

# the urbanists



## Carmarthen West

Design and Access Statement

**LOVELL**  
HOMES



February 2026

# theurbanists

**Prepared by:** The Urbanists

**Address:** **Cardiff**  
The Creative Quarter,  
8A Morgan Arcade,  
Cardiff, CF10 1AF

**Bristol**  
1.13 Temple Studios,  
Lower Approach Road,  
Bristol, BS1 6QA

**Email:** [info@theurbanists.net](mailto:info@theurbanists.net)

**Website:** [www.theurbanists.net](http://www.theurbanists.net)

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**Lovell Homes**

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# 01. Introduction

## 1.1 Background

**This Design and Access Statement (DAS) forms part of the full planning application for land at Carmarthen West. The site is located within a strategic development area designated in the adopted Local Development Plan (LDP) and is intended to be carried forward into the Replacement Local Development Plan. The application site lies within the administrative boundary of Carmarthenshire County Council and comprises of 3.6 hectares.**

**A Design and Access Statement (DAS) is required to accompany the planning application in accordance with the requirements as set out in the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.**

## 1.2 About This Document

**This Design and Access Statement (DAS) is presented in support of the full planning application.**

It includes the following Sections:

Section 1: Introduction - provides background information relevant to the site and summarises the proposed development.

Section 2: Context Assessment - analysing the wider setting in terms of transport, movement, access & amenities, landscape setting as well as the built form and urban fabric

Section 3: Site Appraisal - gives an overview of the site's specific constraints and opportunities in relation to the proposed development.

Section 4: Planning Policy Review - gives an overview of the site's requirements in terms of both national and local planning policy.

Section 5: Development Proposal Overview - sets out the proposed layout, explains the key considerations and guiding principles that have informed the development proposal, whilst setting out the vision for the development.

Section 6: Buildings & Character - demonstrates the proposed approach in relation to built form, architectural proposals and building characteristics.

Section 7: Green & Blue Infrastructure - explains the proposed landscape approach in conjunction with ecological and drainage considerations.

Section 8: Sustainability - outlines the Carbon Light approach to the site.

Section 9: Conclusion - a succinct summary of the document and proposals.



### 1.3 Summary of Proposals

**This proposal seeks full planning permission for the development of 84 new homes, comprising 42 affordable and 42 open market homes, across 8.4 acres (3.6 hectares) of greenfield land. The development will offer a mix of one, two, three, and four-bedroom homes.**

These development proposals aim to create a vibrant and attractive new residential community, fostering a distinct sense of place through a multi-functional green infrastructure network.

The proposals have been meticulously prepared in accordance with the Placemaking Wales Charter and its 6 Placemaking Principles. They ensure that the scheme's design sensitively responds to the unique character and opportunities of the site and its local area, thereby fulfilling the place-based approach to new development enshrined in the Placemaking Wales Charter and the statutory requirement to practice placemaking.

The proposed development will feature comprehensive access and internal highway infrastructure, as well as dedicated active travel routes. It includes extensive green infrastructure designed to enhance open space and deliver net biodiversity benefit, along with designated play areas and robust drainage infrastructure, including Sustainable Drainage Systems (SuDS). Approximately 1 hectare of the site will be dedicated to open spaces, amenity footpaths, attenuation, existing and proposed planting, play areas, and social gathering spaces.

The land at Carmarthen West is a key strategic site within the Council's Housing Regeneration and Development Delivery Plan, contributing to the delivery of over 1,100 homes, a new school, and employment opportunities across the county within the next five years.

The development layout is designed to align with the broader allocation vision. A new school and local centre are planned for the land east of Fford Pendre Road, with an employment area situated further to the south-west.

## 02. Context Assessment

## 2.1 Site Location

The Site is located on the western edge of Carmarthen, south west Wales, within the administrative boundary of Carmarthenshire County Council. Carmarthen functions as a 'primary town' and the administrative centre of the County.

The Site forms part of a wider 'Strategic Site' allocated for mixed-use development. This allocation is considered further overleaf and within Section 03. Planning Policy.

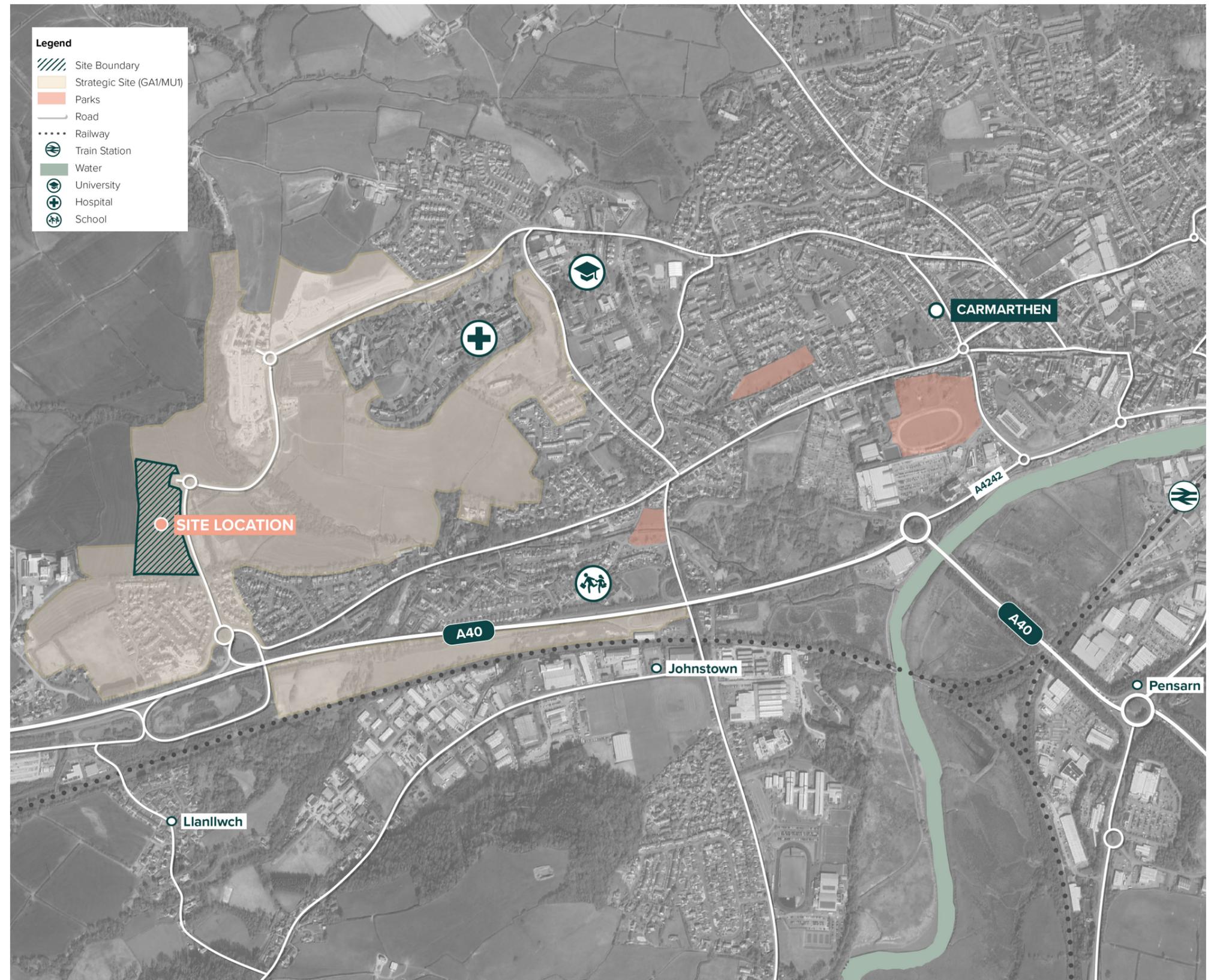
Carmarthen is well connected to the strategic road network. To the south, the town is bypassed by the A40 which connects to Llandeilo (east) and Haverfordwest (west) with four access points to the town. Carmarthen also has good access to the south Wales strategic road network via the A48 to Crosshands and from there onto the M4.

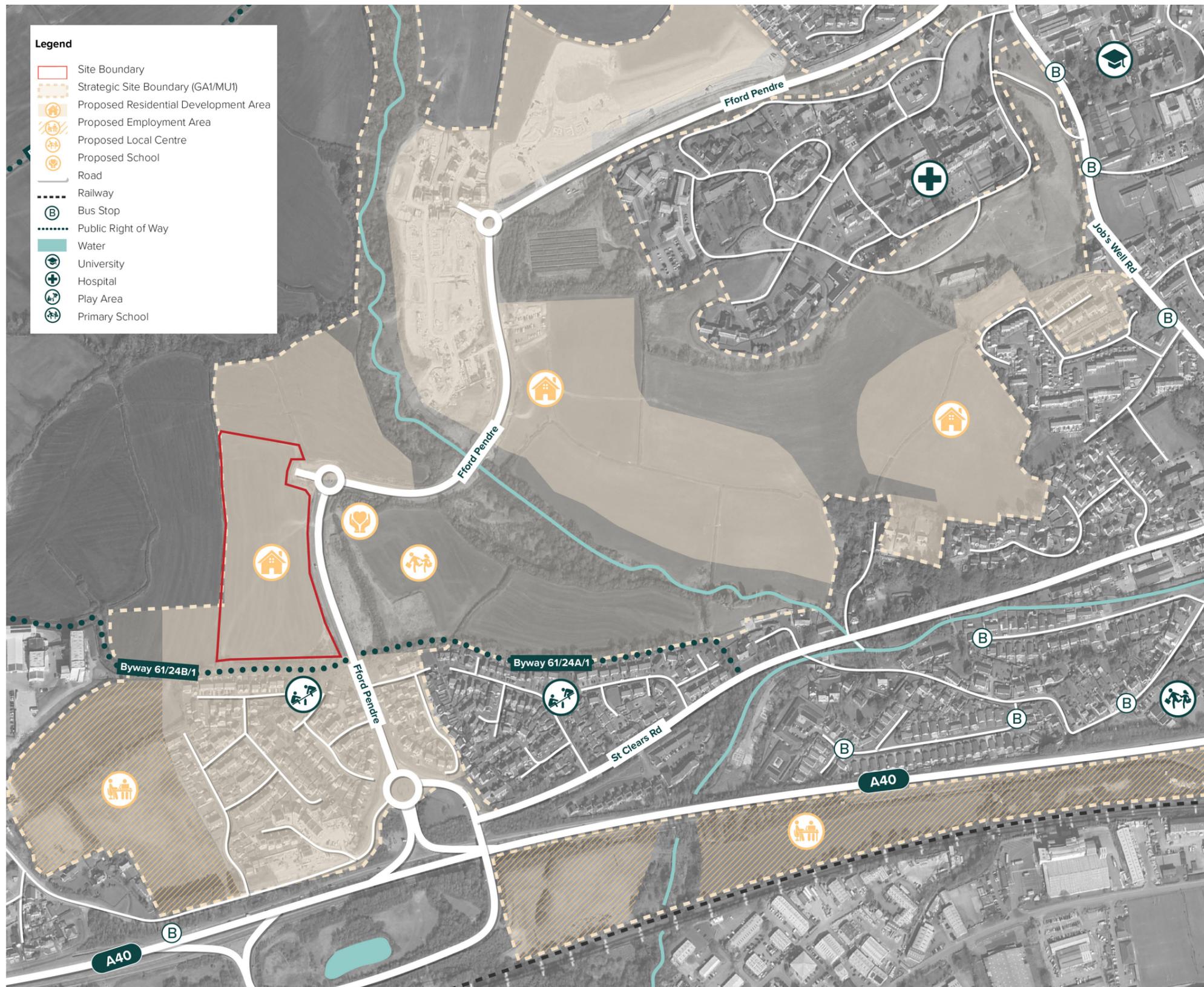
Carmarthen has an overall population of over 14,500 people (ONS, 2021). The river Towy flows south westwards through the town finishing approximately 10km south west at Carmarthen Bay.

Carmarthen Railway Station lies south of the river Towy, approximately 10 minutes from the town centre on foot. Situated on the west Wales line, the station offers regular services to Swansea (south), Pembroke (west) and Aberystwyth (north).

Other public transport near the Site includes regular bus routes connecting to Aberystwyth (T1), Swansea (X11) and Haverfordwest (322) as well as local services within the town. The closest bus stop to the Site is located approximately 0.3km to the south west on the A40 and offers connections to the town centre.

The Site is located approximately 46km east of Haverfordwest and 22km and 35km north west of Llanelli and Swansea respectively.





## 2.2 Local Context

Carmarthen town centre is within walking distance of the Site, offering a broad range of amenities. The nearest supermarket, a Co-op on Jobs Well Road is approximately a 20-minute walk (around 1.6km). The closest primary school is around 1.3km away (15 minute walk), while Queen Elizabeth High School is approximately 1.8km to the south east.

The Site is sustainably located off the Ffordd Pendre spine road which provides an alternative route from the A40 west to the north of the town.

Most key facilities are located in the town centre, including pharmacies, a post office, estate agents, opticians and several independent retailers. Carmarthen also hosts a range of hospitality venues including cafes, restaurants and public houses. Carmarthen Velodrome is situated within Carmarthen Park approximately 2km east of the site. The nearest playground is situated in the adjacent development to the south.

Byway 61/24B/1 runs in an east - west alignment just south of the site from St Clears Rd to Llysonnen Rd (approximately a 1km stretch). Tawelan Brook runs in a north-west to southeast direction approximately 0.2km from the eastern Site boundary at the closest point.

