



Carmarthenshire County Council

TYWI VALLEY PATH

Pre-Application Consultation Report





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Pre-Application Consultation Report

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CONTENTS

EXECUTIVE SUMMARY

1	INTRODUCTION	1
	BACKGROUND	1
2	CONTEXT	2
2.1	THE PROPOSED DEVELOPMENT	2
2.2	LEGISLATIVE REQUIREMENTS RELATING TO PAC	2
3	STATUTORY REQUIREMENTS	4
3.1	SITE NOTICE	4
3.2	NOTICE TO ADJOINING OWNERS / OCCUPIERS	16
3.3	NOTICE TO COMMUNITY CONSULTEES	20
3.4	NOTICE TO SPECIALIST CONSULTEES	22
4	SUMMARY OF REPRESENTATIONS	25
4.2	COMMUNITY / ADJOINING OWNER / OCCUPIER	25
4.3	RESPONSES TO COMMENTS RAISED DURING PAC	26
4.4	SPECIALIST CONSULTEES	33
4.5	RESPONSE TO MATTERS RAISED	35
5	CONCLUSIONS	43

APPENDICES

APPENDIX A

SCHEDULE 1C NOTICE

APPENDIX B

SCHEDULE 1B NOTICE

APPENDIX C

COMMUNITY CONSULTEES

APPENDIX D

SPECIALIST CONSULTEES

APPENDIX E

SPECIALIST CONSULTEE RESPONSES

APPENDIX F

PUBLIC RESPONSES TO PAC

EXECUTIVE SUMMARY



This Pre-Application Consultation Report (PAC Report) has been prepared by WSP on behalf of our client, Carmarthen County Council (“the applicant”). The report relates to a proposed planning application for the *“Formation of a new combined Pedestrian & Cycle Path between Ffairfach and Nantgaredig, plus associated engineering and landscaping works (Tywi Valley Path – Eastern Phase)”* at Tywi Valley, Carmarthenshire.

The PAC exercise ran from Monday 3rd October 2022 until Monday 31st October 2022, in accordance with the Town and Country Planning (Development Management) (Wales) (Amendment) Order 2016, which requires it to run for a minimum of 28 days.

The PAC exercise produced a **total of 135 responses** from members of the public - 96 comments in support, 17 objections and 12 ‘neutral’ comments. In addition, the following Specialist Consultees responded to the PAC:

- NRW;
- Welsh Government Transport Division;
- CADW;
- Welsh Water;
- Carmarthenshire County Council – Contaminated Land Section.

Copies of the responses are listed in Appendix E (Specialist Consultees) and F (Public Responses).

1 INTRODUCTION

BACKGROUND

- 1.1.1. This Pre-Application Consultation Report has been prepared in support of a planning application, submitted on behalf of Carmarthenshire County Council (CCC), in relation to the following proposed development on land within the Tywi Valley:

“Formation of a new combined Pedestrian & Cycle Path between Nantgaredig and Ysgol Bro Dinefwr, Ffairfach, plus associated engineering and landscaping works (Tywi Valley Path – Eastern Phase)”.

Purpose and Structure of this Report

- 1.1.2. The Report documents the Pre-Application Consultation exercise undertaken by the applicant with regard to Article 1 of the Town and Country Planning (Development Management) (Wales) (Amendment) Order 2016 (“the 2016 Order”).
- 1.1.3. This report is structured as per the following:
- Section 2 provides planning policy context on the PAC process.
 - Section 3 provides a declaration that the site notice/s were displayed appropriately;
 - Section 4 provides a summary of the representations received; and
 - Section 5 sets out our conclusions.
- 1.1.4. The documentation noted in Table 1-1 has been prepared in support of the planning application:

Table 1-1 – Documentation submitted with the Planning Application

Document
Application Form
Planning, Design and Access Statement (English)
Planning, Design and Access Statement (Welsh)
Plans and Drawings
Transport Statement
ES Non-Technical Summary (English) – Volume I
ES Non-Technical Summary (Welsh) – Volume I
Environmental Statement Volume II – Main Text
Environmental Statement Volume III – Figures
Environmental Statement Volume IV – Appendices
Location Plan

2 CONTEXT

2.1 THE PROPOSED DEVELOPMENT

- 2.1.1. The proposed development (known as Tywi Valley Path – Eastern Phase) involves the construction of a new combined Pedestrian & Cycle Path between Ysgol Bro Dinefwr, Ffairfach and Nantgaredig, plus associated engineering and landscaping works.
- 2.1.2. The proposed development will predominantly utilise the disused Carmarthen to Llandeilo railway line, crossing both the Afon Cothi and Afon Tywi. The proposed path will be circa 14.9km long, of which approximately 11.0km will be situated on the track bed of the former railway line and approximately 3.9km partially utilising existing public rights of way.
- 2.1.3. The proposed path is located adjacent to the Afon Twyi Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). Furthermore, the proposed path crosses the SAC along the route.
- 2.1.4. The Active Travel (Wales) Act 2013 requires Carmarthenshire County Council to have a duty to consider key walking and cycling routes and investigate additional routes. The proposed shared pedestrian path comprises the second half of the route, linking Carmarthen with Llandeilo. The first (western) phase was granted consent under planning references W/34225 (granted 07/04/17); W/37938 (granted 29/11/18) and W/39127 (granted 07/07/20).

2.2 LEGISLATIVE REQUIREMENTS RELATING TO PAC

- 2.2.1. From 1st August 2016, the requirement to undertake pre-application consultation PAC is applicable to all ‘major’ (as defined in article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012) planning applications (full or outline) and applications for Developments of National Significance (DNS).
- 2.2.2. It allows members of the public, specialist consultees and community consultees the opportunity to comment on and potentially influence the proposed development before it is formally submitted to the Local Planning Authority.
- 2.2.3. The 2016 Order sets out the requirements to undertake pre-application consultation in respect of all planning applications for ‘major development’. Major development is defined in Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO), as follows:

“major development” means development involving any one or more of the following-

- (a) The winning and working of minerals or the use of land for mineral-working deposits;*
- (b) Waste development;*
- (c) The provision of dwelling houses where-*
 - i. The number of dwelling houses to be provided is 10 or more; or*
 - ii. The development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);*

(d) The provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or

(e) Development carried out on a site having an area of 1 hectare or more.

2.2.4. In line with the above criteria, as the development will be carried out on a site having an area of 1 hectare or more it is categorised as 'major development' and therefore the planning application is accompanied by this Pre-Application Consultation Report (PAC) as required by Article 2F(1) of the 2016 order.

2.2.5. This report meets the specified content requirements, as outlined within paragraph 44 of the Welsh Government's Guidance on Pre-Application Consultation document (<http://gov.wales/docs/desh/publications/160129annex-1-pre-application-consultation-en.pdf>). This guidance is summarised in the following table:

Table 2-1 – PAC Report Requirements

Reference	Minimum Requirement	Report Reference
A	A copy of the site notice	Appendix A
B	A declaration that the site notice was displayed in accordance with the statutory requirements	Section 3
C	A copy of the notice given to owners and occupiers of adjacent land	Appendix B
D	Copies of notices provided to councillors, town and community councils and specialist consultees	Appendix C and D
E	Copies of all responses received from specialist consultees with an explanation of how those responses have been addressed	Section 4 and Appendix E
F	A summary of all responses received in response to the statutory publicity and the applicant's response to the issues raised	Section 4 and Appendix F

2.2.6. To satisfy these requirements, the applicant must prior to the submission of a planning application:

- Display a site notice in at least one place on, or near, the land to which the proposed application relates for a period of no less than 28 days before submitting an application for the proposed development;
- Write to any owner or occupier of land adjacent to the land to which the proposed application relates;
- Make the draft planning application and any supporting information publicly available;
- Consult community and specialist consultees before applying for planning permission;
- Consider if an Environmental Impact Assessment (EIA) is required for the project; and
- Submit a PAC Report as part of the planning application.

