribute of a proposal will necessarily lead to a specific outcome. However, this does not mean that they should not be considered in the development management process to see if a proposal can be improved or enhanced to promote wider well-being”.*

5.30 The implication of COVID are highlighted in PPW 12 with Paragraph 2.22 stating for example that *“We must ensure that a post-Covid world has people’s well-being at its heart. Planning Policy Wales leads the way in this respect and contains the principles and policies needed for us to recover from this situation in a positive manner”.*

Good Design

5.31 The importance of good design in development proposals is highlighted at Paragraph 3.3 of PPW where it is stated that *“Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area”.*

5.32 Good design must enable development proposals to address the issues of inclusivity and accessibility for all, and it is highlighted at Paragraph 3.6 that *“This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children...Good design can also encourage people to*

meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport”.

5.33 In addition, it is highlighted that good design promotes environmental sustainability and contributes to the achievement of the well-being goals - Paragraph 3.7 states for example that *“Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution”.*

5.34 The importance of good design in term of ensuring high environmental quality is set out at Paragraph 3.8: *“Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these functions together to contribute toward the quality of places”.*

5.35 Paragraph 3.12 outlines that good design is also about avoiding the creation of car-based developments by minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. It is stated that *“Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate”.*

Sustainable Transport

5.36 PPW advises at Paragraph 4.1.10 that the planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:

- “are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling”.

5.37 Paragraph 4.1.11 summarises that: *“Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services”.*

5.38 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Paragraph 4.1.13 sets out that *“The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport”.*

Active Travel

5.39 The importance of developing local active travel networks

PLANNING POLICY

to help mitigate the impact of new development by providing an alternative mode of travel to the private car is highlighted in PPW. It is stated at Paragraph 4.1.30 that *“Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice”*.

Public Transport

5.40 PPW advises that the availability of public transport is an important part of ensuring a place is sustainable. Paragraph 4.1.36 highlights that the planning system should facilitate this *“by locating development where there is, or can be, good access by public transport”*.

Housing

5.41 It is set out at Paragraph 4.2.1 that *“New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities”*.

5.42 It is highlighted within PPW that a community’s need for affordable housing *“is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications”* (Paragraph 4.2.25).

Green Infrastructure

5.43 The importance of green infrastructure is summarised at Paragraph 6.2.4 states *“Green infrastructure plays a fundamental role in shaping places and our sense of well-being, and is intrinsic to the quality of the spaces we live, work and play in. The planning system must maximise its contribution to the protection and provision of green infrastructure assets and networks as part of the meeting society’s wider social and*

economic objections and the needs of local communities”

5.44 Paragraph 6.2.12 also states that *“A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated in to the proposal”*

Sustainable Drainage Systems (SuDS)

5.45 The importance of considering SuDS as an intergral part of the development process is highlighted at Paragraph 6.6.18 of PPW where it is stated that *“The provision of SuDS must be considered at the earliest possible stage when formulating proposals for new development”*. It is advised at Paragraph 6.6.19 that *“Design for multiple benefits and green infrastructure should be secured wherever possible and as part of Green Infrastructure Assessments suitable approaches towards the provision of SuDS should be identified”*.

Technical Advice Notes

5.46 The following Technical Advice Notes (TANS) are of relevance to the development proposal.

5.47 TAN 2 Planning and Affordable Housing (2006): outlines the general concept of affordable housing as being: *“the ability of households or potential households to purchase or rent property that satisfies the needs of the household without subsidy”*. The guidance requires local planning authorities to: *“include an affordable housing target in the development plan which is based on the housing need identified in the local housing market assessment, indicate how the target will be achieved using identified policy approaches and monitor the provision of affordable housing against the target and where necessary take action to ensure that the target is met”*.

5.48 TAN 5 Nature Conservation and Planning (2009): provides advice about how the land use planning system

should contribute to protecting and enhancing biodiversity and geological conservation. It seeks to demonstrate how local planning authorities, developers and key stakeholders in conservation can work together to deliver more sustainable development that does not result in losses from the natural heritage but instead takes every opportunity to enhance it.

5.49 TAN 12 Design (2016) provides advice on design consideration and states that development should aim to:

- *Create places with the needs of people in mind, which are distinctive and respect local character*
- *Promote layouts and design features which encourage community safety and accessibility*
- *Focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles*
- *Avoid inflexible planning standards and encourage community safety and accessibility*
- *Focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles*
- *Avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building*
- *Promote environment al sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards*
- *Secures the most efficient use of land including appropriate densities*

5.50 TAN 15 (Development and Flood Risk) was adopted in 2004 and provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding.

PLANNING POLICY

Policy reference	Relating to
<i>Strategic Policies</i>	
SP1	Sustainable Places and Spaces
SP2	Climate Change
SP3	Sustainable Distribution (Growth Area)
SP5	Housing
SP6	Affordable Housing
SP9	Transportation
SP13	Protection and Enhancement of the Built and Historic Environment
SP14	Protection and Enhancement of the Natural Environment
SP17	Infrastructure
<i>General Policies</i>	
GP1	Sustainability and High Quality Design
GP2	Development Limits
GP3	Planning Obligations
GP4	Infrastructure and New Development
AH1	Affordable Housing
AH2	Affordable Housing-Exception Sites
TR3	Highways in Developments - Design Considerations
TR4	Cycling and Walking
EP3	Sustainable Drainage
REC2	Open Space Provision and New Developments
MPP2	Mineral Proposals
MPP3	Mineral Safeguarding

5.51 TAN 18 (Transport) was adopted in 2007 and identifies that influencing the location, scale density and mix of land uses that new development can help reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle and use public transport.

Local Level

Carmarthenshire Local Development Plan

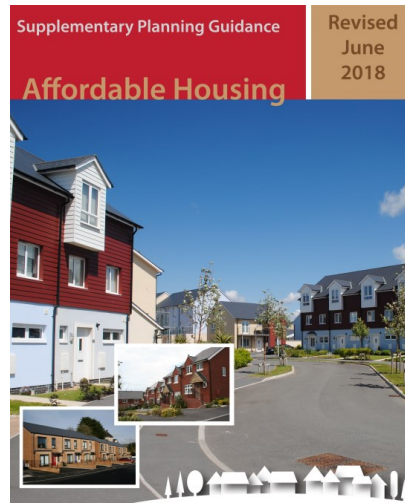
5.52 The Carmarthenshire Council Local Development Plan was adopted in 2014 and is the prevailing development plan for the County. The majority of the site lies outside, albeit immediately adjacent to the defined settlement limits and the site is located within the Mineral Safeguarding Zone (Sand and Gravel).

5.53 As illustrated in the LDP Proposals Map overleaf, the majority of the application site lies outside development limits, while the remaining area of the site (northeastern section) lies within the development limits and forms the access of the site.