### West Carmarthen - Strategic Site

The Site is located within the West Carmarthen Strategic Site allocated for residential development (1100 units), education, amenity / recreation and employment. The location of key components of the Strategic Site Masterplan have been outlined on the Local Context Plan. Critically, the Site is in proximity of a potential employment area to the south west and a new Primary School and Local Centre to the east.

The context of the Site within the West Carmarthen Strategic Site is discussed in detail within Section 03. Planning Policy Review.

## 2.3 Movement Transport and Access

### Access

It is anticipated that the primary vehicle access to the site will be from the existing Ffordd Pendre three-arm roundabout. The access has been designed to accommodate pedestrians, cyclists and vehicles, both accessing the site and travelling along Ffordd Pendre.

### Public Rights of Way

In addition to existing footways, there are a number of Public Rights of Way (PRoW) provided within the vicinity of the site, which can be used primarily for recreational purposes, although can be used as commuting routes, particularly during summer months. The southern site boundary is bounded by a byway providing links to Carmarthen Town Centre.

### Cycle routes

The nearest National Cycle Network (NCN) route 4 is located approximately 1.7km to the east of the site. This route comprises a combination of traffic-free and on-road links and is a long-distance route providing local connections to Carmarthen Town Centre to the east and St Clears in the west.

The nearest local cycle route is a shared cycle/footway running along Llynsonnen Road approximately 400m to the south of the site, and there are shared cycle/footways on both sides of Ffordd Pendre, linking the site to the nearest cycle route. This route is provided as a shared cycle/footway between the access to the Maes Pedr housing estate on Llynsonnen Road and Allt Ioan.

### Public Transport

The nearest bus stop to the site is located on the B4312 Llynsonnen Road (approximately 1km walking distance from the centre of the site). This bus stop only serves buses travelling in the eastbound direction. The closest bus stop serving buses travelling in the westbound direction is located on the A40 (approximately 1.5km walk distance from the centre of the site).

A further bus stop serving buses in both directions (although different routes to the aforementioned bus stops) is located at St David's Hospital (approximately 1.3km walk distance from the centre of the site).

It should be noted that there are bus stops/ bus laybys along Ffordd Pendre, with the closest (northbound) stop approximately 26m south of the access to the site, and the closest (southbound) stop approximately 235m east of the access to the site. There are currently no bus services calling at these stops, however, it is anticipated that as development alongside Ffordd Pendre is built-out, bus services will be introduced.

#### Legend

-  Site Boundary
-  Railway
-  Bus Stop
-  Public Right of Way
-  Potential Access
-  Local Cycle Route
-  National Cycle Route
-  Bus Route



## 2.4 Built Context

The immediate site context is rapidly changing with large amounts of recent or new development taking place directly to the south and more further to the north-east. This new development forms the immediate built context - much of this is standard modern housing in a combination of brick, stone and render with red brick as the dominating material. This is further reflected in the less recent housing developments further to the south-east. These developments don't generally set a strong precedent for distinctive architectural form or materiality and are representative of housing across the region and beyond.



Recent Developments in the Area



Looking slightly further afield and at more historic or typical housing stock, a predominant character and materiality is evident. The nearest area of architectural merit is at Parc Dewi Sant, where there is a strong vernacular rooted in the use of local rubblestone and slate. This vernacular is repeated in domestic buildings locally such as the listed Pontgarreg Cottage.

Local domestic properties which are more representative of the general vernacular of Carmarthenshire are very simple in their architectural form. Render in muted, light tones is common. Facade detailing is kept simple and low-key with occasional use of stone and red brick detailing around windows and on boundary walls. The use of low-angled, pitched, slate roofs is prominent.



Parc Dewi Sant



Alltynap Road



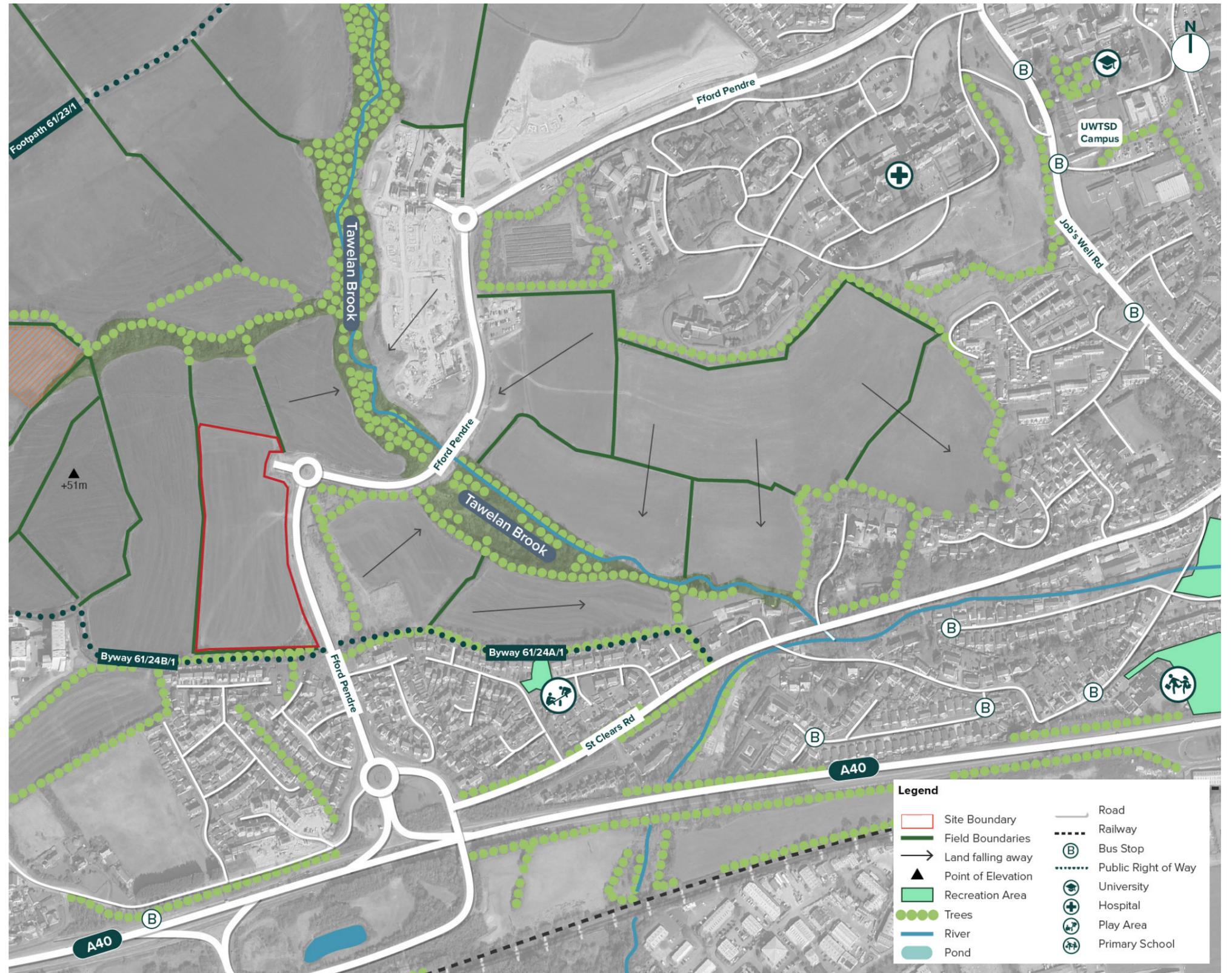
Pontgarreg Cottage

## 2.5 Green Infrastructure Context

The wider area’s ecological framework is anchored by the Tawelan Brook, a primary blue infrastructure asset that functions as a natural watercourse and a critical habitat for both aquatic and semi-aquatic species. This riparian corridor is supported by a network of ancient and species-rich hedgerows, which represent historical agricultural boundaries. These hedgerows are more than just landscape features; they will provide habitat for invertebrates and foraging opportunities for birds and small mammals. They will provide canopy continuation and connectivity throughout the site, and maintain “dark corridors” for bats and rodents to move in and out on the site.

The visual and historical character of the land is defined by the undulating topographical ridges of the Towy Valley, which provide significant aesthetic value and act as a natural buffer between the urban fringe of Carmarthen and the open countryside. Adding to this sense of place are the St. David’s Hospital grounds, which consist of mature parkland and historical “green lungs.” This area is particularly notable for its high-value specimen trees, which reflect the heritage of the former hospital estate.

Further botanical value is found in the Tree Preservation Order (TPO) groups, consisting of mature broadleaf clusters—predominantly oak and ash—situated along field boundaries and the periphery of the University of Wales Trinity St David campus. While the agricultural grazing land currently facilitates vital surface water infiltration, its biodiversity is relatively limited due to monoculture. However, the site remains integrated into the wider community through existing Public Rights of Way (PRoW), which offer established pedestrian links between the West Carmarthen fringe and the rural landscape.



## 03. Site Appraisal

### 3.1 Site Description

The site consists of an open grassland field. To the north and west, the site is bordered by further open grassland with a defensible hedgerow boundary forming the western edge of the site and giving natural separation from the rest of the open land. The boundary to the north is less formal and largely consists of a post and wire fence.

The site is bordered to the east by Fford Pendre. A drainage ditch and nondescript roadside planting separate the site from the strategic shared route associated with Fford Pendre. There is a single point of access into the site via double gates near the northern part of the western boundary. However, immediately north of this, there is a pre-built access spur adjoining a roundabout, which is designed to serve this site and other parts of the wider allocated site.

The southern boundary is bordered by hedgerows and trees, which form a natural and attractive site boundary, fully enclosing the site to the south. This boundary also forms the lowest part of the site. The topography generally slopes down from the north east to the south west and is fairly gentle with only a 6m fall over about 280m diagonally across.

A notable feature surrounds the already created access spur to the site. In this location, there has been substantial re-working of the ground around the site. As a result, there is a significant level change between the existing built highway and the edge of the site boundary. This equates to a level change of approximately 3.6m over a very short distance of 11m - a gradient of 1:3.



Existing ditch running along Ffordd Pendre



Visibility of adjacent agricultural uses



Gently sloping topography and hedges characterising the site



Existing shared route along Ffordd Pendre



Existing access spur on Ffordd Pendre roundabout with steep embankment to the site



PROW to the south of the site defined by trees and hedgerows



View towards the north-western site boundary including the boundary hedgerow with single tree

### 3.2 Landscape & Design Visual Assessment

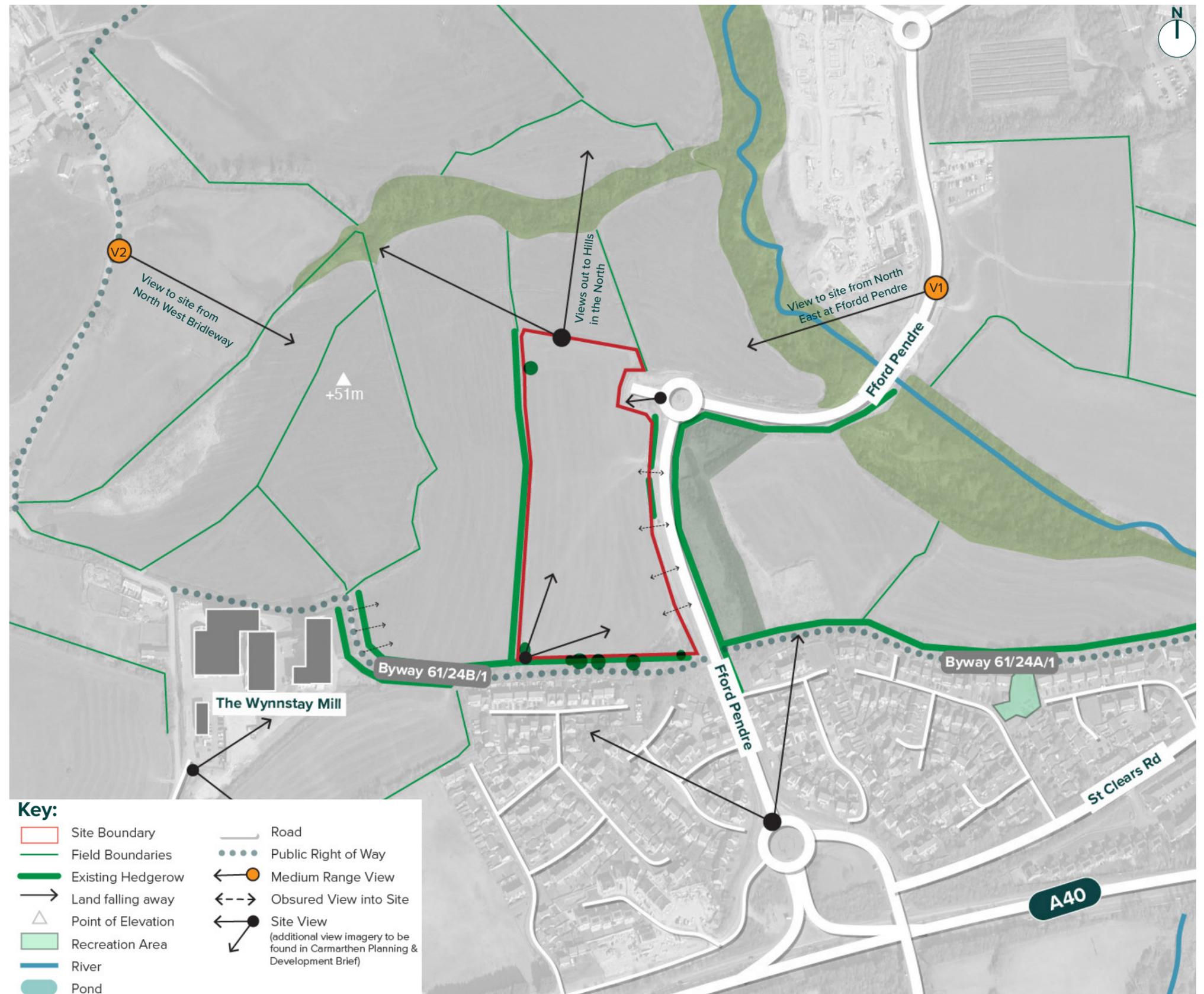
Situated on a series of plateaus overlooking the Tywi Valley, the site occupies a relatively level landscape that rises gradually toward the north and west. Its current visual character is defined by a sense of openness, punctuated by established hedgerows that provide intermittent screening. Because the land to the north and west remains largely flat, the site feels relatively exposed within its immediate context; this necessitates a highly sensitive design approach to ensure the development sits comfortably within its surroundings.