3 STATUTORY REQUIREMENTS

3.1 SITE NOTICE

- 3.1.1. A copy of the site notice is attached in Appendix A. The notice was displayed in accordance with the statutory requirements i.e. in at least one place on, or near, the development site for no less than 28 days. As per article 2F(2)(b), this Report declares that the notice was displayed in accordance with the requirements of 2C(i)(a)(ii). The following figures show where the site notices (indicated by the yellow icon) were displayed:

Figure 3-1 - Site Notices 1 and 2

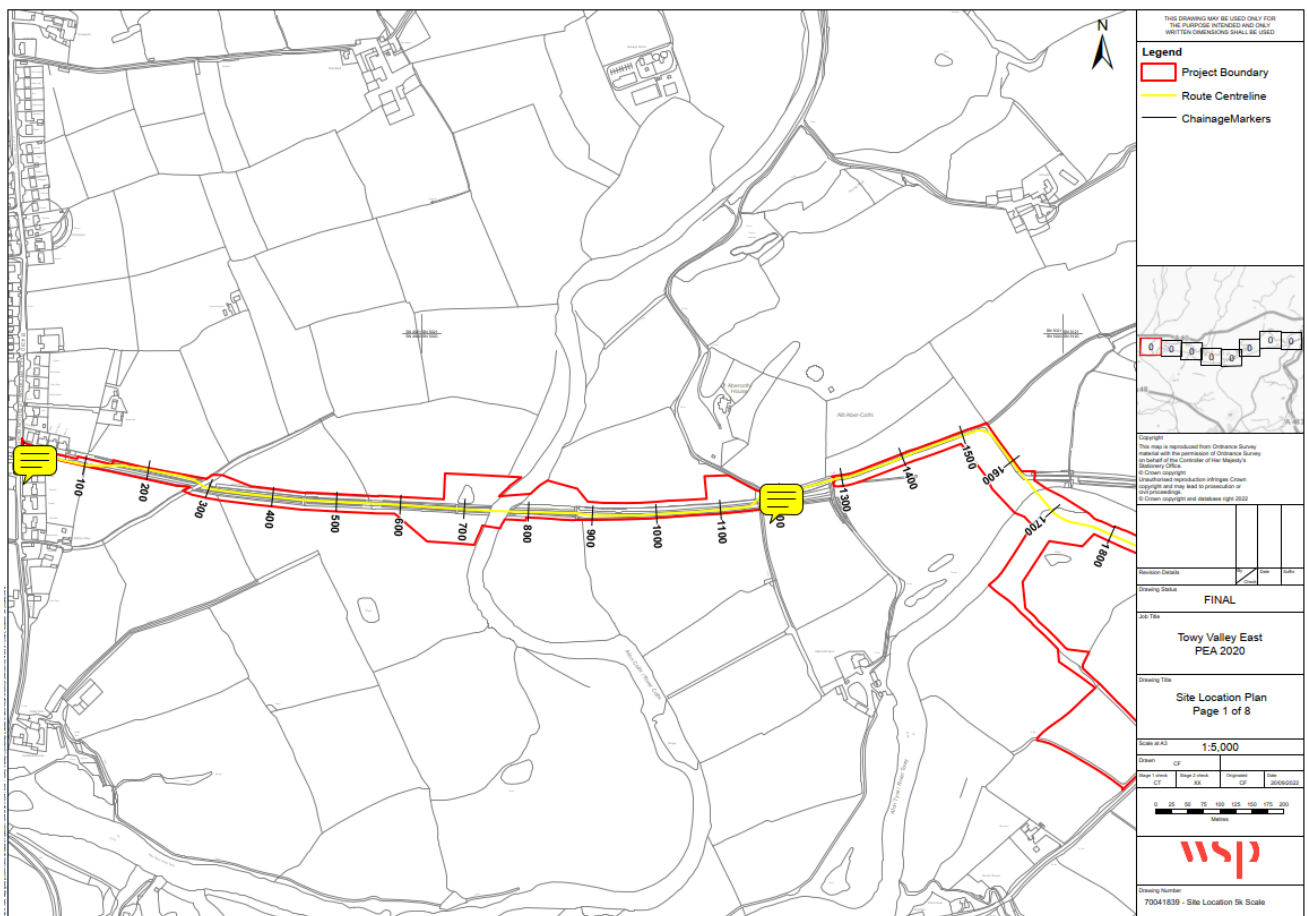


Figure 3-2 - Site Notice 3

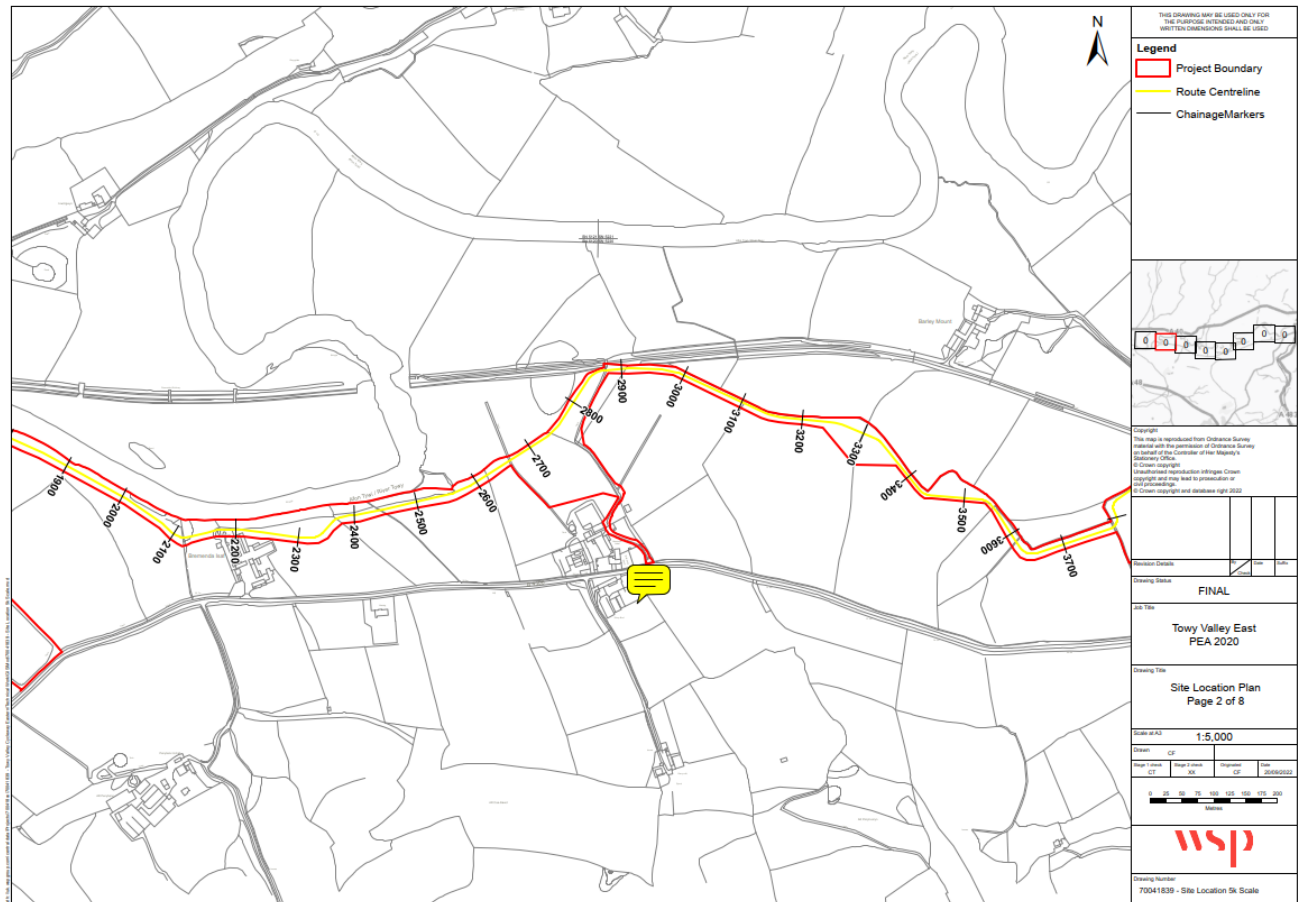


Figure 3-3 - Site Notice 4

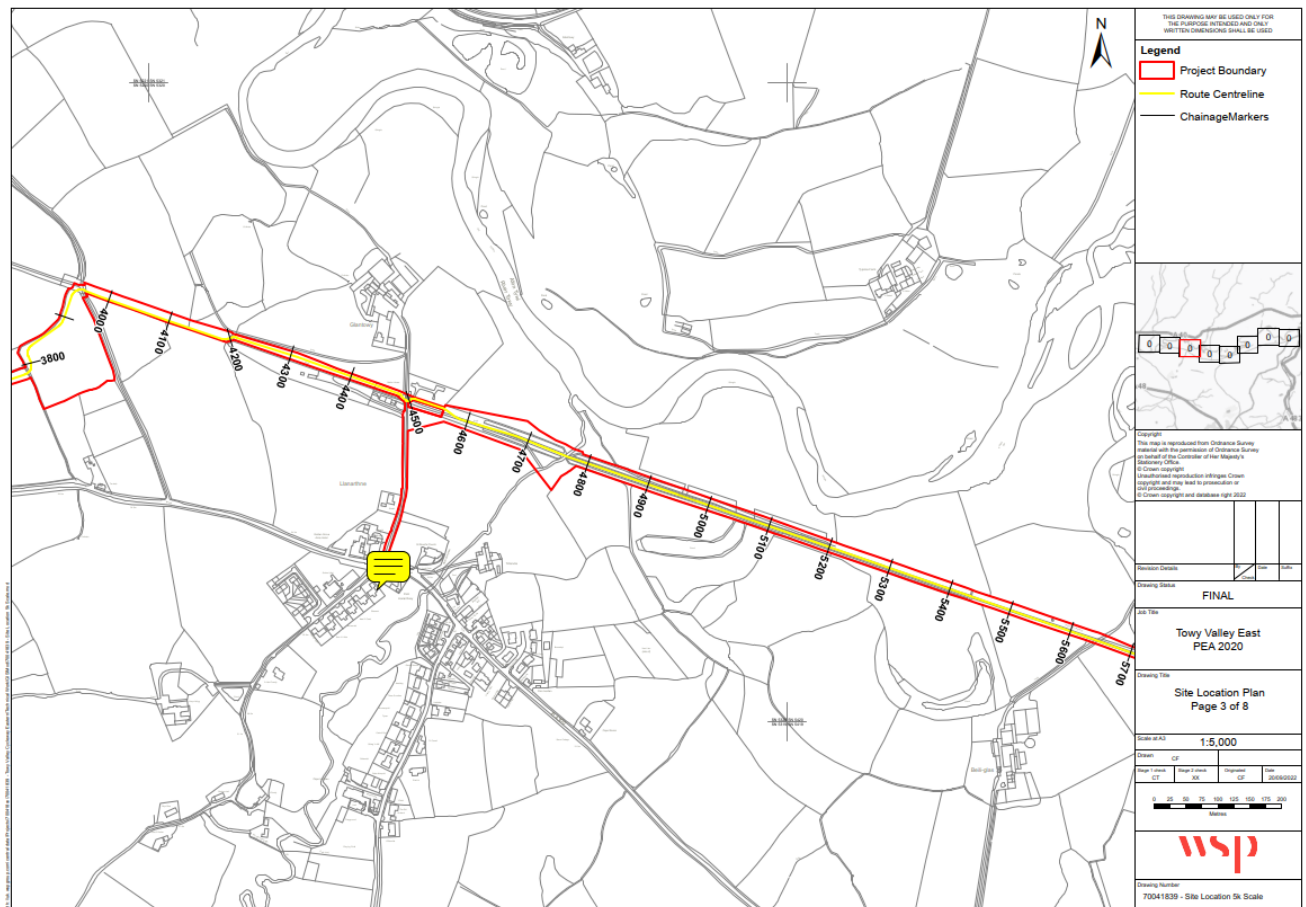


Figure 3-4 - Site Notice 5



Figure 3-5 - Site Notices 6 and 7

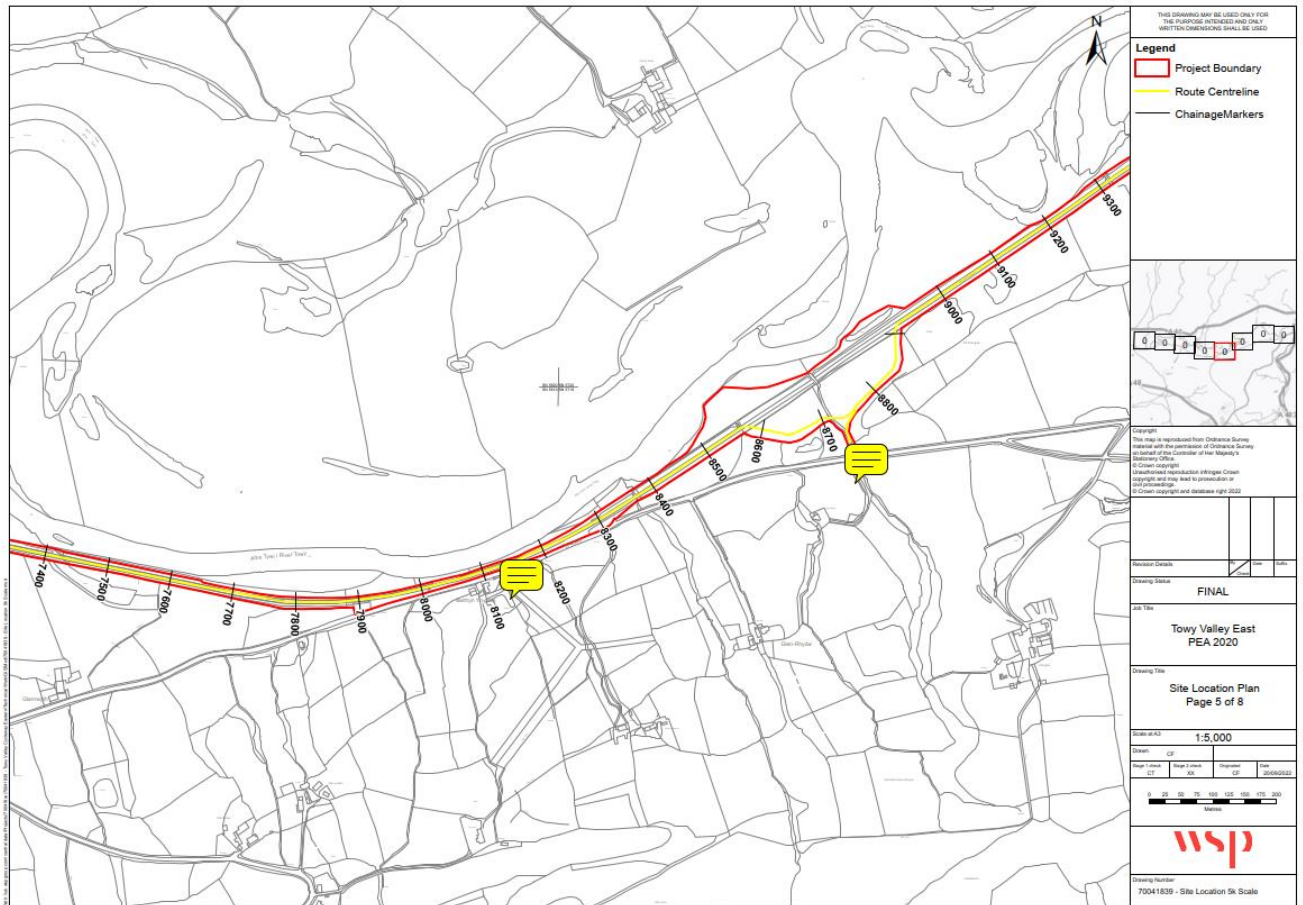


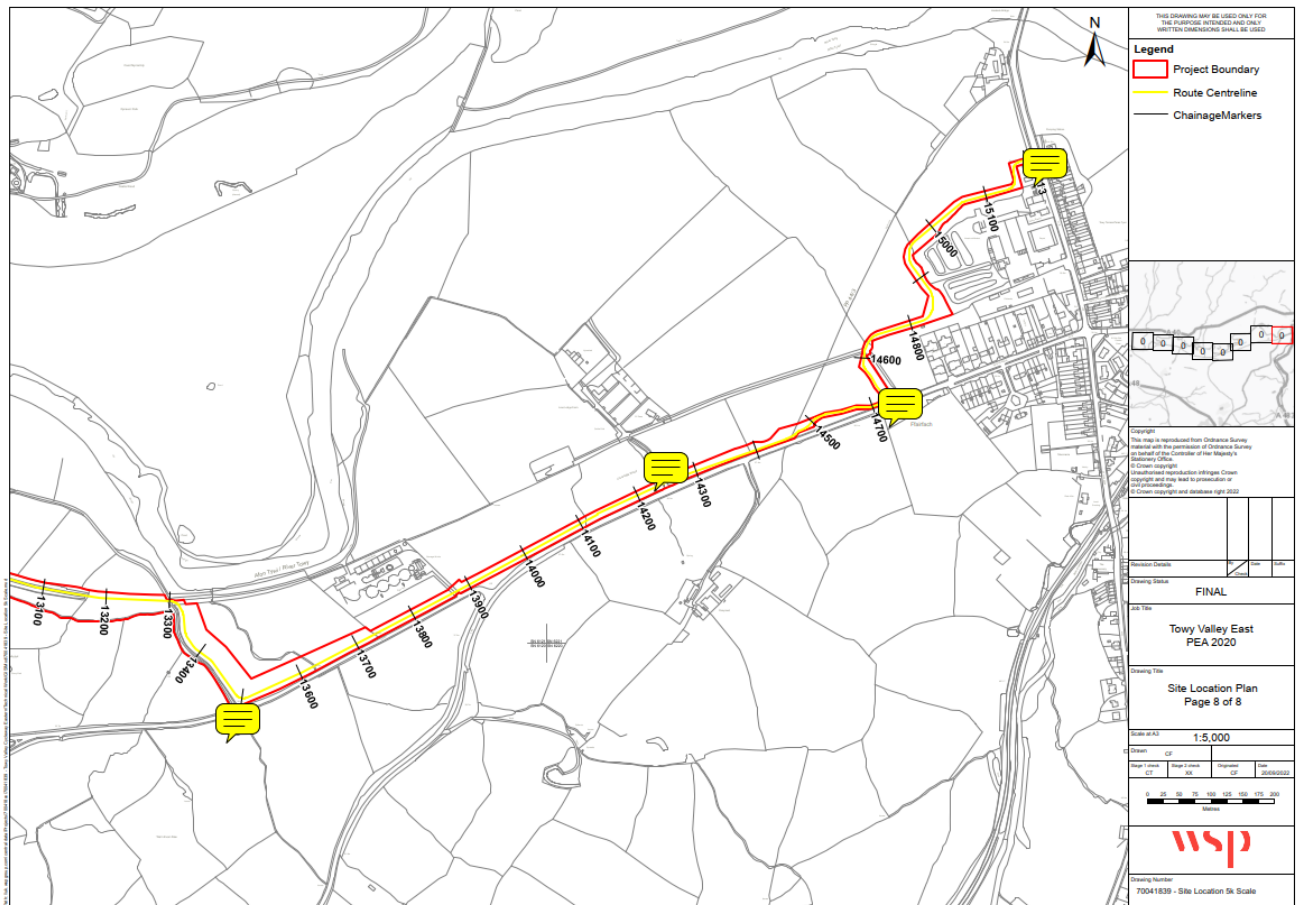
Figure 3-6 - Site Notice 8



Figure 3-7 - Site Notice 9



Figure 3-8 - Site Notices 10-13



- 3.1.2. The site notices were on displayed in advance of the PAC starting from Friday 30th September 2022 until at least Monday 31st October 2022. The site notices were not removed on 31st October 2022, so that further representations could be made / received, if interested parties so wished. Photographs of the site notices in-situ are shown below:

Figure 3-9 - Photographs of Site Notices In-Situ