Supplementary Planning Guidance

5.54 The following adopted supplementary planning guidance are considered relevant to the proposal:

- Affordable Housing SPG (June, 2018)
- Planning Obligations SPG (December, 2014)
- Leisure and Opening Space: Requirements for New Developments (September, 2016)
- Placemaking and Design SPG (September, 2016)
- Archaeology and Development (August, 2018)



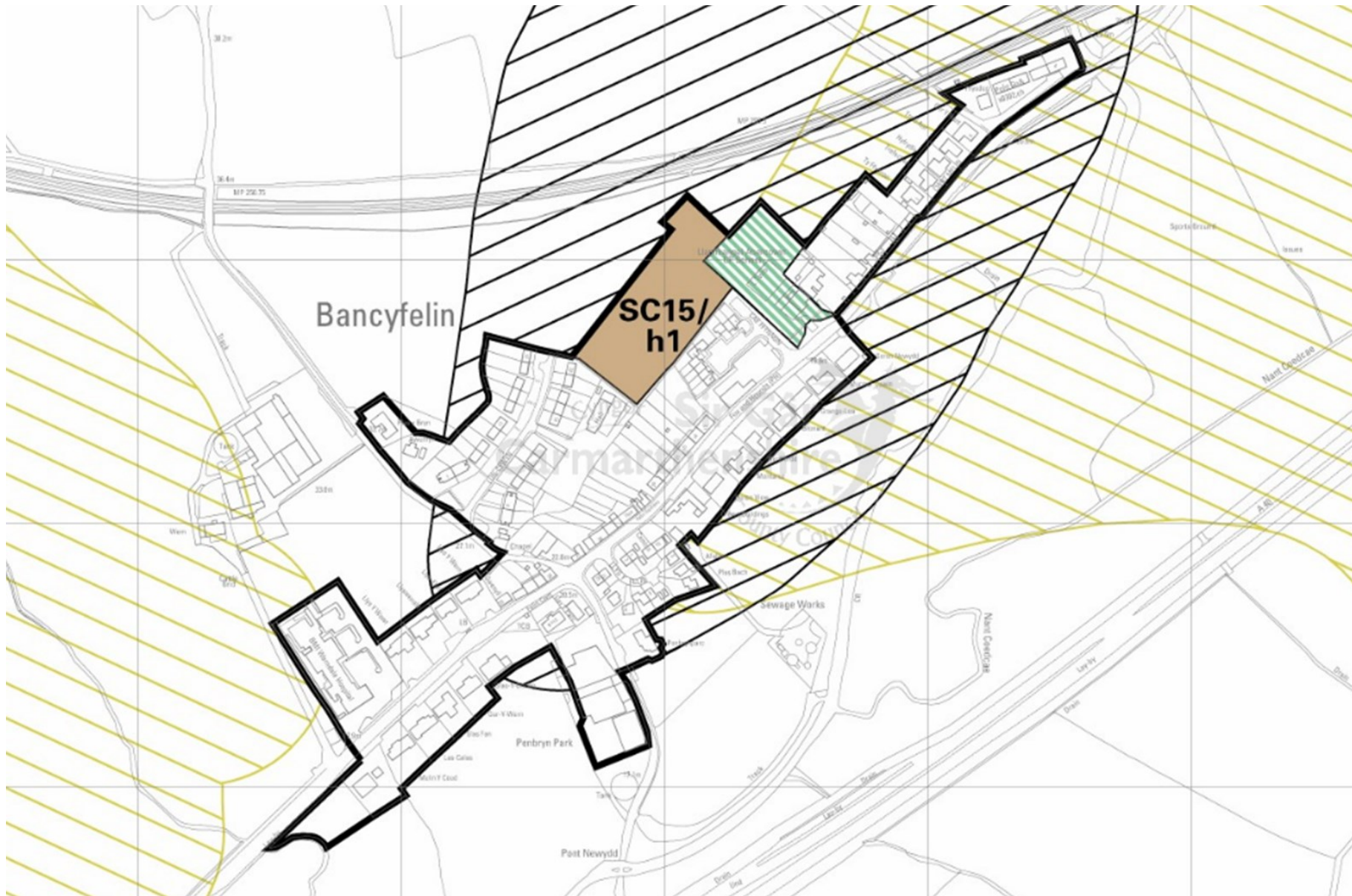
Carmarthenshire Local Development Plan



Carmarthenshire Local Development Plan



LDP PROPOSALS MAP



THE PROPOSAL

Overview

6.1 The purpose of a Planning, Design and Access Statement is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of the planning application in a way that can be read both by professionals and the public. The proposal comprises of the construction of 16 no. residential dwellings with associated infrastructure works at Land to the rear of Cwrt Melin, Bancyfelin, Carmarthenshire.

Access and Movement

6.2 The proposal seeks to improve the current vehicular access to the site from Cwrt Melin with adequate visibility splays in both directions for a 20 mph road, which will provide vehicular and pedestrian access to the site.

6.3 An internal road, which is 5.5m in width with 2.0m footway is also proposed to connect the site access to the proposed dwellings as shown on the accompanied proposed site plan (page 24). It should also be noted that the proposed internal road seeks to provide vehicular access to the post office and Rose Cottage (6 High Street) currently accessed via Cwrt Melin. A small section of the site will be transferred to Rose Cottage to facilitate the new access.

6.4 Car parking is incorporated within the site layout. As shown on the proposed layout plan (page 24), it will be provided on site in the form of driveways and parking bays. The total number of parking on site equates to 36 no. spaces, which equals to 1 no. parking per bedroom, with an additional 4 no. parking spaces provided for visitors. The current level of parking provision is considered suitable given that it is in accordance to the CSS Wales Parking Standards.

6.5 As discussed in Section 2, the site benefits from good links to public transport and active travel networks. A bus stop is

located within close proximity to the site access on Cwrt Melin. In addition, street-lit footpaths are available along Cwrt Melin, providing active travel opportunities for the residents.

Amount, Scale and layout

6.6 The proposal includes 16 no. residential dwellings. The proposed housing mix is as follows:

- 4 no. 2 Person 1 Bedroom Flat (Walk Up)
- 8 no. 4 Person 2 Bedroom House (Semi-Detached)
- 4 no. 5 Person 3 Bedroom House (Semi-Detached)

6.7 The surrounding area mainly comprises a mixture of two-storey residential dwellings and bungalows. As demonstrated on the proposed elevations (page 25-27) and the housing mix above, the scale of development is considered appropriate to surrounding, with the massing of the proposed scheme appropriately contributing to the existing hierarch of the site to reinforce local character

6.8 The layout proposed has been designed to ensure no detrimental impact to the surrounding neighbour's privacy and amenity. The layout ensures that appropriate and normally accepted separation distances are retained on the boundaries of the site, ensuring no harmful overlooking, overbearing or overshadowing impact would be experienced by future occupiers. The layout of the proposed development also ensures that each residential dwellings will have access to private amenity space at the rear of the proposed buildings.

Appearance

6.9 The design team have developed a proposed material specification for the scheme as shown on the submitted material layout:

Walls

- White Render with Slate Blue Brick Plinth

Roof

- Grey Marley Edgemere Roof Tile
- Solar PV

Window/Doors

- uPVC, Colour TBC

Rainwater Goods

- Black uPVC

Facia / Soffit

- White uPVC

6.10 Generally there is not a strong architectural typology within Bancyfelin, with most properties in the surrounding area comprised of render or brick. It is therefore considered that the external material proposed will introduce a scheme modern and contemporary standards, which will naturally blend into the existing streetscape .

Landscaping and Biodiversity

6.11 Landscaping is one of the key themes of the development in lines with the Council's placemaking agenda of designing places, not estates. Green infrastructure has therefore been provided throughout the scheme

6.12 The landscaping has been designed such that it will enhance/protect the amenity and the area in which it is situated.

