

# Petition to Object to Developmental Limit Change

## in Llanllwch Village

(2nd Deposit Revised Carmarthenshire Local Development Plan 2018 – 2033 published on 17<sup>th</sup> February 2023).

### Summary and Background

The 2nd Deposit LDP published on 17.02.23 proposes a change to the development limits in Llanllwch village as shown on the attached **two maps in Appendix A**.

The land that was site SR/098/002 and previously put forward as a candidate site for development in its entirety and refused on multiple occasions has now, on the current proposed LDP, been divided up with the North West end being included within the developmental limits for Llanllwch village.

**This developmental limit boundary change has been made without public consultation.**

This land is large enough for the development of between 1-5 houses.

### Action petitioned for

We, the **undersigned**, are \_\_\_\_\_ concerned citizens who strongly OBJECT to the aforementioned developmental limit change in Llanllwch village, as follows:

Our objection comes under **Policy SD1 relating to developmental limits**.

We believe that the Plan is unsound and should be changed because it **does not conform to the test of soundness with regards to Procedural Requirements**, i.e. the way in which the Plan has been prepared and consulted on because it has been done without public consultation. We believe that the **Procedural Requirements have not been met** for the same reason.

**We want the boundary line in the aforementioned area put back** to how it was previously, as shown by the black line in Map 1 in Appendix A and in the "Deposit Revised Carmarthenshire Local Development Plan 2018 – 2033 Proposals".

We also object to the extension of the limits because:-

1. **Precedent** - It is clear that there is a real danger that site SR/098/002 that has historically been put forward as a proposed development site multiple times in the past (and refused) could become developed in the future because it has now been divided up with a portion of it included within the developmental limits without consultation. What will stop this happening again and again until the whole site is developed? More so, in light of below Point 3 regarding visibility splay and the potential need to move the access to further up the site and Point 4 regarding highway safety and the need to double the width of the access road and create footpaths.
2. **Planning history of the site** - This site "Glasfryn" has been the subject of previous retrospective planning decisions and full refusals.
  - I. Its previous annexe with outbuildings were built without planning permission; planning was eventually awarded retrospectively (to the surprise of many) and sold as a separate small holding [now named "Clover Hill"].
  - II. The original land of Glasfryn (before it was divided and sold with the annexe) has an application W/26574 [17.05.2012] for an implement and store shed just 20 metres from the new boundary change. The application was fully refused as it was contrary to policy GDC3 "Development in the Countryside".
3. **Visibility Splay** – This road is extremely dangerous already without added vehicles pulling out onto it on the blind bend that would currently be the access. Vehicles routinely dangerously drive along this lane above the 30mph speed limit. It is not possible to create the requirement for visibility splay for classified roads of up to 70 metres to the near side of the road on the right hand side of the access because at approximately 20 metres onwards, the splay lines cross into land outside the ownership of the plot and that land has mature trees, hedges, a garage and a parking and turning area all in the line of the visibility splay. Furthermore, to create a visibility splay of 55-70 metres, the house owning that land [1 Mill Row] would be an obstruction.

Alternatively, the access would need to be moved some 40-50 metres up the road, which would mean increasing the developmental limit boundary even further, nearly half way up the site SR/098/002 and would no longer be classed as small scale development - see point 1 above regarding setting a precedent.



4. **Highway safety issues** – The access road to this plot is totally inadequate and dangerous for drivers, pedestrians, cyclists and horse riders. It is a single, narrow lane that is very steep and windy with no footpaths and is already overloaded with traffic causing problems to everyone. In particular, heavy Lorries and traffic diverted from the A40 to the industrial estate cause frequent gridlock and damage. This would need to be made into a 2-lane road with footpaths either side to be safe, which would not be within the proposed developmental limits - see point 1 above regarding setting a precedent. In addition something would need to be done about the speed of traffic and to prevent the Lorries coming through the village.
5. **Access** - The access is used as a passing place all day long. If the access is made residential with vehicles coming in and out regularly, this will worsen the gridlock and have further effects on pedestrians and cyclists and horse riders.
6. **Flooding or pollution** - to Mill Row and the river. This site is covered in springs, with a leat directing water to the river/mill. The river already gets to extremely high levels with risk of flooding to Mill Row without added surface water run-off and spring water diversion causing a higher risk of flooding/pollution.
7. **Public services and infrastructure** - such as sewer, drainage, electricity, gas and water supply - There is already a problem with these services in the village. In addition the site is covered in springs that may cause drainage issues.
8. **Effects on existing tree cover and hedgerows** - There will undoubtedly be irreversible damage to trees and hedgerows to gain access and create access for vehicles ingress and egress and to create access for services connection and construction and to widen the road.
9. **Access for construction** - There is a 7.5T weight limit on the bridge coming from the village and no construction Lorry will drive down Manor Way, so there will be access issues meaning increased vehicles taking smaller loads and needing to close the road for days on end.
10. **Representations historical from others on full site** - See objections for previous LDPs for this site SR/098/002 at this link:  
<https://carmarthenshire.oc2.uk/document/reps/1810>