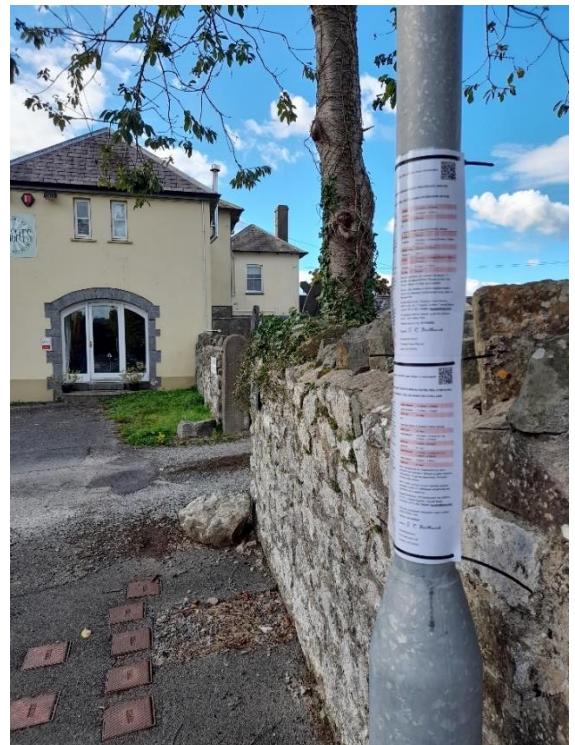
1



2



3



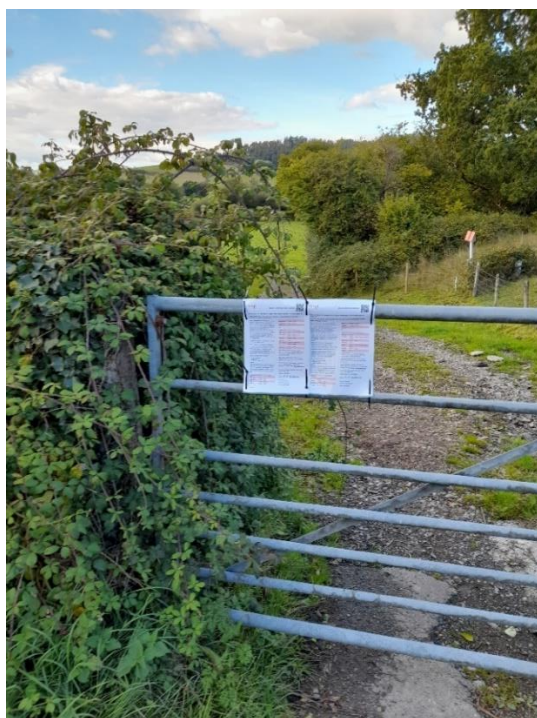
4



5



6



7



8



9



10



11



12

	
13	

- 3.1.3. The site notices advise that Carmarthenshire County Council are applying for the *“Formation of a new combined Pedestrian & Cycle Path between Ffairfach and Nantgaredig, plus associated engineering and landscaping works (Tywi Valley Path – Eastern Phase)”* along the Tywi Valley. An example of the site notice is in Appendix A.
- 3.1.4. A copy of the proposed application documents including, but not limited to, the plans and other supporting information, were made available online at the following website address:
<https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP>
- 3.1.5. Furthermore, this information was accessible on publicly available computers at Llandeilo Library with ‘extra’ hard copies also printed off for display at:
Carmarthenshire Museum, Abergwili, SA31 2JG.
Llandeilo Public Library, Crescent Road, Llandeilo, SA19 6HN.
- 3.1.6. As per Article 2D(3) of the 2016 Order, as the relevant information has been made available on a website, the location for public viewing was Llandeilo Public Library where computer facilities were available to the general public.

3.2 NOTICE TO ADJOINING OWNERS / OCCUPIERS