6.13 A comprehensive landscaping scheme is shown on the landscaping plan (Page 28) which includes trees and wildflowers planting across the site. The landscaping plan also includes an attenuation pond which will also forms as part of the sustainable drainage strategy.

6.14 Biodiversity enhancement measures are proposed across

THE PROPOSAL

the site in the form of bird boxes, and wildflower planting at the pond area to enhance the existing biodiversity features.

Community Safety

6.15 TAN 12 suggests that community safety can be achieved via design solutions that can aid crime prevention. These include providing natural surveillance, improving safety by reducing conflicts in uses, and promoting a sense of ownership and responsibility.

6.16 It is considered that the site has been developed to reduce concealed areas that are not overlooked. Importantly this includes all areas of car parking which will be appropriately lit and naturally overlooked. The entrances into the application site will also be well-lit, provided by street lighting along Cwrt Melin.

Community Involvement

6.17 In accordance with Part 1A of the 'Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016' (DMPO 2016), all major developments are required to be subject of preapplication consultation, prior to the Planning Application being validated by the Local Planning Authority.

6.18 A full comprehensive summary of the pre-application consultation is to be included within the accompany pre-application consultation report, following responses received by statutory consultees as well as local councillors and residents.

Environmental Sustainability

Design Strategy:

6.19 The design team will consider the final energy strategy through future detailed design considering the following:

- A "fabric first" approach to reduce the energy demand of the development, this includes equalling and/or

bettering U-values over acceptable fabric performance values in the Regulations, designing and constructing an airtight building envelope using thermal bridging details.

- Further energy saving measures such as low energy lighting, mechanical ventilation with heat recovery, electric vehicle charging points will be considered as the design develops.
- Rooftop solar PV system will be installed on all proposed dwellings of this scheme.

6.20 The dwellings will be required to meet the requirements of Building Regulations Approved Document L, Volume 1 Dwellings, 22 Edition (for use in Wales). SAP 10 calculations will be carried out to confirm that Target Emission Rates and Primary Energy Rates are met or exceeded.

6.21 The Regulations, which came into effect in June 2022, require a significant further carbon reduction over previous SAP 2012 targets and introduce a metric requiring buildings to have a lower energy demand to meet primary energy target.

Electric Vehicle (EV) Charging Points

6.22 A percentage of the car parking spaces will have EV charging points. Charging points are anticipated to be at least charging points. Charging points are anticipated to be at least 7.5kW each. As the ownership and/or use of electric vehicles increases, infrastructure can be provided for the further spaces to have this facility.

Water Efficiency

6.23 The design team will consider measures to reduce water consumption within each of the dwellings/flats by specifying low water consuming components

6.24 Energy and water saving tips will be including in the

Home User Guide

Efficient Design and Responsible Construction

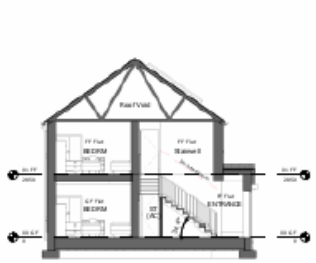
6.25 The design and construction process will incorporate sustainability measures, following good practice guidance outlined in the BRE's Assessment methods such as BREEAM and Home Quality Mark (HQM) including:

- Adopting measures to reduce waste, energy use and water use during construction.
- Using a reputable licensed waste carrier and divert as much waste as possible from landfill.
- Operating a clean site with consideration of the impact of the construction on neighbouring properties with respect to noise pollution, dust, vehicle movement etc.
- Sourcing materials locally, where possible
- Sourcing materials with certified responsible sourcing certification or sourcing from companies with robust sustainability policies in place.
- Flood risk reduction measures.
- Maximising natural daylight in occupied spaces and provision of a view out to enhance occupants' wellbeing
- Designing out overheating risks, as far as possible
- Ecological enhancements and provision of a landscape and ecology management plan
- Reducing night-time light pollution and provision of a sensitive (bat friendly external lighting scheme).

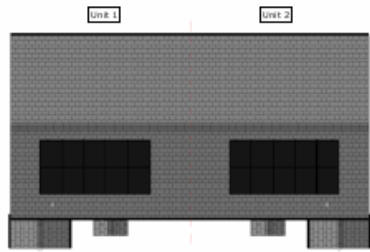
PROPOSED SITE PLAN



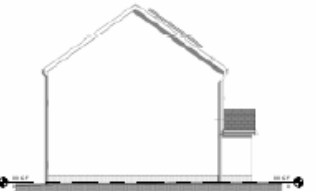
PROPOSED ELEVATION & FLOORPLAN (2P1B FLAT)