The broader Carmarthen West area has undergone a significant transformation over the last decade. The completion of the Carmarthen West Link Road has acted as a catalyst for expansion, connecting the town centre to several new housing projects and shifting the regional character from rural to suburban.

Primary views of the site are afforded from the main approach roads and the surrounding Public Rights of Way (PROW) network. Notably, the site is visible from the elevated PROW route to the north-west and from the primary access road, Ffordd Pendre.

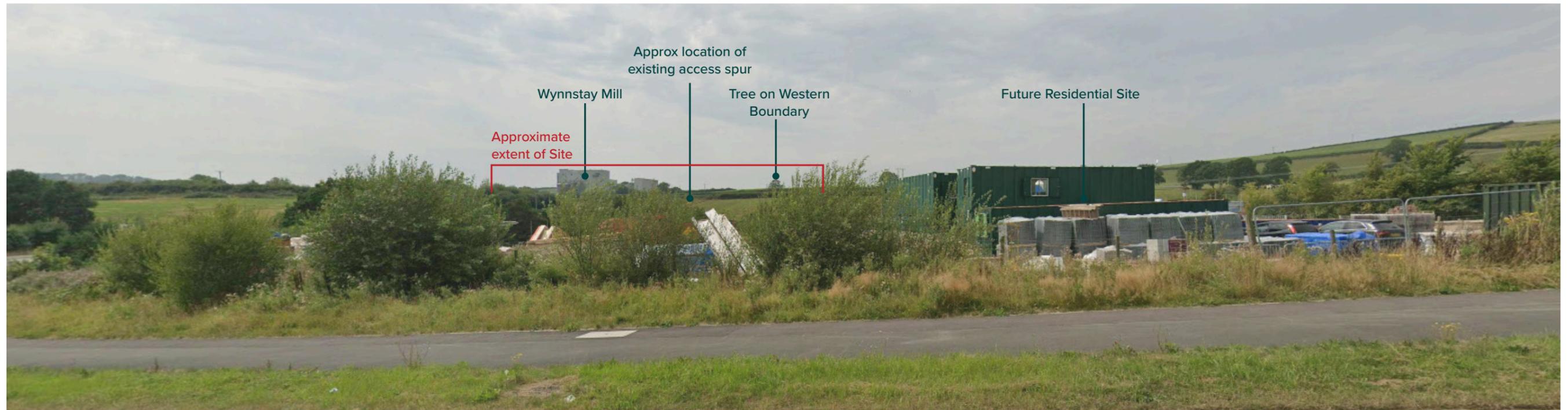
Locally, the visual character is defined by a unique juxtaposition of traditional rural elements and the imposing presence of the Wynnstay Mill. As a landmark of considerable mass and functionalist aesthetic, the Mill serves as a 'visual anchor' that signals the transition from open countryside to a more developed environment. Its established footprint provides a clear contextual baseline for development in the vicinity. By acknowledging the Mill's dominant presence, the proposed scale and layout can effectively mediate between this "heavy" agricultural infrastructure and the wider pastoral landscape.

Ultimately, the development seeks to preserve outward views and integrate into the local grain through strategic mitigation planting and the thoughtful placement of built forms. This approach ensures the new neighbourhood feels like a natural, cohesive extension of the Carmarthen landscape.

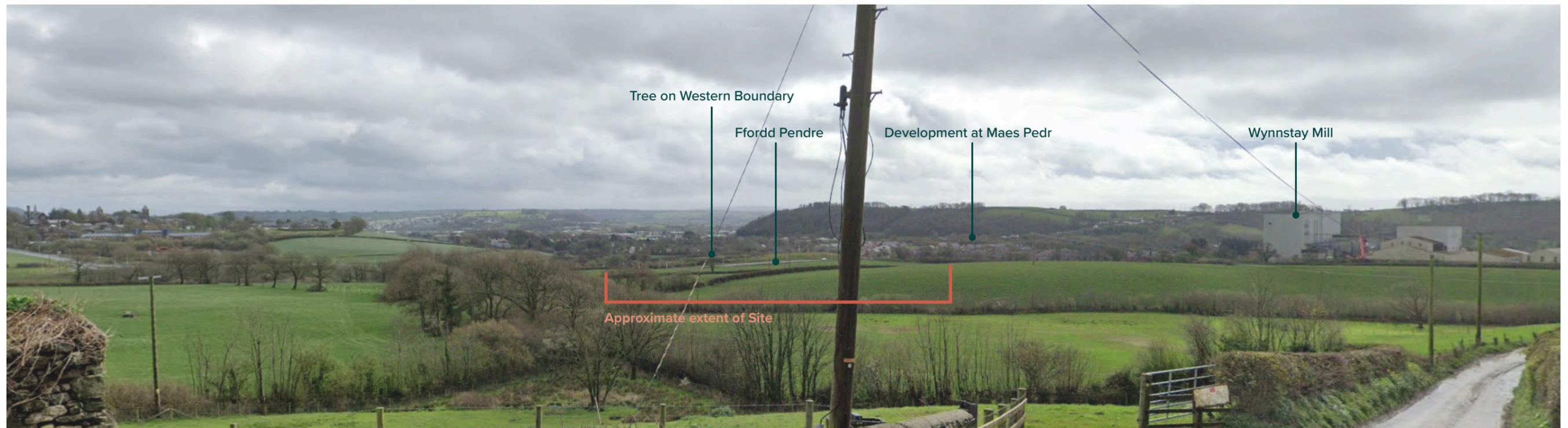


For further contextual visual assessment information refer to West Carmarthen Planning and Development Brief.

V1 - View from the North East at Ffordd Pendre



V2 - View from North West Bridleway



### 3.3 Summary of Technical Studies

#### Environmental Noise Assessment

An environmental noise assessment has been carried out for the proposed residential development at Carmarthen West.

Noise from the Wynnstay agricultural facility has been observed to be audible across the site and is indicated to be running constantly. It is therefore not feasible to undertake a BS 4142 assessment, as the background noise levels across the site are controlled by noise from the facility which form part of the background sound climate in this area.

The noise from the facility has been observed to be clearly tonal and objectively calculated in line with Annex D of BS 4142 resulting in a +4dB character correction for tonality. The rating levels of the noise from the facility can therefore be predicted at the closest proposed dwellings during the night-time, when the road traffic is at a minimum, to be around 49dB LAr,15mins.

An assessment of external noise in gardens has been undertaken and shows that all gardens meet the LAeq,16hr 50dB garden guideline.

Absolute noise levels across the site are assessed low enough for the internal noise level criteria set out in BS 8233:2014 to be comfortably met within proposed dwellings without any upgrades to the external building fabric.

Noise from the Wynnstay agricultural facility and road traffic are both indicated to control the ambient noise climate.

#### Archaeology & Heritage Assessment

An AHA has been prepared to inform the application. The assessment has established the historic environment baseline and identified which designated and/or non-designated historic assets would be affected by the approval and implementation of the Proposed Development, directly and/or indirectly.

The assessment concludes that, in terms of both designated historic assets, and historic assets of special local interest that no asset would experience a loss of significance and therefore no asset would be harmed by the development of the site. As such, no mitigation or compensation measures are necessary or desirable and there are no constraints that will effect a future masterplan.

In terms of buried remains, based on the evidence, this assessment has identified that the Site has low potential for archaeological remains of greater than a limited, local, significance. There is a moderate potential for Iron Age, Roman, and Medieval archaeological remains relating to agricultural practices to be within the Site. Such remains would have a local level of archaeological interest. There is potential for post medieval and modern archaeological remains relating to agricultural practices to be within the site but these are likely to have a negligible level of archaeological interest.

There is a low potential for Neolithic and Bronze Age funerary remains, although if present, these would have a regional level of archaeological interest. The assessment considers that there is, therefore, no reason why the Proposed Development could not come forward and be delivered in line with current planning policies for the conservation and management of the historic environment.

#### Transport

The application includes a Transport Assessment and Travel Plan. The Transport Assessment undertaken evaluates how a new development will affect the surrounding travel network. The analysis demonstrates that:

- The site access roundabout onto Ffordd Pendre has sufficient capacity to accommodate background traffic growth to 2035 together with development generated traffic;
- The existing Ffordd Pendre/A40 eastbound/ Llysonnen Road roundabout has sufficient capacity to accommodate background traffic growth to 2035 together with development generated traffic;

The Transport Assessment concludes that the impact of the proposed development on the surrounding highway network is negligible, and that no mitigation is required to accommodate the traffic generated by the proposed 84 dwellings.

Furthermore, a robust travel plan has been put in place that seeks to encourage the use of sustainable modes of transport for journeys to and from the proposed site.

## Ecology

An Ecological Appraisal has been prepared to support the application. Detailed ecological assessments of the Site were undertaken by EDP in 2025 and included an initial desk study and Extended Phase 1 habitat survey, and further detailed surveys with respect to bats, badger (*Meles meles*), dormouse (*Muscardinus avellanarius*) and reptiles.

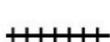
With respect to habitats, the Site comprises one agricultural, species-poor grassland field, considered to be of negligible ecological importance. The southern boundary is defined by a species-rich hedgerow and associated wet ditch, which qualifies as 'important' under the wildlife and landscape criteria within the Hedgerows Regulations (1997). The wet ditch flows in an easterly direction, parallel to Clifford Byway. The western boundary of the Site is delineated by an intact, species-rich hedgerow, whilst the north-east corner of the Site supports a section of species-poor hedgerow. Such features are judged to be of Local level importance and are Priority Habitats for Wales. Habitats supported by the Site are of value for a breeding bird and bat assemblage and also provide suitable habitat for badger, dormouse, common reptile and amphibians, as well as for notable mammal species such as European hedgehog (*Erinaceus europaeus*). However, a detailed reptile survey recorded no reptiles within the Site boundary and are thus presumed absent or in such low numbers as to be undetectable. Similarly, no evidence of dormouse has been identified during surveys undertaken to date.

Several bat species/species groups were confirmed to be present foraging and/or commuting within the Site during the automated detector surveys with a single tree with potential roosting features identified.

No active badger setts were identified on-site and the monitoring survey confirmed that a mammal hole located along the southern hedgerow is not in current use by badger. Dense scrub, grassland and hedgerow across the Site provides some foraging habitat with evidence of badger (latrines) identified.

Comprehensive mitigation has been designed into the landscaping strategy associated with the site, with key consideration also given to the lighting which effects all areas of the development. This can be evidenced in the street lighting strategy layout, developed and designed in accordance with the scheme Ecologist's recommendations. All constraints, recommendations and mitigation measures relating to Ecology have been documented, and processes outlined within the following documentation to provide assurance: Landscape and Ecology Management Plan (LEMP), Construction Management Plan (CMP), Project Management Plan (PMP).

### Phase 1 Habitat Plan

-  Site Boundary
-  Improved Grassland
-  Dense Continuous Scrub
-  Intact Species-rich Hedgerow and Trees
-  Intact Species-poor Hedgerow
-  Defunct Species-rich Hedgerow and Trees
-  Defunct Species-poor Hedgerow
-  Wet Ditch
-  Dry Ditch
-  Fence
-  Target Note
-  Scattered Scrub
-  Hedgerow Number



### 3.4 Opportunities and Constraints

#### Opportunities:

- A pre-constructed access spur is already in place signifying a logical primary vehicular access into the site.
- There are existing field access points along the eastern and southern boundaries. These could be used for pedestrian and cyclist access.
- The adjacent Ffordd Pendre includes a strategic shared use path which affords direct access to this site, allowing connections to be made.
- The future proposed local centre and primary school sits directly adjacent to the site on the opposite side of Ffordd Pendre. This signifies the future sustainability of new development here as well as the strategic importance of this site in relation to a future community heart.
- An existing bridleway runs to the south, directly adjacent to recent development by Persimmon Homes. There is an opportunity to connect paths into this and tie into the existing movement network.
- The northern part of the site has the potential to be highly visible for those travelling out of Carmarthen from the east. There is an opportunity to create a memorable and high-quality gateway at this point which forms the threshold into the proposed development as well as contributing to the wider area.
- There are some good-quality vegetated site boundaries which help form a natural edge to the site. These should be retained and enhanced wherever possible and utilised as an important natural site asset.

#### Constraints:

- Existing hedgerows and trees around the site - a suitable buffer and offset will ensure their quality is maintained, as well as the opportunity for use as a GI and ecological asset.
- The southern boundary has potential ecological value as well as ARB value attributed to trees just outside of the site boundary. As a result, future development proposals should respect this natural edge, ensuring an adequate offset and natural, green buffer.
- Topography in the northern section of the site forms a constraint from an access perspective. There is a sharp rise in height from the existing roundabout into the site in the anticipated access spur position. This is going to have limitations on the design approach to this part of the site and ensuring adequate access into the parcel to the north.
- The topography of the site will guide the future drainage strategy owing to the natural flow of water across the land. The southeastern part of the site is the lowest part and therefore dictates the position of natural attenuation features in this area.
- The site boundary to the north is currently poorly defined. This, combined with the fact that it is on the highest part of the site, means that this part of the site is visually the most prominent. The design response will need to reflect this, as well as help strengthen site boundaries in this part of the site.