- 3.2.1. Consultation letters were sent to all owners and / or occupiers of properties adjoining the site, in accordance with the statutory requirements. A list of those addresses issued with a Schedule 1B notice is provided in Table 3-1:

Table 3-1 - List of Properties Consulted as part of PAC

#	Name:	Address:
1.	The Owner/Occupier	Glancelllyn, Nantgaredig, Carmarthen. SA32 7LQ
2.	The Owner/Occupier	The Old Farmers Co-op, Ty Taffy, Station Road, Nantgaredig, Carmarthen. SA32 7LQ
3.	The Owner/Occupier	Craig Glas, Station Road, Nantgaredig, Carmarthen. SA32 7LQ
4.	The Owner/Occupier	Lleti'r Bugail, Station Road, Nantgaredig, Carmarthen. SA32 7LQ
5.	The Owner/Occupier	Gwinllan, Station Rd, Nantgaredig, Carmarthen. SA32 7LQ
6.	The Owner/Occupier	Nidaros, Station Road, Nantgaredig, Carmarthen. SA32 7LQ
7.	The Owner/Occupier	Dyffryn Towy, Station Road, Nantgaredig, Carmarthen. SA32 7LQ
8.	The Owner/Occupier	Coynant, Station Road, Nantgaredig, Carmarthen. SA32 7LQ
9.	The Owner/Occupier	Blaenwinllan, Station Road, Nantgaredig, Carmarthen. SA32 7LQ
10.	The Owner/Occupier	Maesycrug, Station Road, Nantgaredig, Carmarthen. SA32 7LG
11.	The Owner/Occupier	Carregllys, Nantgaredig, Carmarthen. SA32 7LQ
12.	The Owner/Occupier	Golden Grove Estate Ltd., The Estate Office, West Wycombe Park, High Wycombe, Buckinghamshire. HP14 3AJ
13.	The Owner/Occupier	Tre Glais, Llanarthney, Carmarthen. SA32 8JX
14.	The Owner/Occupier	Llwchgwyn, Nantgaredig, Carmarthen. SA32 7NJ