7 Section A
1 : 100



8 Roof Plan
1 : 100



3 Side 2 Elevation
1 : 100



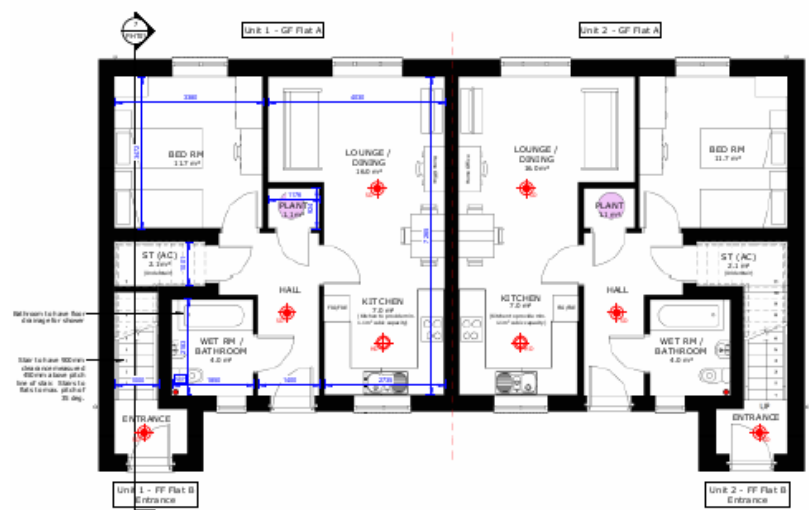
4 Front Elevation
1 : 100



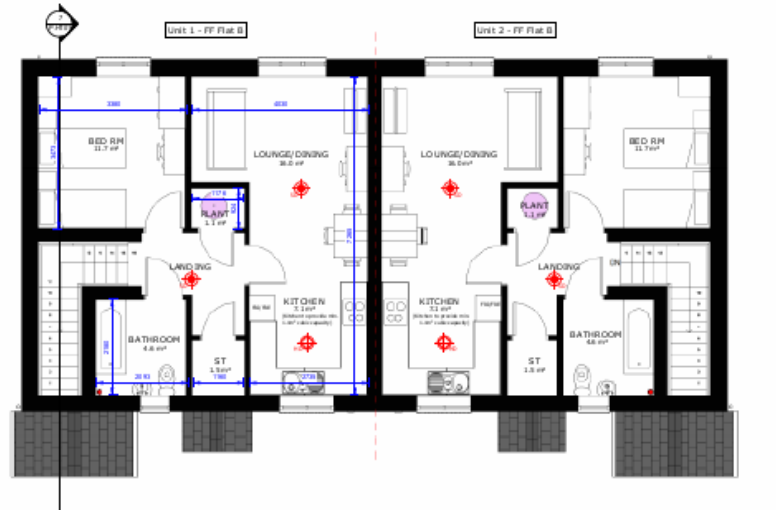
5 Side 1 Elevation
1 : 100



6 Rear Elevation
1 : 100



1 Ground Floor Plan
1 : 50

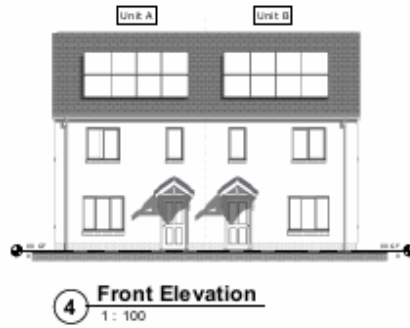


2 First Floor Plan
1 : 50

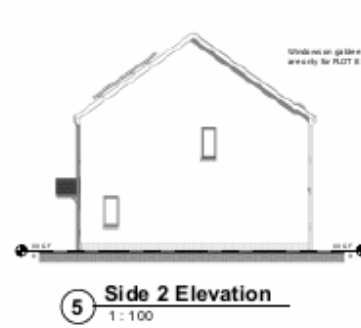
PROPOSED ELEVATION & FLOORPLAN (4P2B HOUSE)