#### Constraints

- Existing hedgerow
- Existing trees / tree groups
- Potential ecological sensitivities
- Sharp level increase at Site entrance
- Low point of Site
- Open visibility to the site
- 1m Contours

#### Opportunities

- Existing vehicular Site access
- Existing field access gates / points
- Existing active travel link
- Proposed future local centre
- Proposed future primary school
- Proximity to existing byway
- Opportunity to enhance soft Site boundaries
- Opportunity to create a gateway at Site entrance



## **04. Planning Policy Review**

### 4.1 Planning and Development Brief

The ‘West Carmarthenshire Planning and Development Brief’ (2010) (the ‘PDB’) outlines the aspirations for future development of West Carmarthen and is a material consideration in the determination of this planning application.

The PDB highlights the **vision** for the ‘West Carmarthen Urban Extension’ as:

*“The creation of a sustainable, environmentally sound, cohesive, comprehensive community focused urban extension to the west of Carmarthen. This will be based upon good urban design and sound planning and sustainability principles.”*

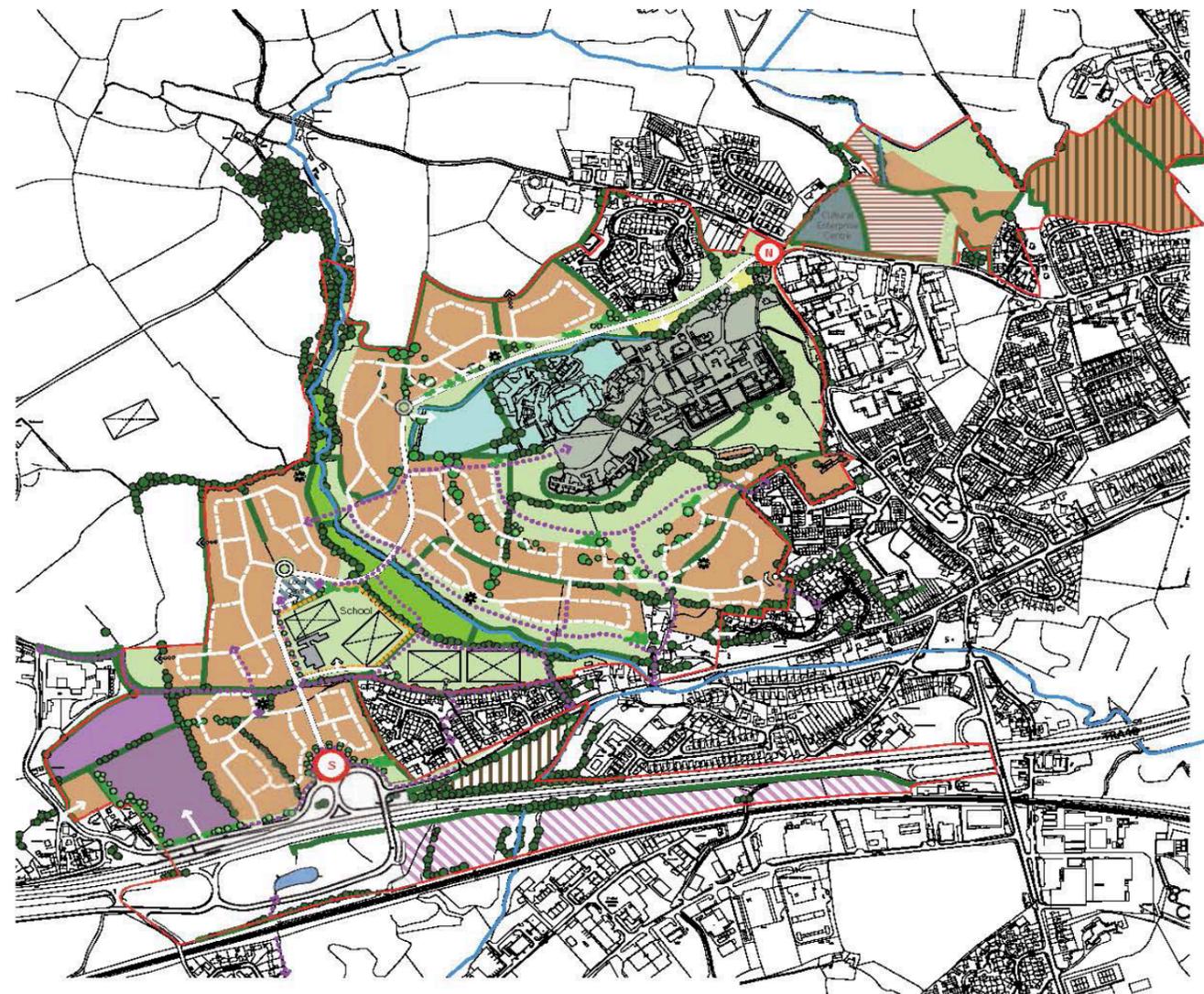
The PDB masterplan proposes a variety of uses, including:

- residential with a notional allocation for 1,100 units,
- education,
- amenity/recreation, and
- employment.

The proposed development site comprises a parcel of land at the western edge of a proposed residential development area that extends to the north east and south west of the site. Further residential development areas are proposed to the north east of the PDB area.

An employment opportunity area is proposed to the east of the site with a larger employment site proposed to the south west, beyond the proposed residential area.

Critically, the PDB sets out the delivery of the masterplan in conjunction with the construction of a new road scheme to link the top of Jobswell Road with the A40. This road scheme has subsequently been realised and vehicular site access for the proposed development is facilitated by an existing roundabout spur off Ffordd Pendre (Pendre Way) which was identified as a ‘Main Street’ within the PDB.



KEY	
Site boundary	[Red outline]
Southern gateway	[Red circle with 'S']
Northern gateway	[Red circle with 'N']
Extent of Hafan Derwen	[Light blue fill]
Extent of St. David's Park	[Grey fill]
Proposed residential dev. areas	[Orange fill]
Residential with permission	[Vertical stripes]
Local centre	[Blue diagonal stripes]
School site	[Yellow dashed outline]
Educational Use	[Red horizontal stripes]
Employment	[Purple fill]
Court building	[Orange diagonal stripes]
Footpath/ cycleway	[Purple dotted line]
Potential future linkage	[Blue arrow]
Car parking provision	[Yellow fill]
Bus/ emergency vehicles only	[Black arrow]
Leap	[Black star]
Employment opportunity area	[Pink diagonal stripes]

### Key Design Principles of the Masterplan:

**Access and Movement:** Establishing a permeable, legible and safe movement network.

**Landscaping:** Developing a landscape strategy which respects and enhances the site's natural environment.

**Urban design and built environment:** Creating a high quality, attractive and legible built environment that contributes towards the local distinctiveness and sense of place.



The proposed development is required to reflect these key principles and consider the wider context of the Masterplan.

It should also be noted that the boundary of the Carmarthen West Strategic Site allocation (reference GA1/MU1) differs from the boundary of the West Carmarthen Urban Extension presented in the PDB. The adopted allocation boundary is shown in the Local Context Plan in Section 02 of this DAS.

## 4.2 National and Local Planning Policy

The key national legislation and planning policy that provides material context to the proposed development is as follows:

- Wellbeing of Future Generations (Wales) Act (2015);
- Environment (Wales) Act;
- Active Travel (Wales) Act;
- Planning Policy Wales (Ed. 12); which designates Carmarthen as a Regional Growth Area, supporting sustainable growth and regeneration.
- Future Wales: The National Plan 2040

In addition to the above overarching development policies, a series of Technical Advice Notes (TANs) provide design guidance to development proposals; TAN 12: Design (2016) and Technical Advice Note 15: Development, flooding and coastal erosion (2025) - The proposed development area has no mapped flood risk from Rivers and Sea according to the Flood Map for Planning. Very low levels of flooding from surface water are found on the southern edge corner of the site, on Fford Pendre road.

The site is a strategic allocation under both the current and emerging Carmarthenshire Local Development Plans (LDP). Both plans remain material considerations until the Revised LDP is adopted. The area is allocated under policy GA1/MU in the current LDP and PrC1/MU1 in the emerging RLDP. The proposed development site and the existing access road is not shown in the current LDP as they were not built yet. The Revised LDP provides a more updated view of the area (see Emerging LDP Planning Designation maps below).

The policies from the current LDP and emerging LDP considered relevant to the proposed development are identified below -

**Adopted LDP (2006-2021):** The site is allocated under Policy GA1/MU1 for a mix of uses, with an allowance for 1,100 residential units in the wider strategic area.

**Emerging Revised LDP (2018-2033):** The site is allocated under Policy PrC1/MU1 for a mix of uses, allowing for 700 new homes within the plan period (84 hectares). The Carmarthen West Link Road is cited as a key deliverability indicator.

**Key Local Policies:** The proposal must satisfy policies from both the adopted and emerging LDPs relating to: Principle of Development, Good Design, and Strategic Allocations (e.g., SP1, GP1, H1, EMP5 in adopted LDP; SP12, PSD1, PSD2, HOM1, SG1 in emerging LDP); and policies in relation to Transport, Access, and Active Travel.

### 4.3 Supplementary Planning Guidance

Carmarthenshire's **Placemaking & Design Guidance** seeks to guide and promote high quality, sustainable design that reflects and respects the character and requirements of the County.

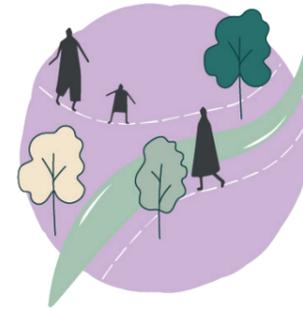
The Guidance outlines 'Design Principles' for the broader and local area which are set out here. These key principles have been carefully considered throughout the design process.

#### Local area



##### Accessibility and Ease of Movement

New development should acknowledge and respect the unique variety of landscapes within Carmarthenshire.



##### Public Realm

New developments should consider how they can achieve greater safety and create safe routes for pedestrians and cyclists. Appropriate car parking and sustainable drainage are also key considerations.



##### Site Assets

New development should identify the existing characteristics and features of the site and assess their value. Development should retain and work with valuable site features.

#### Broader area



##### Landscape Character

New development should acknowledge and respect the unique variety of landscapes within Carmarthenshire.



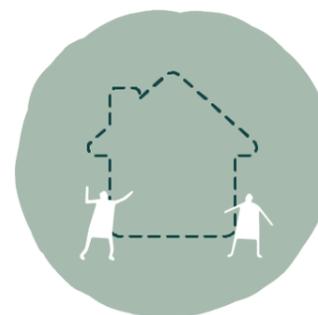
##### Siting of Development

New development should acknowledge and respect the unique variety of landscapes within Carmarthenshire.



##### Development Form

Consideration should be given to how users will experience the development as they move through. There should be clear distinctions between private and public space.



##### Design Quality and Performance

New development should be well-built, durable and suitable for their intended purpose. Infrastructure and service requirements of a proposal should be considered early on in the development process.



##### Green Infrastructure

New development should have full regard to integration of green infrastructure features within and outside the site area and provide sufficient green open space.



##### Character

New development should exhibit and demonstrate a clear understanding of the existing built heritage, character and contribute strongly to an area's sense of place.



##### Uses and Activities

New development should identify local and community facilities and how they will be accessed from the new development. Schemes should provide mixed tenures which are distributed across the site to ensure a balanced social mix and avoid segregation.

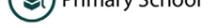
## **05. Development Proposal Overview**

### 5.1 Concept Plan

The proposals aim to create a new neighbourhood that will set a quality precedent in the rapidly developing wider area. The proposals will positively address the surrounding context, which includes the future adjacent community uses as part of the wider West Carmarthenshire allocation. The area around the existing access point will be transformed into an attractive gateway space forming positive first impressions of the development.

The development will make use of the existing boundary hedges to enhance biodiversity connectivity and to create a network of attractive green spaces that will facilitate an active travel network within and beyond the site. The surrounding built form will ensure that natural surveillance is maintained throughout, ensuring safety and enjoyment of the public spaces.

The proposals will place a big emphasis on townscape, utilising urban design good practice principles to create attractive streetscapes. A range of tools, including key buildings, focal spaces, materials and views will ensure that distinct focal points are created throughout the development adding interest and enjoyment to the wider streetscapes.

- |  |   |
|--|---|
|  Site Boundary            |  Street Trees      |
|  Public Open Space        |  Key Buildings     |
|  Development              |  Existing Hedges   |
|  Allocated Development    |  Proposed Hedges   |
|  Focal Space              |  Green Connections |
|  Attenuation              |  Housing           |
|  Active Travel Links      |  Play Area         |
|  Primary Street Network   |  Local Centre      |
|  Existing Streets         |  Primary School    |
|  Potential Links          |  Gateway Space     |
|  Strong Formal Frontage   |   |
|  Looser Informal Frontage |   |



## 5.2 Placemaking Objectives

The proposals have been meticulously prepared in accordance with the Placemaking Wales Charter and its 6 Placemaking Principles. They ensure that the scheme's design sensitively responds to the unique character and opportunities of the site and its local area, thereby fulfilling the place-based approach to new development enshrined in the Placemaking Wales Charter and the statutory requirement to practice placemaking.



Movement

- Encourage clean and active travel by creating a series of safe and attractive pedestrian and cycle routes through the development with direct access to the surrounding context.
- Peripheral connections to Fford Pendre and the wider strategic area, as well as to the existing PROW.
- Encouraging use of public transport by facilitating direct connections to bus services on Ffordd Pendre.
- Promoting clean air through facilitating private and communal EV charging.
- Design streets that prioritise pedestrian experience and interaction and not roads for vehicles.