#	Name:	Address:
15.	The Owner/Occupier	Manordulais, Dryslwyn, Carmarthen. SA32 8JX
16.	The Owner/Occupier	Bremenda Isaf, Llanarthne, Carmarthen. SA32 8JX
17.	The Owner/Occupier	Bremenda Uchaf, Llanarthne, Carmarthen. SA32 8JX
18.	The Owner/Occupier	Bremenda Ganol, Llanarthne, Carmarthen. SA32 8JX
19.	The Owner/Occupier	Pistyllcelyn, Llanarthne, Carmarthen. SA32 8JX
20.	The Owner/Occupier	Barley Mount, Llanarthne, Carmarthen. SA32 8JX
21.	The Owner/Occupier	Glantowy, Llanarthne, Carmarthen. SA32 8JU
22.	The Owner/Occupier	Station Bungalow, Llanarthne, Carmarthen. SA32 8JU
23.	The Owner/Occupier	Glasdir, Llanarthne, Carmarthen. SA32 8JU
24.	The Owner/Occupier	1 Buarth Y Bragwr, Llanarthne, Carmarthen. SA32 8JU
25.	The Owner/Occupier	2 Buarth Y Bragwr, Llanarthne, Carmarthen. SA32 8JU
26.	The Owner/Occupier	3 Buarth Y Bragwr, Llanarthne, Carmarthen. SA32 8JU
27.	The Owner/Occupier	4 Buarth Y Bragwr, Llanarthne, Carmarthen. SA32 8JU
28.	The Owner/Occupier	5 Buarth Y Bragwr, Llanarthne, Carmarthen. SA32 8JU
29.	The Owner/Occupier	St Davids Church, Llanarthne, Carmarthen. SA32 8JU
30.	The Owner/Occupier	45 St Julians Road, Newport. NP19 7GN
31.	The Owner/Occupier	Beili Glas, Llanarthne, Carmarthen. SA32 8JG
32.	The Owner/Occupier	2 Caecefn Cottages, Pontyates, Llanelli. SA15 5UU

#	Name:	Address:
33.	The Owner/Occupier	Dryslwyn Fawr, Llanarthne, Carmarthen. SA32 8JQ
34.	The Owner/Occupier	Derimoelion, Dryslwyn, Carmarthen. SA328RH
35.	The Owner/Occupier	Dryslwyn Lodge, Llanarthne, Carmarthen. SA32 8JQ
36.	The Owner/Occupier	Ger y Castell, Llanarthne, Carmarthen. SA32 8JQ
37.	The Owner/Occupier	Gorsaf Dryslwyn, Llanarthne, Carmarthen. SA32 8JQ
38.	The Owner/Occupier	Orchard Cottage, Llanarthne, Carmarthen. SA32 8JQ
39.	The Owner/Occupier	Dairy Cottage, Llanarthne, Carmarthen. SA32 8JQ
40.	The Owner/Occupier	Ivy Cottage, Llanarthne, Carmarthen. SA32 8JQ
41.	The Owner/Occupier	Dryslwyn Halt, Llanarthne, Carmarthen. SA32 8JQ
42.	The Owner/Occupier	Rhydarwen, Llanarthney, Carmarthen. SA32 8JH.
43.	The Owner/Occupier	Glanrwyth, Llanarthne, Carmarthen. SA32 8JJ
44.	The Owner/Occupier	64 Brecon Road, Ystradgynlais, Swansea. SA9 1HH
45.	The Owner/Occupier	79 Heol Twrch, Lower Cwmtwrch, Swansea. SA9 2TE
46.	The Owner/Occupier	Pentre Davis Farm, Dryslwyn, Carmarthen. SA328RP
47.	The Owner/Occupier	Cawdor Castle, Nairn, Inverness, Scotland. IV12 5RD
48.	The Owner/Occupier	Pantglas, Llanarthne, Carmarthen. SA32 8JN
49.	The Owner/Occupier	Bwthyn Ynyslas, Llanarthne, Carmarthen. SA32 8JJ
50.	The Owner/Occupier	Ynys-las, Llanarthne, Carmarthen. SA32 8JJ

#	Name:	Address:
51.	The Owner/Occupier	Alltygaer, Dryslwyn, Carmarthen. SA32 8RP
52.	The Owner/Occupier	Coleg Sir Gar, Graig Campus, Sandy Road, Llanelli. SA15 4DN
53.	The Owner/Occupier	Golden Grove, Carmarthen. SA32 8NJ
54.	The Owner/Occupier	Gate House, Golden Grove, Carmarthen. SA32 8NG
55.	The Owner/Occupier	Pentrecwn, Ffairfach, Llandeilo. SA19 6PG
56.	The Owner/Occupier	Towy Cottage, Ffairfach, Llandeilo. SA19 6PB
57.	The Owner/Occupier	Llwyn Helyg, Waunfarlais Road, Llandybie, Ammanford. SA18 3NG
58.	The Owner/Occupier	Aspect Developments, 42 Rhosmaen Street, Llandeilo. SA19 6HD
59.	The Owner/Occupier	Dwr Cymru Welsh Water Legal Department, Penwtyn Road, Nelson, Treharris, CF46 6HE
60.	The Owner/Occupier	The Lodge, Gelli Aur Country Park, Golden Grove, Llandeilo. SA32 8LR
61.	The Owner/Occupier	c/o Woodland Investment Management Ltd., 35 Giant Arches Road, London. SE24 9HP
62.	The Owner/Occupier	c/o Woodland Investment Management Ltd., 2 Peace Grove, Welwyn. AL6 0RS
63.	The Head Teacher	Ysgol Bro Dinefwr School, Heol Myrddin, Ffairfach, Llandeilo. SA19 6PE
64.	The Owner/Occupier	Llandeilo Livestock Market, Towy Terrace, Ffairfach, Llandelio. SA19 6ST
65.	The Owner/Occupier – Ger Y Bont, Ffairach	c/o Welsh Government, Cathays Park, Cardiff. CF10 3NQ estatesprofessionalservices@gov.wales

#	Name:	Address:
66.	The Owner/Occupier	Pompimol Kosolwattana, c/o Rowanmoor House, 46-50 Castle Street, Salisbury. SP1 3TS
67.	The Owner/Occupier	Glanyrafon Farm, Ffairfach, Llandeilo, SA19 6PF
68.	Stephen P Morgan, Strategic Asset Manager, Chief Executives Department, Carmarthenshire County Council	Building 8, St David's Park, Carmarthen, SA31 3HB
69.	The Owner/Occupier	Hendy Farm, Fairfach, Llandeilo, SA19 6PG

3.3 NOTICE TO COMMUNITY CONSULTEES

- 3.3.1. A copy of the letter sent to community consultees is attached in Appendix C. Those issued with a letter are set out in the table below:

Table 3-2 - List of community consultees consulted

Name/Ward	Address	Date Letter Sent	Date Response Received (Y/N)
	Ward Cllrs		
Llanegwad - Cllr. Mansel Charles (Chair of Council)	Democratic Services, County Hall, Carmarthen. SA31 1JP MCharles@carmarthenshire.gov.uk	30/09/2022	No
Llanddarog - Cllr. Ann Davies (Cabinet Member for Rural Affairs and Planning Policy)	Democratic Services, County Hall, Carmarthen. SA31 1JP CAnnDavies@carmarthenshire.gov.uk	30/09/2022	No
Llanfihangel Aberbythych - Cllr. Hefin Jones	Democratic Services, County Hall, Carmarthen. SA31 1JP HeJones@carmarthenshire.gov.uk	30/09/2022	No

Name/Ward	Address	Date Letter Sent	Date Response Received (Y/N)
Llandeilo - Cllr. Edward Thomas (Cabinet Member for Transport, Waste and Infrastructure Services)	Democratic Services, County Hall, Carmarthen. SA31 1JP EGThomas@carmarthenshire.gov.uk	30/09/2022	No
Abergwili – Cllr Neil Lewis	Democratic Services, County Hall, Carmarthen. SA31 1JP neillewis@carmarthenshire.gov.uk	30/09/2022	No
Town & Community Councils			
Llanegwad - Mrs Gaynor Davies	Glynteg, Felindre, Dryslwyn, Carmarthen. SA32 8RJ clercllanegwad@btinternet.com	30/09/2022	No
Llanfihangel Aberbythych - Miss E Mair Jones	Gwernllwyn, Milo, Llandybie, Rhydaman. SA18 3LZ clerk@llanfihangelaberbythych.org.uk	30/09/2022	No
Llangathen - Mrs Meirwen Rees	Crachty Isaf, Capel Isaac, Llandeilo. SA19 7UH Council@Llangathen.org.uk	30/09/2022	No
Llandeilo Town - Mr Owen James	1 Blende Road, Llandeilo. SA19 6NE clerk@llandeilo.gov.uk	30/09/2022	No
Dyffryn Cennen - Mrs Joy Waters	56 Ammanford Road, Tycroes, Ammanford. SA18 3QN joywaters@hotmail.co.uk	30/09/2022	N/o
Llanarthne - Miss Rhiannon John	Preswylfa, Maesybont, Llanelli, Carmarthenshire. SA14 7SR clerk@llanarthne.org	30/09/2022	No