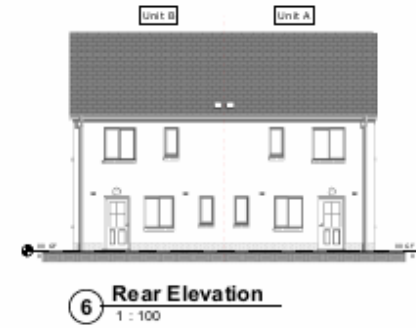
3 Side 1 Elevation
1:100



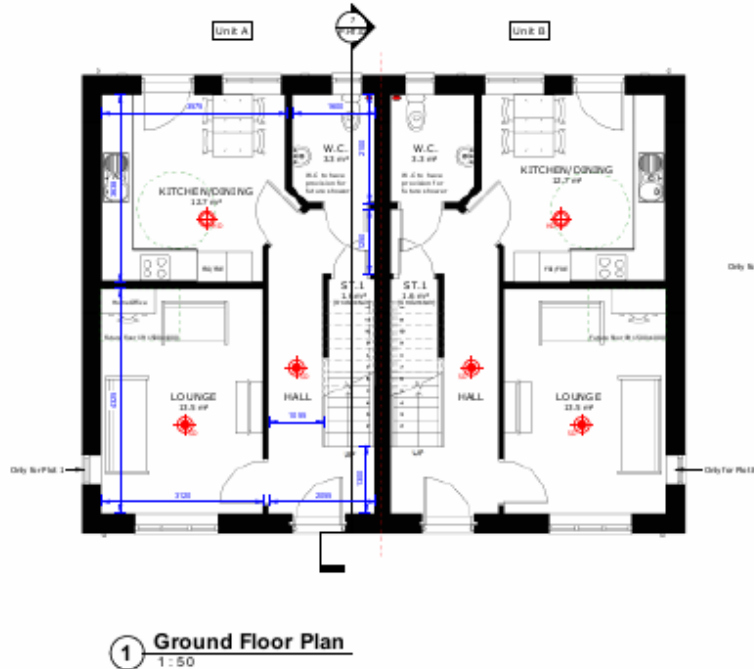
4 Front Elevation
1:100



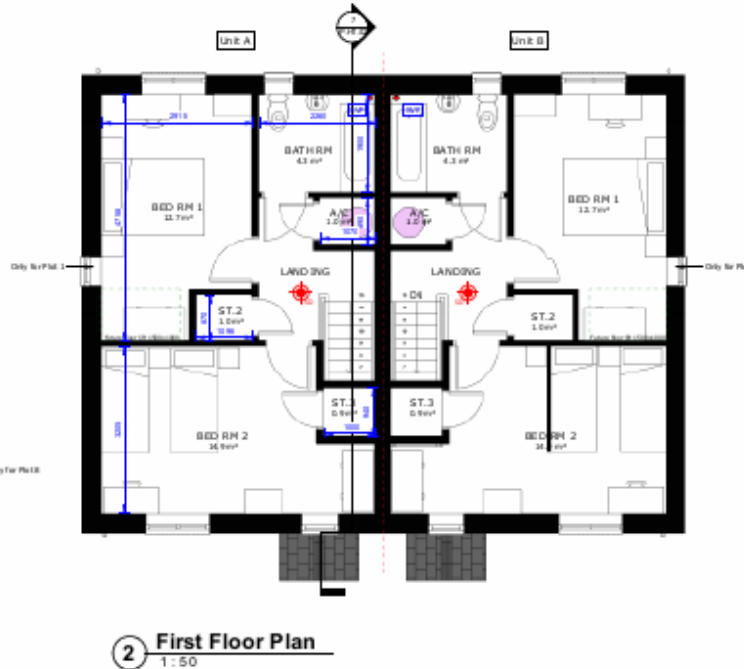
5 Side 2 Elevation
1:100



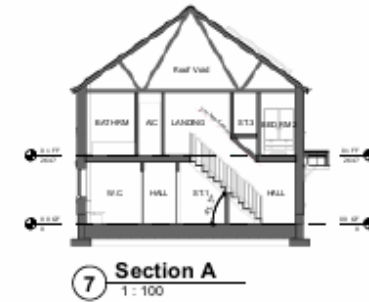
6 Rear Elevation
1:100



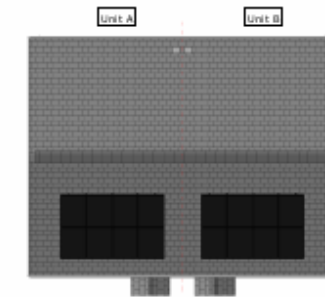
1 Ground Floor Plan
1:50



2 First Floor Plan
1:50

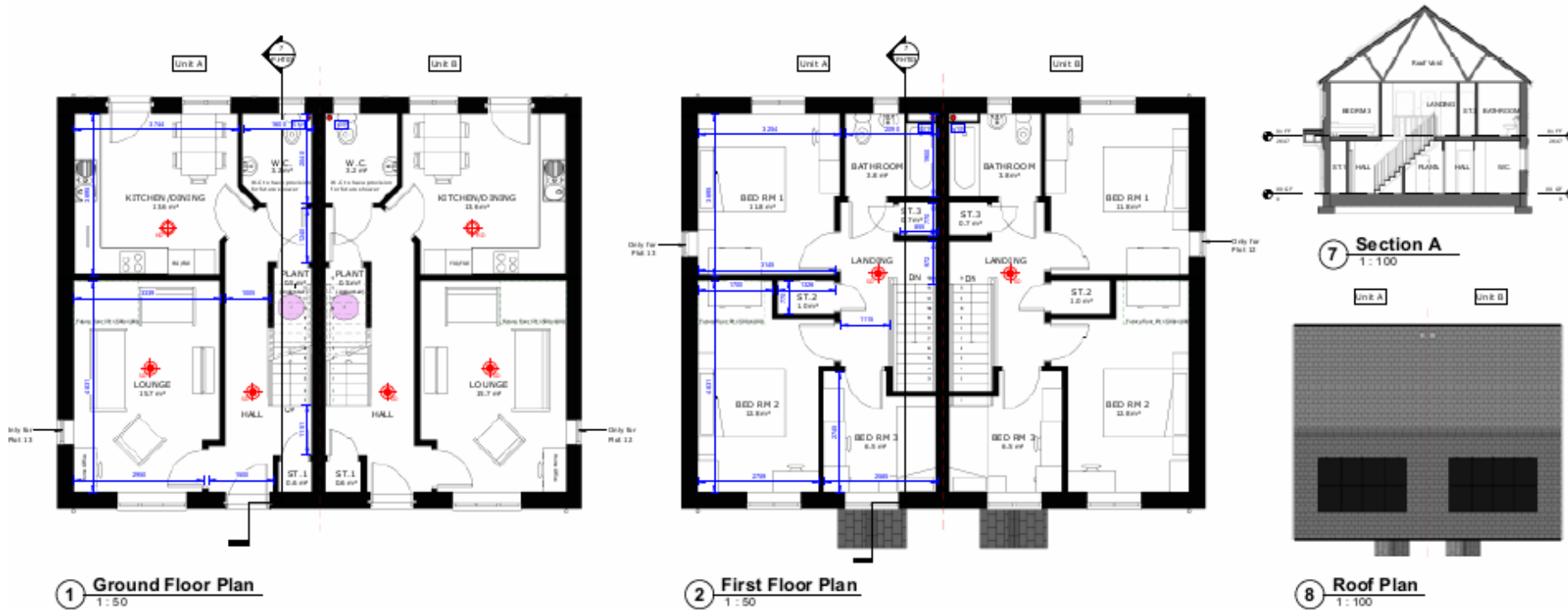
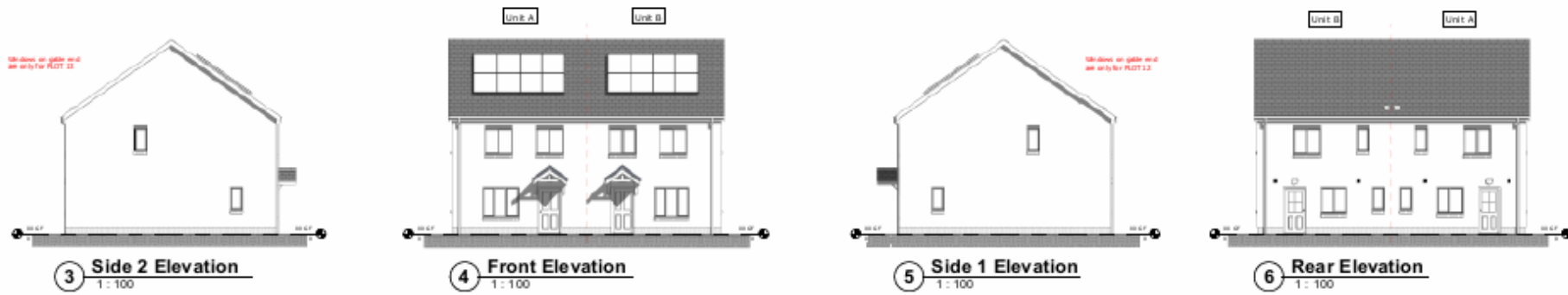


7 Section A
1:100

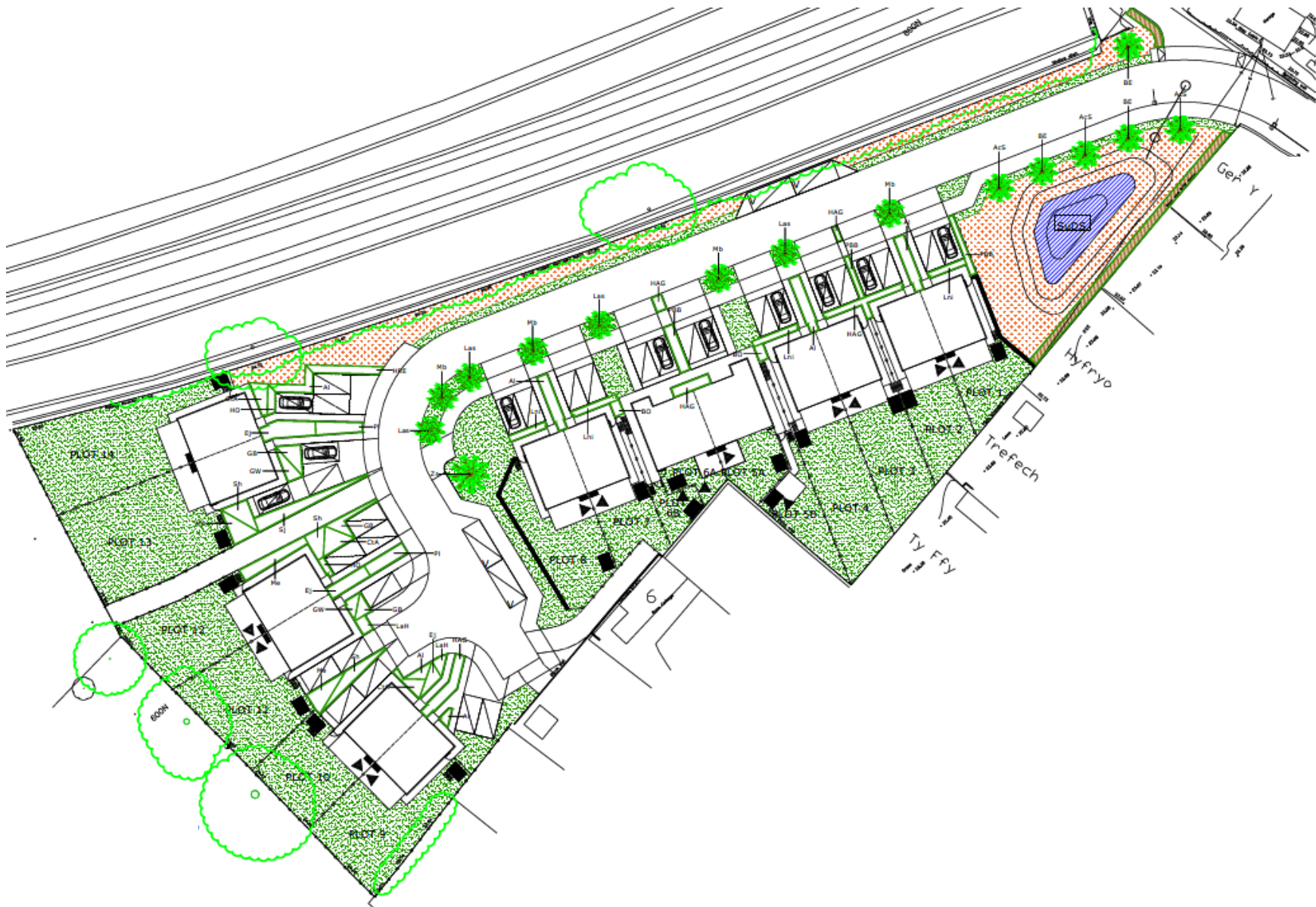


8 Roof Plan
1:100

PROPOSED ELEVATION & FLOORPLAN (5P3B HOUSE)



LANDSCAPE PROPOSAL



PLANNING APPRAISAL

7.1 This section aims to identify the main issues relevant to the determination of the application and assess the scheme against the relevant planning policy framework. These matters are considered to be as follows:

- Principle of Development
- Sustainability
- Design
- Affordable Housing
- Neighbouring Residential Amenity
- Public Open Space Provision
- Highways, Parking & Transport
- Sustainable Drainage System (SuDS)
- Ecology & Biodiversity
- Landscaping & Green Infrastructure
- Trees
- Site Investigation

Principle of Development

7.2 The application site occupies an edge of settlement location, adjoining the village of Bancyfelin. The defined settlement boundary (under Policy GP 2) abuts the site to the south and runs the length of the southern facing boundary of the application site, with residential dwellings situated immediately east and south. Ysgol Bancyfelin also adjoins the southern boundary, with the settlement limit including the school and its grounds. An area of greenspace adjoins the site to the west, which appears to be residual land that made up part of Housing Allocation SC15/h1 and is included within the defined settlement limits.