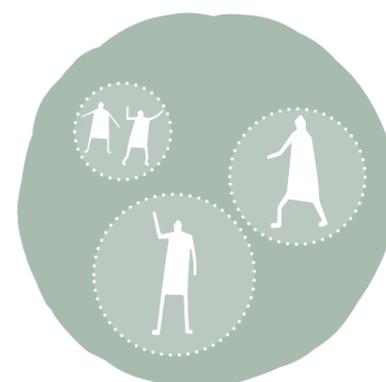
Public Realm

- Enhancing the development periphery that reinforces the strong and biodiverse green setting and creates new public open spaces.
- Create a gateway open space that frames the entrance to the development and creates opportunities to dwell.
- Connect the new green public spaces with a network of green streets with integrated rain gardens and tree planting.
- Incorporate 'play on the way' facilities around the site to encourage interaction and physical activity and create interactive education opportunities.



Identity

- Enhance the local identity through appropriate architectural styles that will respond to the local character and enhance the key features of site, like high value trees and hedgerows to be integrated as active part of the proposal.
- Utilise a palette of architectural details and materials that create a mix of distinctive house types that take cues from the best parts of the local vernacular.
- Focus material composition on characteristic local materials such as rubblestone and render.



People & Community

- Streets and public spaces are designed to encourage interaction and dwell, including community gatherings.
- Spaces for wellbeing activities by integrating nature and creating tranquil green public spaces for residents and visitors.
- Open market and affordable housing pepperpotted and tenure blind; with no visible difference that can distinguish the two.
- Energy efficient homes that protect against fuel poverty. Orientate properties to maximise solar gain and be designed to meet zero carbon targets and be climate resilient.



Mix of Uses

- The proposed masterplan responds to the future opportunities offered by the wider masterplan vision. The school and local centre are to be directly adjacent to the east with an employment area to the south-west.
- The proposals aim to be well connected to their surrounding context through proposed active travel routes connecting to all edges of the site to ensure a strong future relationship with surrounding land uses.



Location

- Properties are orientated to take advantage of views of open space and natural features, including open views to the north and west, wooded area to the south and proposed green spaces.

### 5.3 Placemaking Plan

The proposals utilise good urban design principles to ensure that the site responds positively to the surrounding context and creates opportunities for localised points of interest.

The proposals will utilise the following placemaking principles:

- Outward facing frontages ensuring eyes on the street in public open space.
- Placement of key buildings in prominent locations with variation in frontage orientation and materiality.
- Considered street pattern and key building arrangement to facilitate terminating views creating points of interest.
- More formal frontage facing urban settings, including future local centre and primary school sites. More informal frontage facing rural edges.
- Variation in street typology around a focal space.
- Focal green space with play facilities near the site entrance forming a gateway feature.
- Tree lined streets ensuring an attractive environment for pedestrians and cyclists.
- Green space to the south utilising the range of habitats and terrain features.

- |                             |                           |
|-----------------------------|---------------------------|
| Site Boundary               | Focal Green Space         |
| Public Open Space           | Play Space                |
| Development                 | Verges With Tree Planting |
| Allocated Development       | Key Buildings             |
| Focal Space                 | Existing Hedges           |
| Attenuation                 | Proposed Hedges           |
| Active Travel Links         | Housing                   |
| Frontage                    | Play Area                 |
| Terminating Views           | Local Centre              |
| Views Towards Urban Setting | Primary School            |
| Views Towards POS           |                           |



### 5.4 Planning Layout

- Development of 84 new homes, comprising 42 affordable and 42 open market homes, across 8.4 acres (3.6 hectares) of greenfield land. The development will offer a mix of one, two, three, and four-bedroom homes.
- Wider proposals to include approx. 1 hectare of open space, including amenity footpaths, attenuation, play areas, existing and proposed planting and gathering spaces.
- The development is being delivered in partnership between Lovell Homes and Carmarthenshire County Council.

Proposed Accomodation Schedule				
Housetype	GIA	Beds	Total No.	Percentage
<b>Open Market</b>				
Fairhaven	665	2	11	26
Newbury	1013	3	8	19
Lansdown	896	3	4	10
Milford	981	3	3	7
Ramsey	1124	4	3	7
Redbourne	1266	4	7	17
Rochester	1198	4	6	14
		Sub Total	42	100
<b>Affordable</b>				
<b>Social Rent</b>				
1B2P	549/638	1	4	16
2B4P	880	2	10	40
3B5P	986	3	8	32
4B7P	1236	4	3	12
		Sub Total	25	100
<b>LCHO</b>				
Fairhaven	665	2	7	41
Lansdown	896	3	7	41
Newbury	1013	3	3	18
		Sub Total	17	100



- ① Use of key buildings to to highlight important corners and terminating views
- ② Locally found materials and building forms reflected in the building types
- ③ Outward looking development creating natural surveillance of open spaces
- ④ New gateway space with a range of open space typologies
- ⑤ Picnic area
- ⑥ Play Space
- ⑦ Tree-lined streets and tree planting within open spaces enhancing the gateway
- ⑧ Varied materiality in private drives to enhance the quality of open space
- ⑨ Recreational connectivity facilitated through public space
- ⑩ Connections to existing active travel links





### 5.5 Access and Street Hierarchy

Site access will utilise the existing spur, built as part of Ffordd Pendre in the north-east corner of the site. A single access point will be sufficient to serve the development.

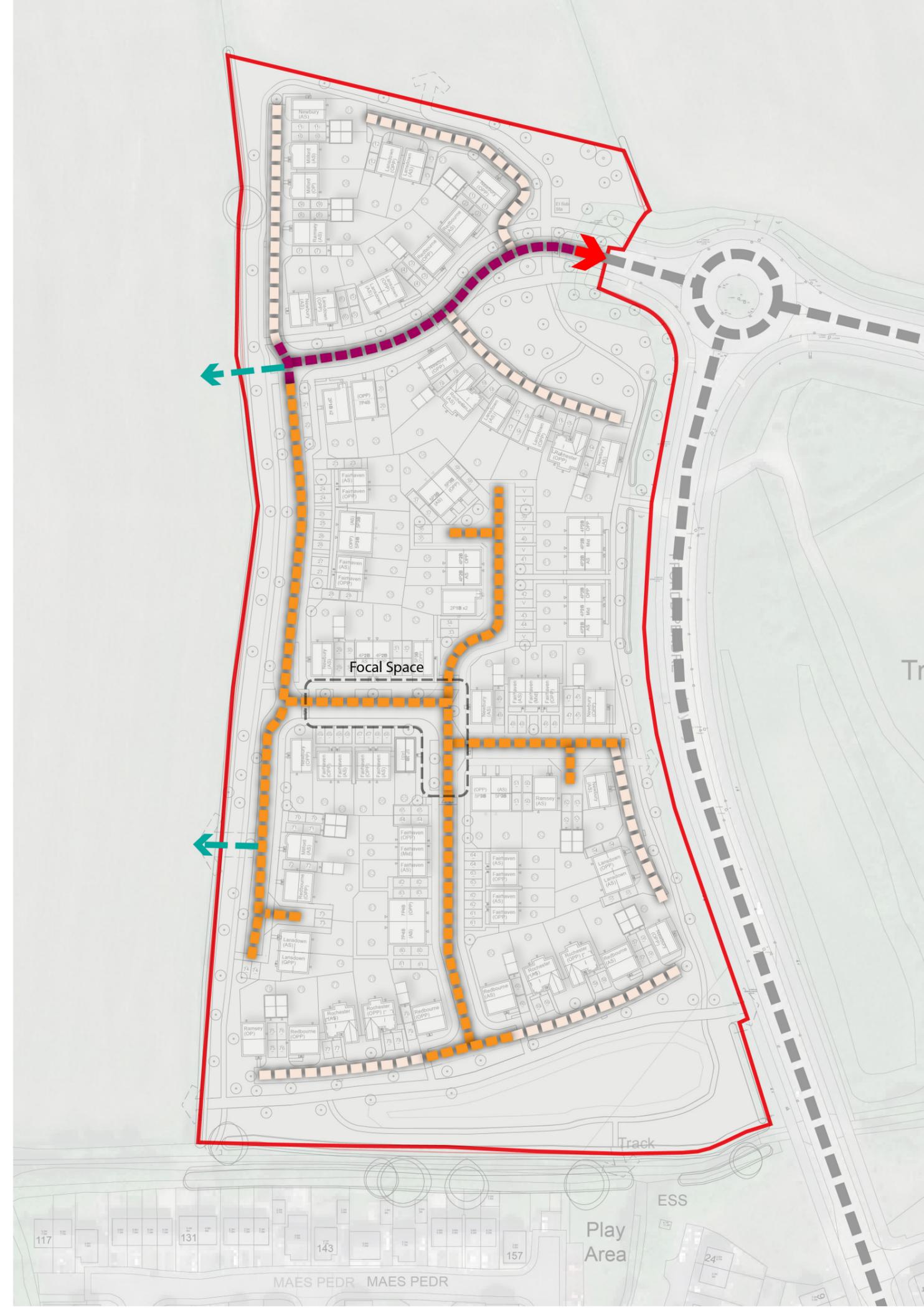
It should be noted that the wider allocation indicates a vehicular access to the adjacent field to the north, however due to the challenging topography, as a result of the Ffordd Pendre roundabout, vehicular access to this area will not be feasible. As a result, active travel links will ensure integration with the wider allocation. Refer to Active Travel plan for further details.

The proposals will establish a clear and legible street hierarchy that responds to the localised movement. The hierarchy will comprise of a primary street connecting to Ffordd Pendre roundabout, with secondary and tertiary routes linking through. Homes on the edges of the site will be predominantly served by private drives.

Clear distinction in character will be created between different street types. Additionally, focal spaces will be used to form variations in streetscape, which will create points of interest and legibility.

The proposals have identified a potential future need for access to the adjacent fields to the west. The street hierarchy has been designed to facilitate onward connections, should these become required in the future.

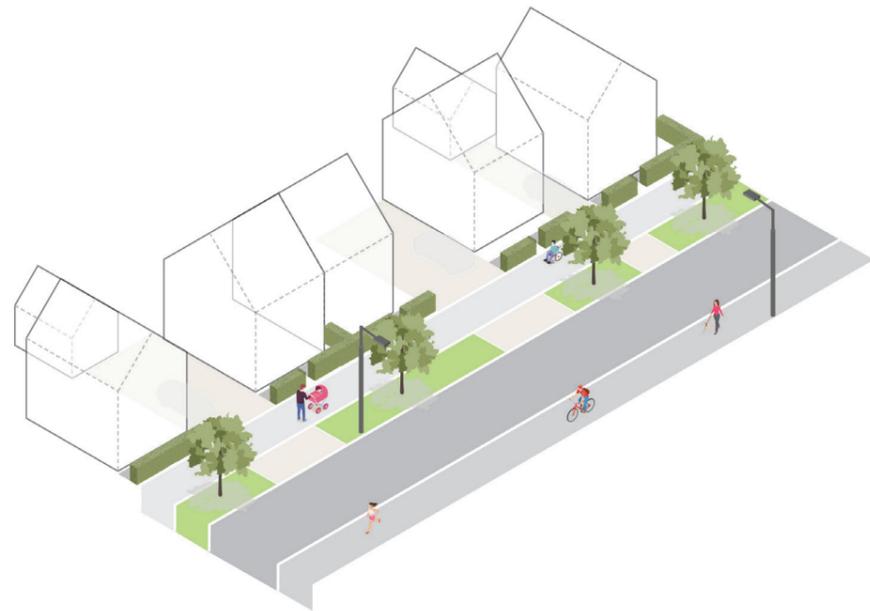
-  Site Boundary
-  Primary Street
-  Secondary Street
-  Private Drive
-  Existing Ffordd Pendre
-  Potential Vehicular Access
-  Proposed Vehicular Access



## 5.6 Street Sections

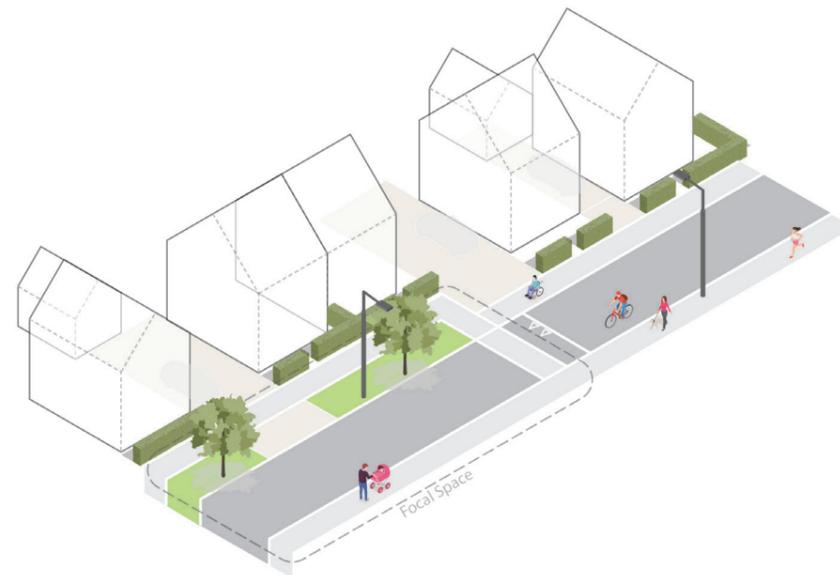
The street hierarchy has been considered within the parameters set out in the Carmarthen Highways Design Guide' (2018) as well as balancing the need to maintain an attractive environment that prioritises active travel.