Name/Ward	Address	Date Letter Sent	Date Response Received (Y/N)
Abergwili – Mrs Pamela Davies	Ty Ni, Ffaldybrenin, Llanwrda, Carmarthenshire. SA19 8QB clerk@abergwilicc.org	30/09/2022	No
Local Access Forum Carmarthenshire – Caroline Ferguson	CFerguson@carmarthenshire.gov.uk	10/10/2022	No
Members of Parliament and Senedd			
MS - Carmarthen East and Dinefwr Constituency Adam Price (Plaid Cymru)	37 Wind Street, Ammanford, SA18 3DN Adam.Price@senedd.wales	30/09/2022	No
MP - Carmarthen East and Dinefwr Constituency Jonathan Edwards (Independent)	30 Parc Hafan, Newcastle Emlyn, Carmarthenshire, SA38 9AR jonathan.edwards.mp@parliament.uk	30/09/2022	30/09/2022

3.4 NOTICE TO SPECIALIST CONSULTEES

- 3.4.1. A copy of the letter sent to specialist consultees is attached in Appendix D. Those issued with a letter are set out in the table below:

Table 3-3 - List of specialist consultees consulted

Name	Address	Date Letter Sent	Date Response Received (Y/N)
Mr Darren King - Carmarthenshire County Council Highways Section	DKing@Carmarthenshire.gov.uk	30/09/2022	No

Name	Address	Date Letter Sent	Date Response Received (Y/N)
Mr Peter Morgan and Mr Chris Davies – South Wales Trunk Road Agency	P.Morgan@southwales-tra.gov.uk c.w.davies@southwales-tra.gov.uk	30/09/2022	No
Welsh Government's Transport Directorate	LGC_Development_Control-South@gov.wales	30/09/2022	27/10/2022
CADW – Planning Section	CadwPlanning@gov.wales	30/09/2022	24/10/2022
Natural Resources Wales	swplanning@cyfoethnaturiolcymru.gov.uk	30/09/2022	08/11/2022
Welsh Water	developer.services@dwrcymru.com	30/09/2022	20/10/2022
Mid & West Wales Fire and Rescue Service	bregs@mawwfire.gov.uk	30/09/2022	No
Western Power Distribution	WPDMapResponse@westernpower.co.uk	30/09/2022	No
BT Openreach	nnhc@openreach.co.uk	30/09/2022	No
Mainline Pipelines Ltd.	Marc.Strydom@fishergerman.co.uk Richard.Gent@fishergerman.co.uk	30/09/2022	No
National Grid (Gas)	plantprotection@cadentgas.com	30/09/2022	No

Name	Address	Date Letter Sent	Date Response Received (Y/N)
Wales & West Utilities	diversionrequests@wwutilities.co.uk enquiries@wwutilities.co.uk	30/09/2022	No
Carmarthenshire County Council – Contaminated Land Section	TEO'Leary@carmarthenshire.gov.uk	30/09/2022	27/10/2022

4 SUMMARY OF REPRESENTATIONS

- 4.1.1. In line with article 2F(2)(d) of the 2016 Order, Appendix A contains a copy of the Schedule 1C notice displayed on, or near, the site, whilst Appendices B, C and D respectively contain a copy of the Schedule 1B notices sent to adjoining landowners and occupiers and those located in proximity to the site, together with community and specialist consultees.

4.2 COMMUNITY / ADJOINING OWNER / OCCUPIER

- 4.2.1. Bilingual Schedule 1B notices were sent to occupiers / owners of land adjoining the site of the proposed development and those located in proximity to the site on 30/09/2022. Additionally, the Ward Councillors, Community/Town Councils, MP's and MS's were consulted to inform them of the applicant's intention to submit a planning application.
- 4.2.2. The notices also identified where the associated plans and documentation could be viewed and how to provide feedback on the proposal.
- 4.2.3. At the point of compiling this report, a **total number of 135 responses** from neighbouring owners and occupiers, members of the public (including one MP) have been received.
- 4.2.4. The table below illustrates an overview of the **main** areas of concern and support raised during the PAC process. The table indicates the number of responses to each topic area. Those in red are comments of support:

Table 4-1 – Main Areas of Concerns/Support Raised During PAC

Issue:	Number of Comments:
Support for Equestrian Use of Path	34
Use Funding for Other Services in Carmarthenshire & Viability	12
Potential future maintenance concerns	12
Proposal would support economy/tourism	49
Proposal would provide recreation/health boost	50
Concerns of access to land & properties due to the path	4
Potential flooding concerns	15
Potential for alternative routes or separate routes for different users	7
Potential parking and Public Transport access issues	6
Path should be extended further	11
Path would improve safety	50
Proposal would be better for the climate	14
Concerns regarding trees	2
Concerns of lighting	1
Concerns with potential litter	1
Construction hours concerns	1
Toilet provision	2
Provision of signs regarding access and public information	2
Provision of Multiple Access Points	2
Reopen rail line on route instead	2
Impact on farming activities	2
Visual impact	2

4.2.5. Overall there were 96 supporting comments, 17 objections and 22 'neutral' comments relating to the proposal.

4.3 RESPONSES TO COMMENTS RAISED DURING PAC

4.3.1. Below details the main comments raised during PAC, including some of the additional specific comments which are not included within the summary table above.

Support for Equestrian Use of Path

4.3.2. Equine access cannot be incorporated into the path. Accommodation for horse riding along the path would require path widening along the whole length of the route, to avoid conflict with other users including pedestrians and cyclists. The path is also located on top of embankments in places and it is considered that there is insufficient width along the whole of the route to accommodate equestrian use. Furthermore, it would require the construction of new car parks and horse tethering locations, the increase in bridge parapet height and the addition of a rubber surfacing on many parts of the path. Due to these significantly increased infrastructural requirements, construction and maintenance costs (from potential damage to the surfacing from horses) would be increased, making the path unviable if equestrian use was permitted.

4.3.3. In terms of the LDP and Policy TR4 this states:

“Land required to facilitate the following improvements to the cycle network will be safeguarded. Proposed routes where known are shown on the proposals map. The potential opportunity for horse riding should where appropriate be considered.

(a) Tywi Valley (between Llandeilo and Carmarthen);

(b) Whitland to Llanglydwen; and

(c) Ammanford to the Amman Valley.

Developments should, where appropriate seek to incorporate, or where acceptable, facilitate links to the cycle, rights of way and bridleway network to ensure an integrated sustainable approach in respect of any site”.

4.3.4. It should be noted that potential equestrian use has been fully considered by Carmarthenshire Council when developing plans for the TVP. However, for the logistical and economic reasons stated above, it is not considered “appropriate” or “acceptable” to include equestrian provision on the TVP. In light of this, it should be noted that the proposal would be in compliance with Policy TR4.

Use Funding for Other Services in Carmarthenshire & Viability

4.3.5. The funding for this project is predominantly from UK Government’s Levelling Up Fund and is conditional that it can only be used for this specific scheme, and must be spent within set deadlines. It cannot be reallocated to fund other services or projects in Carmarthenshire.

4.3.6. The total cost of the scheme is approximately £18,638,791.34. Of this, the UK Government Levelling-up Fund has awarded the scheme £16,774,912.21. Carmarthenshire County Council are to fund the remainder of the cost.

Future Maintenance

4.3.7. The path will be maintained by the Local Authority as per other active travel pathways already existing in the County, such as the off-road sections of NCN Route 47.

4.3.8. It should be noted that the costs of maintenance will be funded from existing budget allocations.

Tourism & Economy Support

4.3.9. It is anticipated that the scheme would provide the following, based on similar schemes elsewhere, and subject to actual user numbers:

- An additional day spending benefit of circa £2.4m per annum;
- Overnight accommodation spending between £711,000 to £1.3m (serviced and non-serviced accommodation) per annum.
- Commuting benefits of circa £119,000 per annum;
- Business turnover impacts of approximately £2m per annum;
- Additional GVA impacts of £2.9m per annum.

Projected Number of Users

- 4.3.10. It is not possible, at this stage, to provide accurate figures for the number of users for the path. However, estimations and assessments have been made based on other similar schemes in existence, which is detailed within the WelTag assessment. It is anticipated that there would be 123,532 users per annum.

Health Boost

- 4.3.11. As detailed in the WelTag assessments, the proposal would provide a safe 'active travel' route with significant potential health benefits.

Access to Land and Properties

- 4.3.12. It should be noted that the path will not impact access to residents' properties or adjoining land. Any existing access rights would be maintained.
- 4.3.13. In relation to the comments regarding land acquisition and Compulsory Purchase Orders (CPOs), it should be noted that the Legal Team from Carmarthen Council haven been and are continuing to contact are landowners likely to be affected by the proposal in relation to land negotiations and potentially using CPO powers. This is a separate legal matter and is not a material planning consideration.