7.3 Development Limits are established for settlements identified as (inter alia) Sustainable Communities within the settlement framework. Policy SP3 ‘Sustainable Distribution –

Settlement Framework’, identifies Bancyfelin as a ‘Sustainable Community’. The supporting policy justification text indicates “A core spatial aspect of the LDP Strategy relates to the contribution of smaller settlements”, highlighting the key role smaller settlements have to play in the delivery of the strategic vision of the LDP.

7.4 A sense of containment is provided by the railway tracks which run parallel to the site’s northern boundary, providing a defensible boundary which would enclose the proposed development and the edge of the settlement pattern. When considering the presence of the railway tracks to the north which act as a barrier to enclose the site, and the development which adjoins the site to the south, the proposed development bares similarities to an ‘infill’ scheme.

7.5 We believe the development site has significant potential to accommodate a 100% affordable housing exception proposal. Policy AH2 ‘Affordable Housing – Exception Sites’ indicates:

“Proposals for 100% affordable housing development on sites immediately adjacent to the Development Limits of defined settlements (Policy SP3), will in exceptional circumstances be permitted where it is to meet a genuine identified local need (as defined within the Glossary of Terms) and where:

- a. *The site represents a logical extension to the Development Limits and is of a scale appropriate and in keeping with the character of the settlement;*
- b. *The benefits of the initial affordability will be retained for all subsequent occupants;*
- c. *It is of a size, scale and design compatible with an affordable dwelling and available to low or moderate income groups;*
- d. *There are no market housing schemes within the settlement being, or projected to be developed which include a requirement for affordable housing”.*

7.6 The Policy, in exceptional circumstances allows for 100% affordable housing schemes to be permitted on sites immediately adjacent to the development limits of defined settlements provided that the proposal is to meet a genuine identified local need, and satisfies four sub criteria.

7.7 Carmarthenshire County Council (CCC) Housing Department confirms that there is high housing need for the ward of St Clears & Llansteffan which is within the wider community connection area of Rural West. CCC has 195 applications on the register for people requiring homes in this area, with 49 of those applications being in category A&B, urgent and high priority housing need. The preliminary result of the Local Housing Market Assessment indicated that an additional 139 no. social rented homes annlly over the next 5 years, 85 year intermediate rented and 59 a year low-cost ownership. The table below shows the property type and number of application for each property:

Property Type	Applications
1 Bed Properties	111
2 Bed Properties	53
3 Bed Properties	25
4 Bed Properties	5
7 Bed Properties	1

7.8 In order to demonstrate the scheme’s compliance with Policy AH2 ‘Affordable Housing – Exception Sites’ each permittance criterion is discussed in turn.

- a. *The site represents a logical extension to the Development Limits and is of a scale appropriate and in keeping with the character of the settlement;*

Response: As highlighted above, the entirety of the southern boundary of the application site immediately adjoins the

PLANNING APPRAISAL

settlement boundary as defined by Policy GP 2. Containment is provided by the railway tracks which run parallel to the site's northern boundary, providing a defensible boundary which would enclose the site. On this basis, we consider the development site represents a logical extension of the development limits. The development proposes 16 affordable residential units, which comprises a combination of dwellinghouses and walk up flats. We believe this level of provision is suitable for the size of the site and will not result in overdevelopment. The dwellings sit comfortably within the developable area of the site, with suitable space for private and communal amenity areas, alongside a SuDS feature in the east of the site. We therefore believe the proposal is in keeping with the character and form of the settlement. In summary, it is considered the development proposals represent a logical extension to the development limits and are of a scale that is appropriate and in keeping with the character of the settlement, in adherence to criterion (a).

b. The benefits of the initial affordability will be retained for all subsequent occupants;

Response: The Applicant, Wales & West Housing Association, is an affordable housing provider (registered social landlord) and the scheme will provide 100% affordable homes that are retained in perpetuity for this purpose, via a Section 106 Agreement. It is therefore considered the proposed development adheres to criterion (b).

c. It is of a size, scale and design compatible with an affordable dwelling and available to low or moderate income groups;

Response: The proposed affordable housing development comprises a combination of 1-bedroom flats, 2-bedroom semi-detached houses and 3-bedroom semi-detached houses. The housing types have been chosen in collaboration with the Applicant, Wales and West Housing Association, in order to

ensure the accommodation is suitable for affordable housing purposes. The size, scale and design of the proposed dwellings are therefore considered to be compatible with an affordable dwelling, and have been based upon the identified housing need. In summary, the proposal adheres to the requirements of criterion (c).

d. There are no market housing schemes within the settlement being, or projected to be developed which include a requirement for affordable housing.

Response: Housing Allocation SC15/h1 is located within Bancyfelin, a short distance south of the application site. However, this allocation was built out pursuant to planning permission W/31130. We are not currently aware of any additional residential schemes which are currently being built out or being brought forward for development in Bancyfelin. On this basis the proposed development complies with criterion (d).

7.9 To conclude, it has been demonstrated how the proposed development of a 100% affordable housing exception scheme is wholly compliant with Policy AH2 'Affordable Housing – Exception Sites', as evidenced by the adherence to the permittance criteria outlined above. We therefore believe the principle of development has been robustly established at the subject site.

Sustainability

7.10 The site lies at the edge of the existing settlement of Bancyfelin, a short distance from a number of locally available services and facilities, including a post office, village hall and public house in the village. To summarise, it is considered the subject site occupies a sustainable location, despite its edge of settlement location. The nearest bus stop is the Post Office stop in Bancyfelin on Cwrt Melin, approximately 140 metres south of the site, providing access

to the 222 service (Pendine – Carmarthen) & 224 service (Carmarthen – Whitland via St Clears). The site benefits from good linkages to surrounding infrastructure, with the potential to connect to existing pedestrian footpath routes in the locality, presenting opportunities for increased active travel.

7.11 As highlighted in the preceding section, the development site is located adjacent to the settlement boundary of a defined 'Sustainable Community'. On this basis, the siting of a residential development which adjoins the settlement boundary of a sustainable community is advantageous.

7.12 In summary, the site's accessible and sustainable location allows for the development to be accessed via sustainable modes of active travel (on foot and cycle) and public transport. Furthermore, the redevelopment proposal presents an opportunity to greatly enhance access via sustainable modes of active travel, as well as utilising the public transport network. To conclude, it is considered the proposed development will adhere to the sustainable development principles advocated within Policy SP1 'Sustainable Places & Spaces'.