**PETITION SIGNATURES**

	PRINTED NAME	SIGNATURE	DATE	ADDRESS	COMMENT
1	M. GARDINER	[REDACTED]	13/4/23	[REDACTED]	
2	E.M Gardiner	[REDACTED]	13/4/23	[REDACTED]	
3	E. Evans	[REDACTED]	13/4/23	[REDACTED]	
4	S. ORMOND	[REDACTED]	13/4/23	[REDACTED]	
5	D. ORMOND	[REDACTED]	13/4/23	[REDACTED]	
6	S.M. HILTON	[REDACTED]	13/4/23	[REDACTED]	
7	A. JAMES	[REDACTED]	13/4/23	[REDACTED]	
8	A. JAMES	[REDACTED]	13/4/23	[REDACTED]	
9	A. Bond	[REDACTED]	13-4-23	[REDACTED]	
10	T.K. Bond	[REDACTED]	13/4/23	[REDACTED]	
11	C. Bond	[REDACTED]	13.4.23	[REDACTED]	
12	L. Williams	[REDACTED]	13-4-23	[REDACTED]	
13	J. Williams	[REDACTED]	13.4.23	[REDACTED]	
14	J. JAVIES	[REDACTED]	13-4-23	[REDACTED]	
15	Sharon Jones	[REDACTED]	13/4/23	[REDACTED]	
16	T. Jones	[REDACTED]	13-4-23	[REDACTED]	
17	S. MADLEY	[REDACTED]	13/4/23	[REDACTED]	
18	J. HILTON	[REDACTED]	13/4/23	[REDACTED]	
19	A. PINKER	[REDACTED]	13.4.23	[REDACTED]	
20	P. PINKER	[REDACTED]	13-4-23	[REDACTED]	
21	S. PINKER	[REDACTED]	13.4.23	[REDACTED]	
22	M. BYLAND	[REDACTED]	13.4.23	[REDACTED]	
23	V. SEARY	[REDACTED]	13.4.23	[REDACTED]	There should be a public consultation. The current dangers need to be seriously considered. Traffic, flooding, out gates and boundary walls have been partly damaged by vehicles skidding towards the river.
24	F.H Seary	[REDACTED]	13.4.23	[REDACTED]	
25	Lucy Lopez	[REDACTED]	13.4.23	[REDACTED]	
26	Adam Lopez	[REDACTED]	13.4.23	[REDACTED]	
27	Jeff Davis	[REDACTED]	13/4/23	[REDACTED]	
28	Tracie Davis	[REDACTED]	13/4/23	[REDACTED]	
29	Imogen Davies	[REDACTED]	13/4/23	[REDACTED]	
30	Frazer Davies	[REDACTED]	13/4/23	[REDACTED]	
31	KAREN DAVIES	[REDACTED]	13/4/23	[REDACTED]	
32	Colin Davies	[REDACTED]	13.4.23	[REDACTED]	
33	Ian Job	[REDACTED]	13.04.23	[REDACTED]	
34	S. HAWCOCK	[REDACTED]	13.04.23	[REDACTED]	



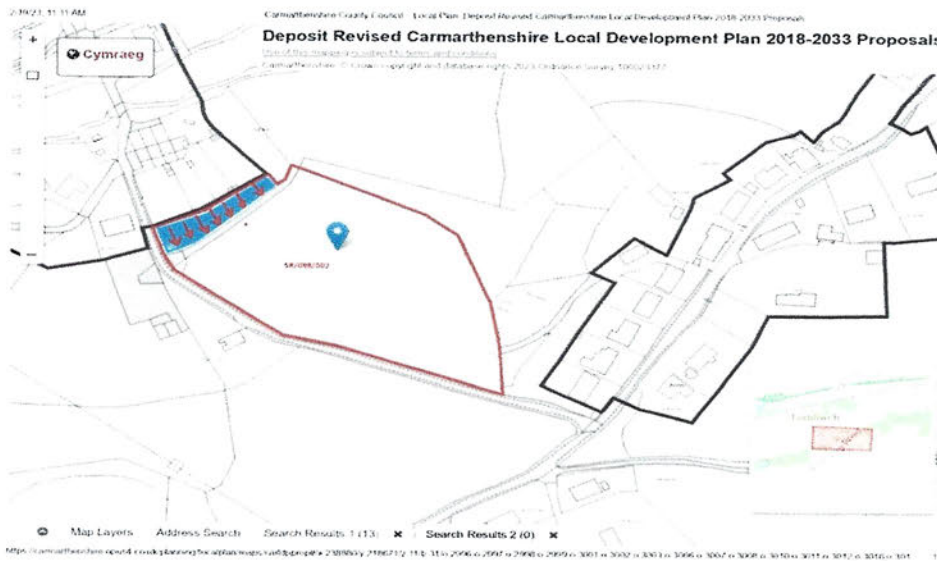
# APPENDIX A

**Map 1:** The red outline shows the original site proposed for full development SR/098/002; and the section coloured blue (with red arrows) shows the land that has now been included as development land, without proper public consultation.

The original boundary line and that of “Deposit Revised Carmarthenshire Local Development Plan 2018 – 2033 Proposals” is shown in black.

Link:-

<https://carmarthenshire.opus4.co.uk/planning/localplan/maps/carlpprop#/x:249926/y:223620/z:0/b:14/o:2996,o:2997,o:2998,o:2999,o:3001,o:3002,o:3003,o:3004,o:3006,o:3007,o:3008,o:3010,o:3011,o:3012,o:3016,o:3017,o:3018,o:3019,o:3020,o:3021,o:3023,o:3024,o:3025,o:3026,o:4030,o:4031,o:3022,o:3005,o:2995>



**Map 2:** This map plan is taken from the (2nd Deposit Revised Carmarthenshire Local Development Plan 2018 – 2033 published on 17<sup>th</sup> February 2023). It can be seen that the boundary line in black has been extended without proper public consultation.