Potential Flooding Issues

- 4.3.14. An independently conducted Flood Consequences Assessment (FCA) with detailed hydraulic modelling has been produced in support of this application. The FCA concluded that the impact of the path on the existing flood risk to third parties in negligible. This has been reviewed in detail by Natural Resources Wales who note that although the proposal does not technically comply with TAN15 A1.14 (and nor is it likely to, as there will be an element of flooding and flood risk due to the location of the path along the existing (old) railway line). It is ultimately down to the Local Planning Authority to consider the acceptability of the flooding consequences of this proposal. This will need to balance the potential benefits of the project against and potential issues taking into account the mitigation measures proposed. Nevertheless, it should be noted that NRW do accept the conclusions within the FCA.

Potential for Alternative Route or Separate Route for Different Users

- 4.3.15. The majority of the route tries to follow the historic rail alignment. However, due to issues with land ownership, flooding, ground conditions and biodiversity deviations off this alignment were required. The route, as proposed, has been designed to taken into account all necessary factors to provide the optimum route overall.

Consideration for Extending Path Further

- 4.3.16. It should be noted that this scheme only seeks to extend from Nantgaredig to Fairfach (known as the Eastern Section of TVP). Any extension eastward or northward to Llandeilo would be a separate application dependent on additional funding and the route of the proposed bypass.

Parking and Public Transport Concerns

- 4.3.17. Railway stations are available at Carmarthen and Fairfach enabling users to access the eastern and western ends of the entire Tywi Valley path. Bikes are permitted to travel via train, providing a sustainable means of accessing the path. For those on foot, bus stops are a short walk from the path at numerous points along the route on both the A40 and B4300. Taxi services are also available if necessary.
- 4.3.18. Most tourist users are expected to park at one end of the path, in either Carmarthen or Fairfach, or potentially park at their local accommodation and cycle/walk to the path. Parking is available at many points a short distance away from the route for those who chose to access the path part way along the route .

Improve Safety

- 4.3.19. In relation to the comments that the proposal will improve safety these are noted and acknowledged. The path would provide a safe route for residents and tourists between Carmarthen and Llandeilo.

Better for the Climate/Environment

- 4.3.20. Regarding the comments that the proposal will be better for the climate/environment these are noted. It is anticipated that the proposal would help encourage 'active travel' and potential reduce the number of journeys being undertaken by private cars, with associated reduction in carbon footprints.

Trees

- 4.3.21. In respect of the concerns that the new trees proposed could impact on telecommunication or power cables, it should be noted that a concept landscaping scheme will be submitted in support of the planning application, with the final scheme likely to be conditioned as part of any planning permission. Nevertheless, consideration will be given to potential tree growth as part of the landscaping scheme.
- 4.3.22. With regards to the concern regarding potential loss of trees (and therefore habitat), it should be noted that a number of trees will be required to be removed as part of this proposal. This is either because they are within the route of the path itself, or their Root Protection Zone (RPZ) would be significantly impacted by the proposed works and therefore needs to be felled. The tree felling has been reduced to those absolutely required to be felled however. These are fully detailed within Arboricultural Assessment provided as part of the PAC. Nevertheless, it should be noted that replacement planting will be provided, included trees to mitigate those lost. In terms of habitats lost (such as birds or bats) this will be accounted for within the proposed landscaping and, where necessary, the licensing requirements from NRW (i.e. protected species).

Lighting

- 4.3.23. There are currently no plans to install lighting along the eastern leg of the path. Installing lighting would lead to environmental impacts (for example on bats) which would be very difficult to mitigate. It should also be noted that other active travel pathways in Wales do not have artificial lighting.

Litter

- 4.3.24. At this stage of the project we would be unable to confirm the exact location of the litter bins. However, they will be provided at key locations along the route.

Hours of Operation

- 4.3.25. As stated in the PAC, working hours are expected to be 07:30hrs to 18:00hrs Monday to Friday and 07:30 to 13:00 Saturday, though there may be instances where these are extended to 20:00hrs.
- 4.3.26. Deliveries and the movement of large vehicles to the site, such as dumper trucks and cranes will be outside of the traditional weekday peak hours (i.e. they will take place between 10:00hrs to 16:00hrs or 18:00 to 20:00hrs) to reduce the impact on the highway network.
- 4.3.27. Ultimately, however, the site working/operating hours would normally be controlled by the Local Planning Authority and a condition would be placed on any potential planning permission granted.
- 4.3.28. An outline CEMP will also be submitted in support of the formal planning application which, among other things, will detail working hours. This will be conditioned by the Local Planning Authority.

Toilet Facilities

- 4.3.29. It should be noted that no new toilet facilities are proposed under this scheme, but local facilities (such as cafés) have indicated they would allow prospective users of the path to use their facilities.

Provision of Signs regarding Access and Public Information

- 4.3.30. In relation to the comments that there should be signs warning users of potential private access/driveways along the route and/or public information signs along the route to advise users of the TVP, it should be noted that appropriate signage will be installed, where necessary, but at this stage we are unable to confirm the exact locations of such signage. This will be considered by the project team but will not form part of the formal planning application as they can be erected under 'Permitted Development'.

Provision of Multiple Access Points

- 4.3.31. With regards to the comments that there should be multiple access to the path, it should be noted that there would be multiple ways to enter/exit the path along its entirety. Users would not need to cycle the whole length of the route. There are road crossing points and/or links to main roads.

Retention of Existing Stone Walls

- 4.3.32. No stone walling is intended to be removed in the Ynys las area. The only stone walling that is being removed is on the abutments in Llanarthne which are unsafe and are therefore being partially demolished.

Culvert Alignment

- 4.3.33. It should be noted that structures 8 and 9 will be re-decked. The existing abutments will remain in their existing configuration however, and there are no known drainage issues currently in that area.

Simultaneous Fibreoptic Broadband Cable Laying

- 4.3.34. No negotiations have yet been held with broadband service providers. However, this is something which is being investigated as a potential opportunity.

Visual Amenity

- 4.3.35. A Landscape Visual Impact Assessment (LVIA) has been conducted and this is considered in Chapter 6 of the Environmental Statement. It should be noted that no significant impacts are anticipated. However, mitigation is proposed in the form of new planting and landscaping.

Well-being of Future Generations Act (WBFGA)

- 4.3.36. The WBFGA requires Local Authorities to ensure sustainable development and to make decisions based on improving the future economic, social, environmental and cultural well-being of Wales. Cycling and walking is a healthier, lower cost, zero carbon alternative to driving, which would be facilitated by the creation of this new path. Therefore, by its very nature, the proposal would be considered in compliance with the WBFGA.

Carbon Impact

- 4.3.37. As a contractor has not yet been appointed, it is not possible to calculate the whole lifetime carbon calculation for the path. Notwithstanding this however, it should be noted that this is not a material planning consideration.

Proposed Surfacing

- 4.3.38. The surface of the path is proposed to be predominantly tarmac, but will include sections of concrete where required. These surfaces have been chosen to provide an optimal amount of traction and comfort whilst ensuring that the path is 'all inclusive' and can be used year round for multiple users – including scooters, mobility scooters and wheelchairs as well as cycles, pedestrians and for landowner access for agricultural purposes. This would be preferred over alternative surfacing, such as rolled gravel or part stone and part tarmac. In respect of the boardwalk features, the exact surfacing has not been finalised yet, but it is likely to be a timber or concrete surface suitable for 'all inclusive' access.

Loss of Farmland

- 4.3.39. The Agricultural Land Classification survey classed the majority of land within the Red Line Boundary as non-agricultural due to the presence of grassed over hardstanding paths and the former railway embankment. The majority of the surrounding agricultural land within the Study Area is classified as Grade 3b moderate quality agricultural land due to climate, wetness or site factors (approximately 21ha) and the remaining land (approximately 12ha) is classified as Grade 3a. As such, it is considered that the proposal would not result in any unacceptable the loss of agricultural or farmland.

Impact on Proposed Carmarthen to Aberystwyth Rail Line

- 4.3.40. The TVP scheme will not impact the potential re-opening of the rail line between these two towns as it follows a completely different route. The Aberystwyth line would use the line which is partly in use by the Gwili Railway.
- 4.3.41. In relation to the comment that the railway line should be re-opened instead of providing a new cycle/pedestrian link, it should be noted that this is not part of the proposal and would not be considered an 'active travel' route. It would also cost significantly more than this project.