Design

7.13 The future development of the site is likely to form the outward extent of the settlement boundary. It is anticipated a future scheme will be required to bridge the transition between the agricultural land found to the north-west and the built environment to the east and south. Therefore, the design and layout of the scheme reflects the edge of settlement setting and seek to utilise existing screening opportunities such as established green infrastructure. In terms of visual appearance, the proposals seek to utilise a complimentary palette of materials and finishes, screening mitigation and the retention of existing trees to protect views from the surrounding areas.

PLANNING APPRAISAL

7.14 It is considered the aesthetic appearance of the proposed dwellings is in keeping with observed architectural vernacular of the locality. Furthermore, the design of the proposal draws inspiration from the character of the village. In summary, it is considered the design of the proposal is in-keeping with the visual appearance and setting, assimilating itself within the existing landscape and streetscene. Hence, it is considered the development adheres to Policy SP1 Sustainable Places and Spaces & Policy GP1 'Sustainability and High Quality Design'.

Affordable Housing

7.15 Policy AH1 'Affordable Housing' indicates "A contribution to affordable housing will be required on all housing allocations and windfall sites. The Council will seek a level of affordable housing contribution of 30% in the higher viable areas, 20% in the middle viable areas, and 10% within the Ammanford / Cross Hands sub-market areas". The application site is located within the 30% higher viable areas.

7.16 However the proposals brought forward by Wales & West HA will seek to develop a scheme of 100% affordable homes. It is envisaged the proposed development will provide a valuable contribution of 16 affordable homes towards the affordable housing targets set out under Policy SP 6 'Affordable Housing' of the adopted LDP, which indicates:

"Provision will be made for at least 2,121 affordable homes to be delivered through the LDP. The delivery of affordable homes will contribute to the creation of sustainable communities within the Plan area"

7.17 Given that affordable housing represents a key issue in respect of the strategic aims of the LDP, we believe this facet of the proposal should be given significant weight in the determination of the application and 'planning balance'. Furthermore, the Applicant and CCC Housing has advised of high demand and need for affordable housing

accommodation in the Llansteffan & St. Clears ward. In summary, the proposal directly responds to the strategic vision of the LDP and Policy SP 6 'Affordable Housing'.

Neighbouring Residential Amenity

7.18 In order to protect the residential amenity of neighbouring properties to the south-east, and to avoid overlooking and a loss of privacy, suitable separation distances have been achieved at the subject site, positioning dwellings a suitable distance from the shared boundaries in the south east of the site.

Public Open Space Provision

7.19 The proposed site plan sets out areas of private and communal amenity space to serve the proposed residential dwellings. The proposals seek to utilise green infrastructure and SuDS features to maximise informal open green space. Further information regarding the utilisation of public open space can be found in the Landscaping Strategy and Green Infrastructure Statement. In summary, it is considered the proposed development adheres to the principles of Policy REC 2 Open Space Provision and New Developments.

Highways, Parking & Transport

7.20 The proposal seeks to improve the current vehicular access to the site, situated in the east of the site, from Cwrt Melin. The access provides adequate visibility splays in both directions for a 20 mph road, and will be utilised as the vehicular access/egress point to serve the development.

7.21 The development will be served by an internal carriageway, which is 5.5m in width. A 2.0m footway is also proposed to connect the site access to the proposed dwellings. It should also be noted that the proposed internal road seeks to provide vehicular access to the post office and Ross Cottage (6 High Street) currently accessed via Cwrt

Melin. A small section of the site will be transferred to Ross Cottage to facilitate the additional access.

7.22 Car parking is incorporated within the site layout. As shown on the proposed layout plan, it will be provided on site in the form of driveways and parking bays. The total number of parking on site equates to 36 no. spaces, which equals to 1 no. parking per bedroom, with an additional 4 no. parking spaces provided for visitors. The current level of parking provision is considered suitable given that it is in accordance to the CSS Wales Parking Standards. In summary, it is envisaged the development proposals will comply with Policy TR4 Cycling and Walking & Policy TR3 Highways in Developments - Design Considerations.

Sustainable Drainage Systems (SuDS)

7.23 The Flood and Water Management Act 2010 (Schedule 3) establishes SABs in County Councils and requires new developments to include Sustainable Drainage Systems (SuDS) features that comply with national standards.

7.24 All new developments of more than 1 dwelling house or where construction is 100m² or more will need to submit a SuDS application demonstrating compliance with the statutory SuDS standards for the design, construction, operation and maintenance of surface water drainage systems serving new developments. As such, the proposals must demonstrate how it will ensure that the SuDS standards are adhered to.

7.25 A Drainage Strategy Plan has been prepared in support of the proposals. A SuDS detention basin is situated in the east of the site. As percolation tests have indicated that soakaways are not feasible on the site, in addition to the on site SuDS basin and SuDS features a connection to the surface water sewer will be made as shown on the Drainage Plan. An application for SAB approval will be progressed alongside the determination of the planning application. In summary, it is envisaged the

development proposals will comply with Policy EP3 Sustainable Drainage & Policy EP1 Water Quality & Resources.

Ecology & Biodiversity

7.26 A Preliminary Ecological Appraisal has been prepared by Bay Ecology in support of the development proposals and seeks to review the ecological aims and objectives on site. The combination of desk and field surveys undertaken at the site identified the footprint as being dominated by an improved grassland field that is currently utilised as a grazing pasture. The site was bordered by a raised offsite railway embankment (outside application boundary) to the north that was covered in broadleaf woodland and scrub with an ephemeral ditch at its bottom located adjacent to the application field. The site was bordered by a small improved grassland field and amenity grassland, that was associated with a school, located to the west; whilst residential properties and their curtilages to the south. A small hedgerow was located on a stone wall on the eastern boundary of site, whilst a running ditch ran along the hedgerow on its eastern side bordering a farm track.

7.27 In terms of the ecological importance of the site the heavily grazed improved grassland field was of low intrinsic ecological value and will be completely lost as part of the development (Appendix III). The offsite railway embankment and ephemeral ditch (outside application boundary) were considered to be of ecological interest on a local context and were likely to be utilised by a variety of species such as birds, foraging & commuting mammals, common amphibians and potentially small isolated population of reptiles and are to remain undisturbed by the development. The retention of this boundary feature would also satisfy Policies EQ4 Biodiversity EQ5 of the Carmarthenshire County Council LDP. The small section of 20m species poor hedgerow on a stone wall, and associated running ditch, located on the eastern boundary of site will be lost and culverted as part of the development. The small manmade running ditch was of low intrinsic ecological

value. However, the hedgerow is potentially listed as Section 7 Habitats on the Environment (Wales) Act 2016, and as such the loss of the feature should be offset with a similar hedgerow composition constructed/planted along the western boundary of site that would also maintain the wildlife corridor resource onsite.

7.28 The potential presence of nesting birds within the hedgerows and offsite marginal habitats means that it is recommended that any clearance is conducted outside the bird nesting season (March-September) or preceded by a visual check. The presence of small numbers of common reptile species in the longer marginal grassland sward and scrub means that it is recommended that a precautionary sensitive directional vegetation clearance is adopted.