All street types incorporate SAB features and an appropriate level of street greening as a key focus. This approach strikes a great balance, ensuring the streets are not only functional but also attractive.



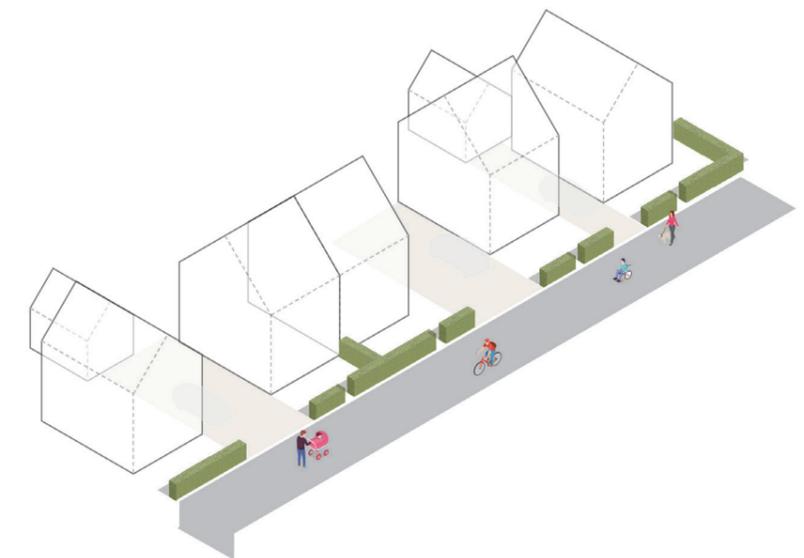
### Primary Street

3m Shared Path  
 2.5m Verge with Raingardens and Tree Planting  
 5.5m Carriageway  
 Min. 2.5m Verge  
 2m Footway  
 Designed to 20mph Speed  
 Direct Parking Access - yes



### Secondary Street

Two 2m Footways or one if single sided or cul-de-sac with very low traffic volume  
 5.5m Carriageway or 5m if Cul-de-Sac  
 Designed to 20mph Speed  
 Direct Parking Access - yes  
 Inclusion of a 2.5m verge where within focal space



### Private Drive

4.5m Unadopted Carriageway  
 Designed to 15mph Speed  
 Direct Parking Access - yes

### 5.7 Active Travel

The proposals have been designed to ensure that the site is permeable for pedestrians and cyclists and is well integrated with the wider movement network.

A range of formal and informal pedestrian routes will be provided around the site. Formal routes will include 2m paved lit footways alongside the carriageway, while informal routes will comprise of 1.5m low impact hoggin paths around the development edges. The formal routes are intended to facilitate on-site movement, while the latter will provide recreational opportunities within the green spaces.

In terms of cycling provision, a shared path will be provided along the primary street, where the traffic flows will be the greatest. This will connect into the existing shared path along Ffordd Pendre and provide further onward connections to the north via the site.

An additional east-west shared route will be provided along the southern green space facilitating potential connections to the allocated site in the south west. The link will also connect to the PROW along the southern boundary, providing improved infrastructure from the current provision.

The secondary and tertiary streets will generally consist of cul-de-sacs with no through traffic. This will ensure that traffic levels will remain low enough for general on-street cycling negating a need for segregated infrastructure.

Numerous access points will be provided along the edges to ensure full integration, while also permitting any future connectivity requirements.

-  Site Boundary
-  Existing Shared Path
-  Existing PROW (Byway)
-  Proposed Shared Path
-  Potential Ped/Cycle Connection
-  Formal Footway
-  Informal Footway (Hoggin Path)
-  On-Street Cycling
-  Ped/Cycle Access
-  Ped Access





## 5.9 Landscape & Design Visual Statement

The adjacent plan illustrates the proposals within their wider context, demonstrating how landscape and visual design considerations have fundamentally shaped the overall masterplan. To mitigate visual impact and integrate the development into its surroundings, the design adopts the following core principles:

- **Generous Boundary Setbacks:** Maintaining significant setbacks from site boundaries to provide ample space for robust perimeter planting and ecological buffering.
- **Articulated Building Edges:** Utilising a varied and informal building line along the northern and western boundaries, complemented by a diverse roofscape. This avoids a harsh, linear built edge and ensures a soft transition into the open countryside.
- **Retention and Enhancement:** Preserving existing field boundary hedgerows across all frontages, with targeted strengthening and infill planting along the eastern boundary.
- **Reinforcing Landscape Character:** Establishing a new hedgerow along the northern boundary to reinforce the existing historical field patterns of the immediate area.
- **Dedicated Green Corridors:** Integrating green corridors along all site perimeters—particularly the northern and western edges—to facilitate extensive tree planting and habitat connectivity.
- **Strategic Site-Wide Planting:** Implementing substantial tree planting across the entire site to effectively assimilate the newly built form into the surrounding landscape.

Through these measures, the proposals successfully mitigate potential visual impacts, ensuring the development sits respectfully and harmoniously within its wider environmental setting.



## **06. Buildings and Character**

## 6.1 Architectural Approach

The architectural approach for the development will take precedent from the local vernacular that characterises the wider Carmarthen area but also take influences from the Parc Dewi Sant, which is an important local landmark with distinctive materiality.

The local vernacular is characterised by materials like textured or roughcast render and local rubblestone, featuring traditional elements such as eaves-fronted pitched slate roofs with red brick chimneys. The windows are typically simple and white with large format glazing, complemented by white bargeboards, fascias, and black rainwater goods, defining the visual standard for detached and semi-detached farmhouse styles in the area.

The architectural style of Parc Dewi Sant prominently features durable local rubble stone for its primary walling, establishing a strong regional connection. This is elegantly contrasted by the use of Bath stone dressings around windows, introducing a sense of formality. The structures are capped with traditional slate roofs featuring distinctive over-hanging eaves, while the occasional red brick is strategically incorporated, providing subtle colour variation and reinforcing the link to local construction precedents.

The underlying principle, Tenure Neutrality, is a crucial planning requirement ensuring consistency and equality across the entire development. This means that the architectural quality, external materials, and overall appearance of every home on site must be identical, regardless of whether the property is for private sale, social rent, or shared ownership. The purpose is to avoid creating a visually recognisable “two-tier” housing system, ensuring a uniform, high-quality residential environment.



Typical Carmarthen area vernacular and Parc Dewi Sant providing precedent for simple forms and muted natural materials reflected in proposed housetypes.



Use of accentual building features around windows and doors and symmetrical arrangement influencing formality around key buildings and focal elevations.



Typical elevations reflecting response to the local vernacular.

## 6.2 Materials and Finishes

The materials plan adjacent demonstrates the overall strategy for the site. The outer edges of the development are proposed to be predominantly stone and render as a reflection of the local domestic vernacular. In the middle of the site the proposal is to introduce some brick properties to form a slightly different character area. Brick acts as a consistent material across the site and is used for detailing around windows. Stone properties are largely in important locations, on key corners and terminating important views.



Walls - Ibstock Brunswick Farmhouse Red (or similar)



Roofs - Marley Modern Grey (or similar)



Walls - Shearstone Ironstone Cottage (or similar)



Walls - Parex Monocouche White - rough cast (or similar)



Front Doors - Black



Windows - White UPVC



Garage Doors - Black

### Material Finishes Key

-  **Brick**  
Ibstock Brunswick Farmhouse Red (or similar)
-  **Render Front & Side Wrap**  
Parex Monocouche White – rough cast (or similar)
-  **Stone**  
Shearstone Ironstone Cottage (or similar)



### 6.3 House Types - Site Edges

The development edges will utilise a more muted materials palette that more closely reflects the surrounding vernacular. This will comprise predominantly of stone dwellings denoting key corners and render with brick detailing elsewhere.



Streetscene running along Ffordd Pendre depicting edge materiality

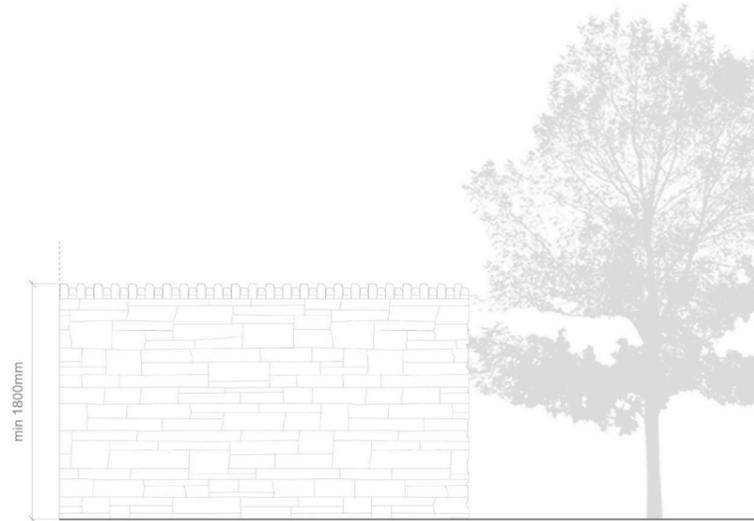
### 6.3 House Types - Site Interior

The dwellings around the internal streets will have a more varied mix with stone dwellings denoting key corners and brick dwellings being located elsewhere. The internal streets will have very little to no visibility to the outside of the development and as such the choice of brick will be appropriate, facilitating more interest and variety around the site.

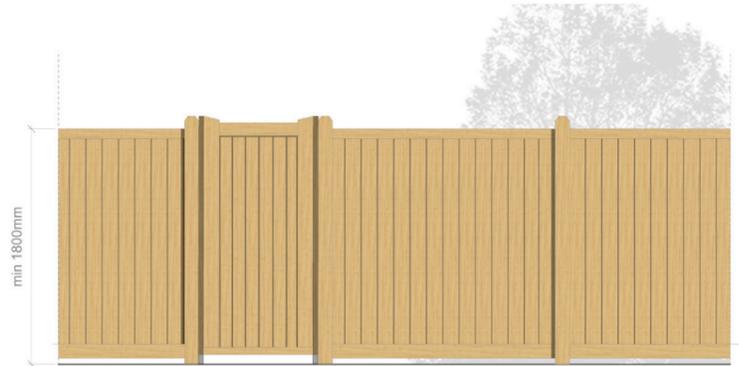


Streetscene running through the site centre depicting internally used materiality

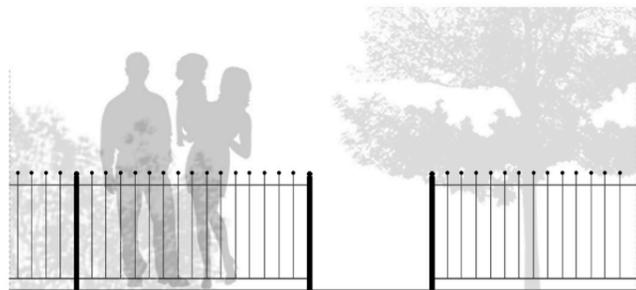
6.4 Boundary Treatments



STONE WALL 1800mm



TIMBER CLOSEBOARD FENCE 1800mm



METAL RAIL 1100mm (Balltop)

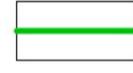


ORNAMENTAL HEDGEROW



Example Cock and Hen Stone Wall

Boundary Key

-  Close Board Fence 1.8m
-  Metal Railing 1.1m
-  Hedge 0.6m
-  1.8m Stone Wall



## **07. Green and Blue Infrastructure**

## 7.1 Landscape Strategy

This Landscape strategy development centres on preserving the peaceful, pastoral character of the site and integrating the new homes seamlessly into the surrounding Tywi Valley landscape.

A core element of this integration is the retention and enhancement of existing features, specifically by focusing on the existing hedgerows and vegetation on site. This preserves the historic field pattern and provides immediate ecological and visual value. All new planting will reflect the local ecology, utilising a large percentage of native species that mirror the natural riparian (river-side) or valley-slope vegetation found in the Tywi area.

The design is guided by a series of principles, including creating connections through the site to existing public pathways and spaces from the neighbouring communities.

The sustainable drainage systems (SuDS) strategy will manage surface water runoff using features such as rain gardens and landscaped basins which will provide habitats and enhance biodiversity.