7.29 The presence of Dormice utilising the small eastern terminal hedgerow couldn't be precluded; and as such it is recommended that correspondence the local planning authority is conducted to establish whether the hedgerow can be sensitively removed and cut by hand to ground level during the winter months (Dormouse hibernation period) with any grubbing of roots conducted in spring (April/May). The proposed residential development should incorporate bird and bat boxes in the design as well as soft landscaping and SuDS that include species of local provenance and benefit to wildlife, especially as site is situated in a B-Line corridor. In summary, it is envisaged the development proposals will comply with Policies SP 1 Sustainable Places & Spaces, SP 14 Protection and Enhancements of the Natural Environment, EQ 4 Biodiversity & EQ 5 Corridors, Networks and Features of Distinctiveness.

Landscaping & Green Infrastructure

7.30 The design for the Bancyfelin development has used a holistic approach, incorporating ecological enhancements and multifunctional green space. The design was informed by the updated National Planning Policy for Chapter 6 of

Planning Policy Wales. Specifically, the development proposals and landscape philosophy follow the Stepwise Approach set out in paragraph 6.4.21 of PPW12.

7.31 The proposals will result in the loss of H1, an 18-metre-long existing hedgerow on the eastern boundary will be removed to accommodate the proposed access road (refer to Pre-development Tree Survey & Assessment for details). The hedgerow is of low quality and value. Approximately 60% of the improved grassland will be removed to accommodate the proposed road, homes and associated hard standing.

7.32 In order to compensate for the above referenced losses, the proposals will provide the following proposed green infrastructure measures:

- New Tree Planting – 10 no. new trees give the landscape scheme structure and provide a strong arboricultural character.
- New Native Hedgerow Planting – 40m of new native hedgerow softens the edges of the development and improves biodiversity.
- New Wildflower Meadow Habitat – 840m² of wildflower meadow will be created and maintained across the site, improving biodiversity and providing valuable habitat for pollinators.
- New On-Plot Soft Landscaping- A mixture of shrubs, grasses and perennials provide year-round colour and interest, food for pollinators and break up the massing of hard landscaping.

7.33 In summary, the existing GI assets are limited to the existing trees on the site's peripheries. The loss of the existing hedgerow and improved grassland are compensated with new tree, hedgerow, wildflower and shrub planting resulting in a bio-diversity net gain across the site.

7.34 Details of the future landscaping management have been provided in the Landscape Specification & Management Plan by Tirlun Design Associates. The plan provides details regarding planting time frames in accordance with general landscape operations, sourcing of the seeds arranged to be planted and instructions on how to prepare the soil and ground for plantation along with after care and maintenance.

Trees

7.35 A Pre-Development Tree Survey & Assessment has been prepared by Tirlun Design Associates in support of the development proposals.

7.36 During August 2024 a total of 5 no. individual trees, 1 no. hedgerow and 2 no. tree groups were surveyed and assessed at the Bancyfelin site. Of the individual trees, 2 no. were assessed as Category A (High Quality & Value), 2 no. were assessed as Category B (Moderate Quality & Value) and 1 no. was assessed as Category C (Low Quality & Value). Of the tree groups, G1 was assessed as Category C (Low Quality & Value). G2 was assessed as Category B (Moderate Quality & Value).

7.37 The Hedgerow H1 was assessed as Category C (Low Quality & Value). This is a remnant field boundary and is predominantly Bramble. The two Oak trees on the western boundary are of particular note. These high-quality trees make a significant contribution to the arboricultural character of the area.

7.38 Additionally, a Tree Constraints Plan has been prepared by Tirlun Design Associates in support of the development proposals. In order to identify the above and below ground constraints presented by existing retained trees at the Bancyfelin site, the locations, numbers and assessed category of these trees, together with their crown spread and root protection areas (RPA), have been summarised and plotted on to the Tree Constraints Plan, drawing no: TDA.2995.02.

7.39 As can be seen from the drawing, the development proposals will result in the loss of H1. Whilst the loss of this hedgerow is unfortunate, it should be noted that this hedgerow is of low quality and value and is relatively short. Its loss can be adequately compensated with new native planting as part of the detailed landscape proposals for the site. All trees on site will be retained and protected in accordance with BS5837:2012. In summary, it is envisaged the development proposals will comply with Policies SP 1 Sustainable Places & Spaces, SP 14 Protection and Enhancements of the Natural Environment, EQ 4 Biodiversity & EQ 5 Corridors, Networks and Features of Distinctiveness.

Site Investigation

7.40 A Preliminary Geotechnical Report has been prepared by Spencer Quantum in support of the development proposals. The preliminary technical note presents the early geotechnical information obtained from the trial pitting exercise carried out on 22nd to 23rd August 2024. Formal logs and results will be issued as and when these become available. A further phase of site sampling and subsequent testing is to be carried out.

7.41 The trial pits have revealed a similar succession of soils, with a layer of topsoil (up to 0.4m). This is succeeded by a brown and orange, mottled grey, variably gravelly CLAY/ clayey GRAVEL. In the north-western half of the site a completely to highly weathered mudstone bedrock was proved at depths of 0.9m (TP01) to 2.5m (TP05, TP07 & TP08).

7.42 For preliminary design purposes the firm, in places stiff, gravelly Clay below the Topsoil will provide an allowable bearing capacity of 100kN/m². Conventional strip foundations should be viable, as well as ground bearing floor slabs. Further site testing and laboratory testing will confirm

this along with recommendations as regards shrink-swell potential and chemical concrete attack.

7.43 The soakaway testing recorded no drop in water level in three of the four test locations. Soakaways for disposal of site run-off are not considered to be viable based on these test results.

7.44 The in-situ CBR tests indicate a preliminary design CBR value of 5% between depths of 0.2m to 0.65m, with a value of 10% in the soils below 0.65m depth, relative to existing ground level.

CONCLUSION

8.1 This Planning, Design and Access Statement (PDAS) has been prepared on behalf of Sterling Construction Ltd. and Wales & West Housing Association Ltd to accompany a full planning application for the construction of 16 no. residential dwellings with associated infrastructure works at Land to the rear of Cwrt Melin, Bancyfelin, Carmarthenshire.

8.2 The application site is located at the northeast of Bancyfelin. The site is currently used as a grazing land. The principle of residential development at the site should be considered acceptable given that similar development has been proposed at the application site and was recommended for approval in a previous planning committee report.

8.3 The majority of the site is located outside the settlement boundary with the exception of the site access which is located at the northeastern section of the site. However, the site is accessible by sustainable transport modes including bus, foot and bicycle. The site also has strong links to shops, services and facilities within Bancyfelin and therefore it can be considered a sustainable location.

8.4 As illustrated in the planning appraisal section, the principle of development should be considered acceptable given that the proposed development of a 100% affordable housing exception scheme is wholly compliant with the Policy AH2 "Affordable Housing—Exception Site" and improvement of the access can allow safe vehicular access/egress. In addition, the PEA and GI statement confirms that the site can accommodate the development without a detrimental impact to the ecological value and a net biodiversity gain can be achieved given that the biodiversity enhancement measures are implemented. It is therefore considered that the scheme is unlikely to raise significant material concerns going forward.

8.5 In light of the above, it is considered that the proposal

fully accords with both national and local policies and there are no material considerations which should prevent the planning application from being determined in accordance with the relevant planning policy framework.