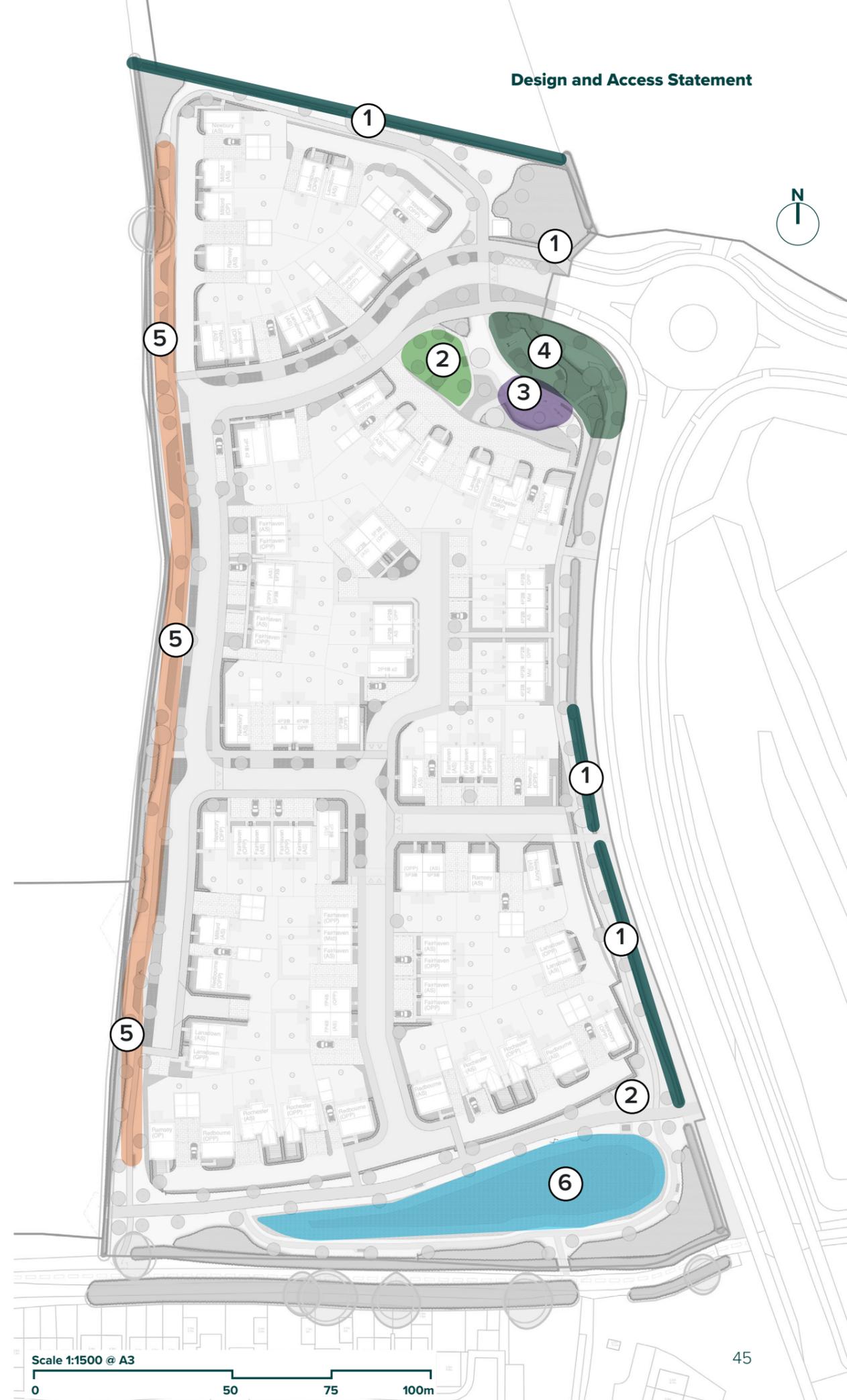
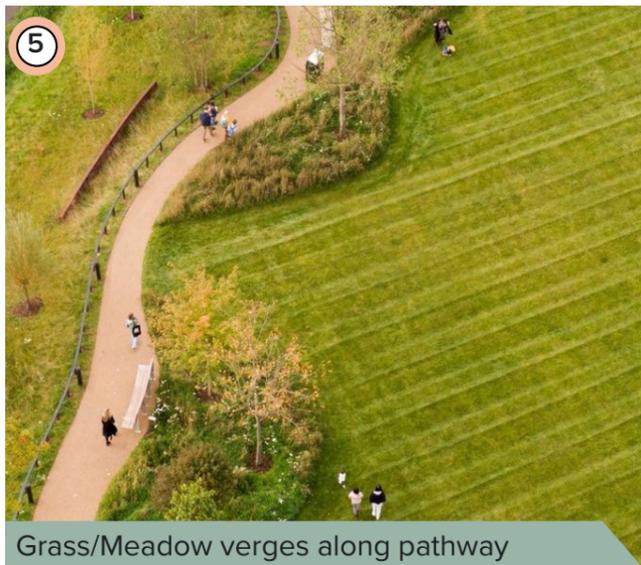
The public open space will be landscaped and actively managed for both recreation and ecology, providing essential amenity for residents but also acting as an extension of the ecological network. The gateway space at the north east of the site will include a LAP play space along with further play equipment in the southern portion of site. Natural play elements will also feature along the boundary paths on the western edge of site.

### Key

-  Footpath - External
-  Footpath - Internal
-  SuDS - Raingardens
-  PROW
-  Native Hedgerow



7.2 Look and Feel Precedents



### 7.3 Landscape & Ecology Design Statement

The Carmarthen West development is committed to achieving a Net Benefit for Biodiversity, aligning with Welsh planning policy and the Environment (Wales) Act 2016. Our strategy prioritises the retention and protection of high-value existing habitats. Specifically, all mature trees will be safeguarded via robust root protection areas (RPA), and the site's Priority Habitat hedgerows will be retained and protected to maintain their function as vital ecological corridors. New native-rich hedgerows will also be introduced across the site to further enhance the ecological connectivity and value of the site.

To ensure a demonstrable Net Benefit, a comprehensive program of habitat creation and enhancement will be implemented across the site. This involves using native Welsh species of local provenance in all new planting where feasible. Key measures include the strategic introduction of native shrubs adjacent to existing hedgerows and habitats to expand and strengthen these areas. Additionally, the public open spaces will feature species-rich grass and shrub mixes managed to maximise floral diversity and support pollinator populations.

Further ecological enhancements include the integration of the Sustainable Drainage System (SuDS) components, such as the attenuation basin and rain gardens, as biodiverse habitats through the use of marginal and appropriate planting. Finally, integral bird and bat boxes will be installed on new dwellings, supplemented by the creation of habitat piles/hibernacula and the provision of hedgehog-friendly fencing, collectively contributing to a resilient and connected ecological network across the entire development site.

#### Key

-  Site Boundary
-  Existing trees to be retained
-  Root protection area (RPA)
-  Proposed trees
-  Proposed feature trees
-  Existing vegetation/hedge to be removed
-  Existing vegetation/hedge retained
-  Proposed native hedge
-  Proposed native shrub vegetation

#### Planting Mix Visualisations

NATIVE HEDGE



NATIVE SHRUB



GRASS/MEADOW



ORNAMENTAL



RAINGARDEN



Scale 1:1500 @ A3



### 7.4 Planting Strategy

The planting strategy will respond closely to its setting, allowing the new neighbourhood to integrate comfortably into its surroundings.

Existing hedges and vegetation will be retained wherever possible, preserving a key quality of the existing landscape. Where development occurs, the provision of new green corridors, tree planting, and green space will ensure a green feel is maintained and habitats are linked.

The existing hedgerows are located primarily around the edges of the site, to the West and South, with some on the eastern edge. They will be protected and maintained, alongside the introduction of native-rich hedges that will complete the perimeter to the East and North.

Within the residential blocks, the planting will offer a slightly more formal feel, with a greater number of flowering and scented species to provide colour and year-round interest. Fruiting species will provide feeding opportunities for birds and small mammals.

Areas of native shrubs will be introduced to provide and encourage wildlife habitats. The southern portion of the site is adjacent to retained habitats. These native species will provide a base for ornamental shrub mixes that will also be used across the site for design continuity.

Important habitats on site will be cleared of invasive species to ensure native species can thrive and prevent their spreading.

A series of planting typologies or mixes have been proposed across the site. Together, they will provide a common planting design language, while individually responding to the particular micro-climate, including sun exposure, soil composition, acidity, and moisture content.

Planting mixes will generally contain native and non-native species, with native planting favoured adjacent to existing habitats.

**Key**

- Red line boundary
- Outline Application Sites
- NDA - 2.3ha
- Existing Trees to be removed
- Existing Vegetation/Hedgerow/Woodland to be removed
- Root protection area (RPA)
- Existing trees to be retained
- Proposed trees
- Existing vegetation/hedge retained
- Proposed Native Hedge
- Proposed Ornamental Hedge
- Proposed Shrub Mix
- Proposed Ornamental Plant Mix 1
- Proposed Ornamental Plant Mix 2
- Proposed Garden Plant Mix
- Grass/Meadow Planting Mix
- Attenuation Basin
- Rain Garden
- Amenity Lawn
- Private Turf



### 7.5 Tree Palette

Medium to large-sized trees will be scattered and planted in groups of two or three around the site in amenity open spaces and communal areas. This will enhance the site's visual interest and biodiversity.

In a more formal setting, trees will be planted in row avenues. These will be located along proposed driveways, parking areas, pedestrian paths and front yards.

The proposed trees will reflect species locally found where possible, which are proven to be a good fit for the site's conditions. The canopy coverage will provide shade in the summer and habitat opportunities for birds. It will also maintain or create connectivity (wildlife corridor for birds) between the site's different habitats.

A total of 155 new trees are to be planted contributing to the biodiversity and ecology of the site.

STREET TREES



*Acer campestre* 'Streetwise'



*Betula pendula*



*Crataegus monogyna*



*Fagus sylvatica*

STREET TREES



*Liquidambar styraciflua*  
'Slender silhouette'



*Quercus petraea*



*Sorbus aucuparia*



*Tilia cordata*

### 7.6 Ornamental Public Space Strategy

Amenity planting will be used across the site to provide colour and seasonal variation along pathways and dwelling frontages. This planting will also be employed to frame public open spaces and create visual interest that is consistent across the entire site.

ORANMENTAL PLANTING



Ajuga reptans



Carex pendula



Deschampsia cespitosa



Echinacea purpurea

SHRUBS



Euphorbia amygdaloides



Geranium 'Johnson's Blue'



Helleborus x hybridus



Liriope muscari

GRASSES



Lobelia cardinalis



Origanum vulgare



Rudbeckia nitida 'Herbstsonne'



Salvia officinalis

RAIN GARDEN



Bergenia cordifolia 'Purpurea'



Dryopteris filix-mas



Iris pseudacorus



Libertia formosa

## 7.7 Planting Palette

### Native Hedging

Native hedges are to be introduced around the edges of site, predominantly along the northern and eastern edge. These will tie into existing hedgerow habitats using a native species-rich shrub and tree mix.

NATIVE HEDGE



*Acer campestre*



*Corylus avellana*



*Crataegus monogyna*



*Ilex aquifolium*



*Lonicera periclymenum*



*Prunus spinosa*



*Rosa arvensis*



*Viburnum lantana*

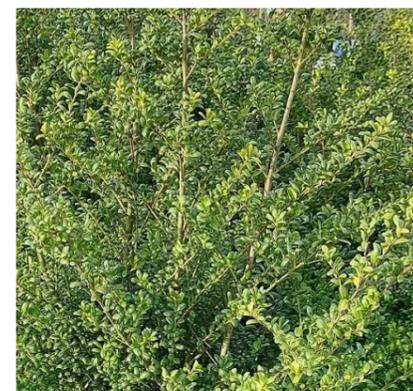
### Ornamental Hedging

Single-species hedges will provide a uniform and neat aesthetic for ornamental hedging around residential sites, effectively defining property boundaries and providing privacy for residents. The chosen species will be carefully selected and repeated in specific areas to ensure a consistent and cohesive character across street frontages.

ORNAMENTAL HEDGE



*Escallonia 'Apple Blossom'*



*Ilex crenata 'Convexa'*



*Lavandula angustifolia*

## 7.7 Planting Palette

### Native Shrub Mix

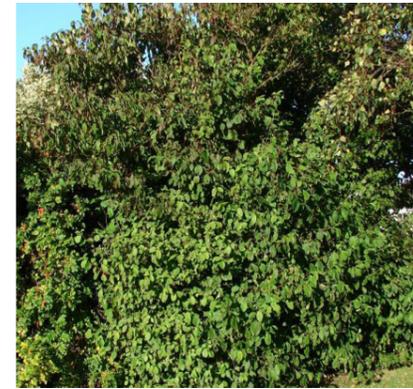
The native shrub mix will be strategically deployed across the site to actively increase ecological diversity and habitat provision, while simultaneously introducing rich textural contrast essential for a visually dynamic and resilient landscape.

This mix is a native-rich list catering to the surrounding environment and providing ecologically specific species that will thrive in the Carmarthen area.

NATIVE SHRUB MIX



Corylus avellana



Cornus sanguinea



Crataegus monogyna



Euonymus europaeus

NATIVE SHRUB MIX



Ligustrum vulgare



Prunus spinosa



Rosa canina



Salix cinerea

NATIVE SHRUB MIX



Viburnum lantana



Viburnum opulus

### 7.8 Play & Furniture Strategy

The Play strategy incorporates a variety of formal and informal play equipment to satisfy Local Area for Play (LAP) requirements within the designated LAP extents. The play elements in the Gateway Green will embrace the level changes on site.

Simple, integrated play elements, such as log steppers and balance beams, will also be positioned along the edge of the western and southern pathways.

**Key:**

-  LAP (127m2)
-  Gateway Green Public Space
-  Play Along Route

**Furniture**

-  Picnic Table - MBX45 (or similar)
-  Single Bench - SB5057 (or similar)
-  Bin - MBX45 2550 (or similar)

### Proposed Play Equipment



**Seesaw**  
**Ref:** TBR7135 (or similar)  
**Dimensions:** 0.7m x 3.1m



**Double Swing**  
**Ref:** TBR7134 (or similar)  
**Dimensions:** 2.4m x 3.9m



**Stepping Logs (set of 4)**  
**Ref:** MAESL20 (or similar)  
**Dimensions:** 7.5m x 3.2m



**Balance Walk**  
**Ref:** MAESLBW (or similar)  
**Dimensions:** 2.7m x 6.2m



**Wheelchair Accessible Roundabout**  
**Ref:** SB3110 (or similar)



**Spring Rider**  
**Ref:** SB4052 (or similar)  
**Dimensions:** 2.3m x 0.8m



**Embankment Slide**  
**Ref:** TBR7190 (or similar)  
**Dimensions:** 3.3m x 1.3m



### 7.9 SuDS Strategy

The Sustainable Drainage System (SuDS) strategy for Carmarthen West employs a multi-functional approach, central to which is the attenuation basin located at the southern end of the site. This basin is designed to manage large volumes of surface water runoff, providing essential flood risk mitigation by slowing down and cleaning water before it is discharged. This will also provide valuable ecological habitats.

A network of highway rain gardens are integrated along the main streets. These linear features will intercept runoff from roads and pavements close to the source, using specially selected planting and engineered soils to filter pollutants and promote infiltration.

The overall strategy prioritises maximising soft landscaping and minimising hard surfaces across the site. This approach ensures that a high proportion of rainfall is managed naturally reducing the total volume of runoff directed towards the formal drainage system and enhancing the site's overall ecological value and aesthetic.

#### Key:

-  Site Boundary
-  Existing vegetation/ hedge retained
-  Existing trees to be retained
-  Proposed trees
-  Attenuation basin
-  Rain garden (highway)
-  SuDS filter drain

**NOTE:**  
TO BE READ IN CONJUNCTION WITH  
CIVIL ENGINEER'S PROPOSALS



**7.10 Key Spaces - Gateway Green**

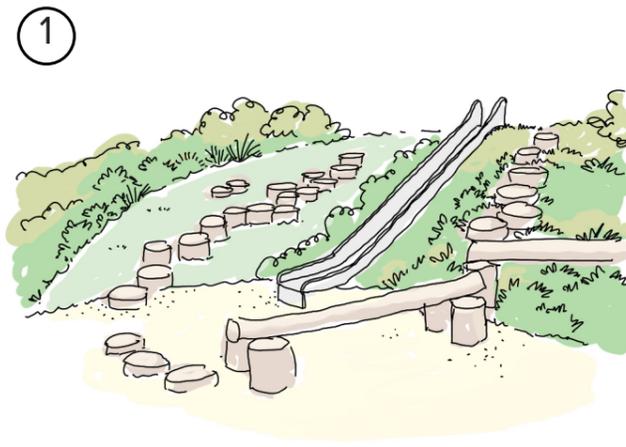
The Gateway Green entrance park is envisioned as a vibrant, accessible, and ecologically sensitive public space. The design uses the natural slope and soft planted terracing to provide communal space and boost biodiversity in the wider Carmarthen site.

The slope is managed with soft planted terraces, which handle the change in elevation while providing gentle transitions, visual appeal, and maximising the planting area.

A formally defined LAP play area (127m<sup>2</sup>) will be included. This space encourages active use with multiple formal play elements suitable for younger children.

A designated picnic table area offers a welcoming provision for social gathering, relaxation, and informal dining, enhancing the site as a communal hub.

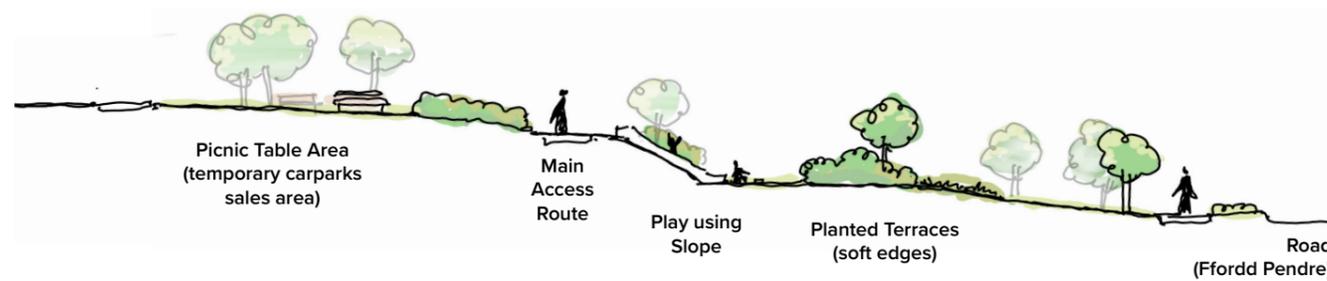
The space also incorporates planting bands of different species and character that define areas and create biodiversity and textural diversity. These bands feature contrasting species (e.g., fine grasses vs. robust native shrubs and trees) to create a legible, layered landscape that guides movement and views.



Sketch of Potential for Bands of Planting with Open space between



Sketch Section A-A



**Key:**

- ① Embankment Slide Nature Play Area using slope
- ② Picnic Seating Area
- ③ LAP - Play Area (approx. 127m2)
- ④ Primary Access through Route
- ⑤ Secondary Access Route
- ⑥ Banded Planting
- ⑦ Native Hedgerow
- ⑧ Bin
- ⑨ Estate Management Section
- To be agreed, refer to documentation provided by Lovell

- Red line boundary
- Outline application sites
- Existing PROW brideway (Indicative)
- Proposed building
- Proposed trees
- Proposed feature trees
- Existing trees to be retained
- Root protection area (RPA)
- Existing vegetation/ hedge to be removed
- Existing vegetation/ hedge retained
- Proposed native hedge
- Proposed ornamental hedge
- Proposed shrub Mix
- Proposed ornamental plant Mix 1
- Proposed ornamental plant Mix 2
- Proposed garden plant Mix
- Grass/meadow planting mix
- Attenuation basin
- Rain garden
- SuDS filter drain
- Amenity lawn/short cut grass
- Block paving (buff)
- Hoggin gravel path
- Private footpath
- Playground - softfall
- Bin
- Proposed street furniture / seating
- Proposed soft play
- Proposed formal play



Ffordd Pendre



## 08. Sustainability

## 8.1 Sustainability Summary

The new development has been assessed against national and local energy and sustainability requirements through detailed SAP calculations and consideration of a range of energy efficiency and low carbon measures.

The proposed strategy follows a fabric-first approach, delivering significant reductions in operational energy use and carbon emissions through high-performance insulation, airtightness, thermal detailing, and glazing.

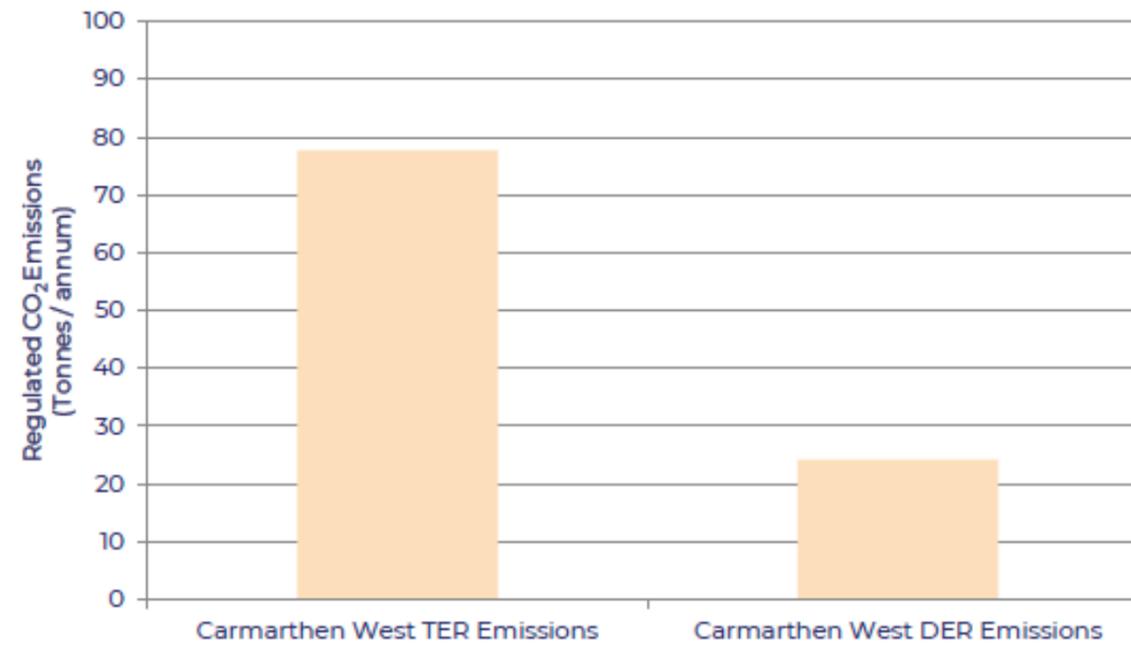
This robust baseline is further strengthened by the inclusion of renewable and low carbon technologies, with ASHP and WWHRs proposed for all homes with PV proposed on the affordable social rent homes. Together, these measures predict that the scheme will exceed the requirements of Approved Document Wales Part L (2022) by 69.63%.

This means that these homes are almost 70% more energy efficient and emit less carbon emissions than a dwelling in compliance with current building regulations. This contributes to a home that is better for the environment and more cost effective to live in.

The approach aligns with national and local policy requirements, including Planning Policy Wales and Carmarthen County Council Local Development Plan (2006 – 2021) policies SP1, SP2, SP11, GP1.

In conclusion, the newly proposed site demonstrates a clear and measurable commitment to sustainability and energy efficiency, achieving compliance while supporting Carmarthen's wider objectives for low carbon development.

### Building Regulations Part L 2022 Wales Target



Predicted Annual Site Wide Carbon Emissions

Design SAP Data Input Table			
Element		Details	Comments
Floor U-Values	Ground Floors	0.11 W/m <sup>2</sup> K	Specialist Floor Construction
	Floors over Garage	0.24 W/m <sup>2</sup> K	300mm insulation between joists
Wall U-Values	External Walls – Masonry	0.18 W/m <sup>2</sup> K	100mm Partial Fill Insulation
	External Walls – Timber	0.18 W/m <sup>2</sup> K	Insulated timber frame
	Party Walls	0.00 W/m <sup>2</sup> K	Fully filled and capped
Roof U-Values	Plane Roof	0.09 W/m <sup>2</sup> K	500mm insulation at Joists
Opening U-Values	Windows	1.20 W/m <sup>2</sup> K	G Value: 0.63
	Half Glazed Doors	1.20 W/m <sup>2</sup> K	G Value: 0.63
	Door to Garage	1.50 W/m <sup>2</sup> K	
	Front Door	1.20 W/m <sup>2</sup> K	Solid Composite Door
Thermal Bridging	ψ-value	Various	Bespoke Psi Values
Ventilation	Air Tightness	4.00 m <sup>3</sup> /hm <sup>2</sup>	All Dwellings to be Air Tested
	Mechanical Ventilation	dMEV	Vent Axia
Lighting		100% Low Energy Lighting	Pendant Lighting Rated at 8W with an Efficacy of 80 Lumens/Watt

Energy Efficient Measures of SAP Calculations

## 8.2 Renewables Summary

Following a review of renewable and low carbon technologies, this proposed scheme will adopt a fabric first approach as the foundation for reducing carbon emissions and energy demand. This ensures that all dwellings achieve high levels of thermal efficiency before the integration of renewable technologies.

To build upon this approach, the following technologies will be incorporated:

- Heat Pumps will be adopted across the site for all heating and hot water requirements. This technology reduces reliance on traditional systems and delivers significant emissions reductions, while aligning with future decarbonisation of the electricity grid.
- Waste Water Heat Recovery Systems (WWHRS) will also be installed across all dwellings on site to recover heat from shower waste water, further improving energy efficiency and reducing hot water demand.

- Photovoltaic (PV) arrays will be installed on the pitched roofs of the social rented houses. This renewable solution has been installed on this house type to achieve a client requirement of EPC A. They are not required on any other house type and therefore will just be included on the social rental homes.

By combining these measures, the development ensures that all homes benefit from reliable, efficient, and low carbon technologies. This strategy provides a robust balance between practicality, affordability, and long-term sustainability while future-proofing the scheme for Net Zero objectives.

## 8.3 Site Wide CO2 Emissions

Sample SAP calculations have been produced for the proposed development site as a means of determining the carbon emissions of the site. These have been completed using the approved modelling software Elmhurst Design SAP 10.2. Each house type within the proposed site redesign has been assessed to provide an overview of the predicted carbon emissions from the site compared with the Welsh Part L 2022 baseline.

The incorporation of ASHP and WWHRS for homes across the proposed site, including the PV panels on the social rental units (to enable these house types to achieve EPC A), provides a predicted reduction in site wide carbon of 53,505.26 kgCO<sub>2</sub>/Year compared with the sitewide Part L 2022 Target Emission Rate (TER).

The estimated Part L TER emissions for the site are estimated to be 77,663.27 kgCO<sub>2</sub> per annum whilst the Part L DER predicted site redesign emissions are estimated to be 24,158.02 kWh per annum. This equates to an 68.89% reduction in emissions mandated by Part L across the site.

Low Carbon & Renewable Technologies to be adopted			
Element		Details	Comments
Heating and Hot Water	Heating System	All Homes	ASHP
	Hot Water System	All Homes	Cylinder linked to ASHP
	WWHRS	All Homes	Connected to showers
Photovoltaics			PV design to be finalised across site for social rent units to ensure compliance with EPC A is achieved

## 09. Conclusion

## 9.1 Conclusion

The proposed development is guided by a vision for sustainable and well-designed places.

It prioritises creating a community that is integrated with its surroundings, encourages active lifestyles, and enhances the natural environment.

The proposals aim to create an attractive place to live, promoting a sustainable lifestyle and making the most of the site's location in the context of a future neighbourhood.

This DAS demonstrates the commitment to the creation of a thriving, sustainable community. By prioritising active travel, green infrastructure, and high-quality public spaces, we are laying the foundation for a vibrant and resilient community that will stand the test of time—a place that residents will be proud to call home.



# theurbanists

## **Cardiff**

The Creative Quarter  
8a Morgan Arcade  
Cardiff, CF10 1AF

## **Bristol**

Studio 410, Generator  
Building  
Finzels Reach  
Bristol, BS1 6BX

## **Email**

[info@theurbanists.net](mailto:info@theurbanists.net)

## **Phone**

029 2023 6133

[www.theurbanists.net](http://www.theurbanists.net)