Consultation Exercise

- 4.3.42. It should be noted that a virtual consultation exercise (with supplementary paper documentation in Llandeilo Library and Carmarthenshire Museum) was chosen by Carmarthenshire County Council as the most appropriate mode of consultation for this project. This is because all documents could be accessed from any location and at any time of day, significantly increasing flexibility, enabling more people to be engaged than a 'traditional' consultation. The PAC website was also designed to be fully accessible and all documents were able to be 'zoomed in' and viewable on different mediums such as PC, tablets or phones. The two locations were also selected to provide 'extra' physical copies of all documentation, with access to Public Computers at Llandeilo Library. Whilst some of the documentation was printed in black and white the vast majority was text which did not need to be coloured as was readable in black and white. Furthermore, where documents had coloured plans/figures they were still readable and, in any case, were viewable on the official PAC website at home or in the Library, and could be downloaded or printed off as necessary. Questions could also be asked via email or through physical forms provided at the two locations. It is therefore considered that this hybrid approach enabled the greatest number of people with an opportunity to provide their views and access the documentation about the application.
- 4.3.43. It should also be noted that the consultation period and website was extended past the statutory 28-day period to 2nd November to ensure the public had plenty of time to submit their comments.
- 4.3.44. Whilst an in-person event would have been desirable, and was considered by the Council, unfortunately due to time and financial constraints it was not possible in this instance as is not a statutory requirement of the PAC process or the WBFGA.

Potential Damage to Path from Agricultural Machinery

- 4.3.45. In relation to the concerns that agricultural machinery could damage the path and the liability for this, it should be noted that the route will become highway maintainable at the public expense - pursuant to Section 41 of the Highways Act 1980. As such, there will be a statutory obligation for the Authority to maintain and repair the path. However, where required the path construction will be appropriate for agricultural use and this will mitigate the potential for damage caused by agricultural use in the future.

Agricultural Stock Management/Control

- 4.3.46. With regards to the concerns regarding potential conflict between users of the path and farm animals, it should be noted that gates would be installed at key crossing points, together with suitable warning signs.

Job Provision

- 4.3.47. As noted by the comment of support and within the PAC exercise this project has the potential for job creation from the physical construction works themselves but also, potentially, in the future from spin-off developments like tourist accommodation or cafés.

4.4 SPECIALIST CONSULTTEES

- 4.4.1. Bilingual Schedule 1C notices were sent, via email, to the following statutory consultees so as to inform them of the applicant's intention to submit a planning application on the site and also where and how they could view the associated plans and documentation and provide feedback on the proposed development:

- Highways Section – Carmarthenshire County Council;
- SWTRA;
- Welsh Government's Transport Section;
- CADW;
- NRW;
- Welsh Water;
- Mid & West Wales Fire and Rescue Service;
- Western Power Distribution;
- BT Openreach;
- Mainline Pipelines Ltd.;
- National Grid (Gas).
- Wales & West Utilities;
- Contaminated Land Section – Carmarthenshire County Council.

- 4.4.2. In line with article 2F(2)(f) of the 2016 Order, Appendix E contains a copy of all of the responses received from specialist consultees. Table 4-2 provides a summary of all matters raised by these consultees:

Table 4-2 - Summary of Responses received from Specialist Consultees

Representor	Response
CADW	Scheduled monument CM328 Maes y Crug is located immediately adjacent to the north side of the corridor on which the proposed path will be constructed. It is possible that due to, what appears to be a slight change in the alignment of the existing fence, the scheduled monument may extend very slightly into the proposed path corridor. This technical issue would not usually be a significant issue, but the current development plans show the line of the proposed path moving to northern side of the corridor at the point where it passes the scheduled monument. As such it is possible that direct damage could occur to the scheduled monument which would be contrary to section 6.1.24 of Planning Policy Wales. It is therefore strongly recommended that the location of the path in the corridor in the vicinity of scheduled monument

Representor	Response
	is changed to either the line of the original railway track or to the south of it.
Welsh Government Transport	Bypass route TR111 is protected in Fairfach which path infringes. The corridor must remain protected from development at this current time.
CCC Contaminated Land	Recommended assessment on public water supply points within proximity of route. Potential contamination from former industrial premises to redefine Phase 1 risk. Recommend phase 2 ground investigation to further refine the conceptual site model. Recommend a contaminated land risk assessment is submitted as part of the full planning application or recommend imposition of contaminated land conditions.
Welsh Water	The proposed development site is crossed by a public sewer with the approximate position being marked on the Statutory Public Sewer Record. The position shall be accurately located, marked out on site before works commence, and no operational development shall be carried out within 3 metres either side of the centreline of the public sewer. The proposed development is crossed by a trunk/distribution watermain, the approximate position being shown on the plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times. It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site.
Natural Resources Wales (NRW)	We have concerns with the application as proposed because inadequate information has been provided. To overcome these concerns, you should provide further information in your planning application regarding European Protected Species (bats, dormice and otters) Protected Sites, Flood Risk and Landscape. If this information is not provided, we may object to the planning application when formally consulted by the planning authority. A masterplan for the development should clearly delineate land and habitat features that are to be retained, created and managed as nature conservation areas. There should be clarity on their scale, location and nature.

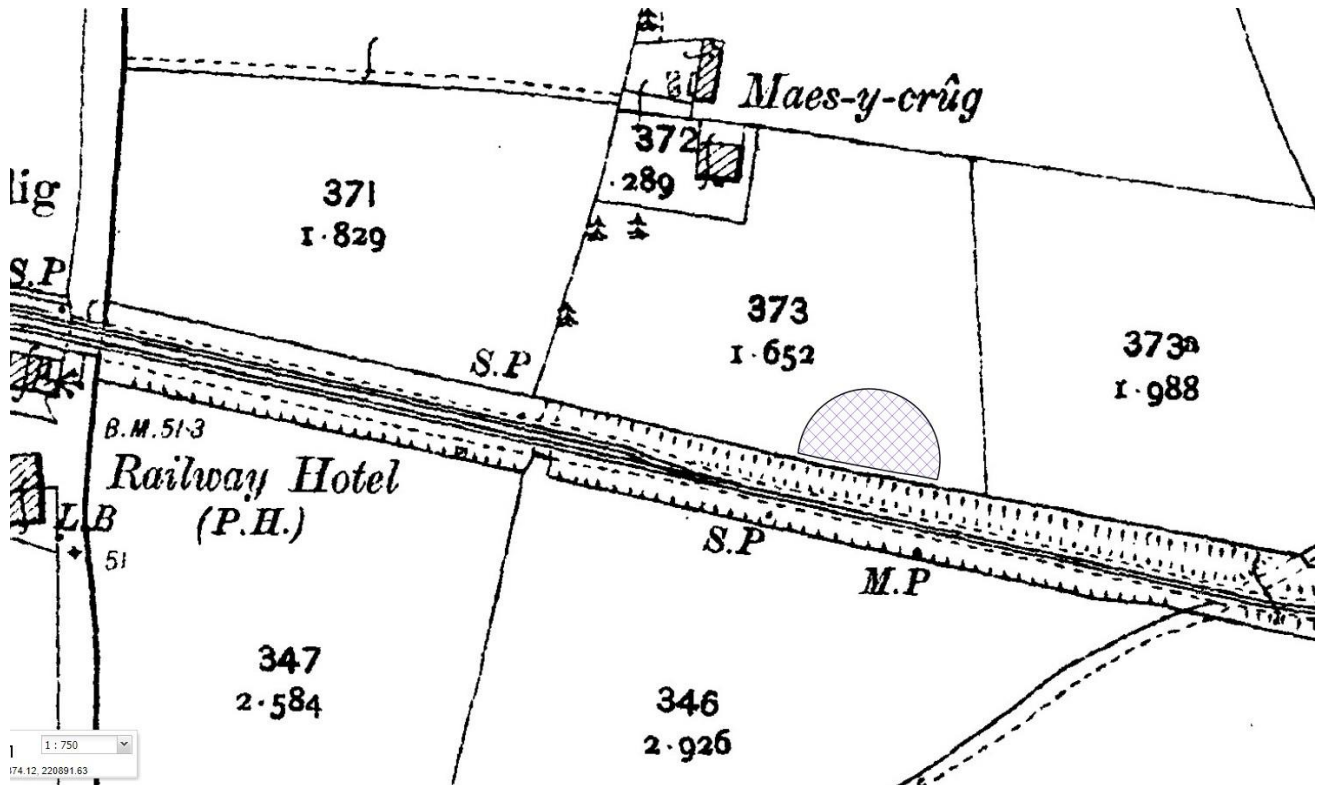
Representor	Response
	The proposed Twyi Vally Path scheme does not comply with TAN15 A1.14, nor is it likely to, there will always be some level of flood risk due to the location of the path along the existing (old) railway line. Ultimately, it is for the Local Planning Authority to consider the acceptability of the flooding consequences of this proposal. It is proposed that during flood events, the path (or some parts of it) will be effectively closed. CCC will need to implement adequate warning and management measures to ensure path users are not exposed to any flood hazards. We would support these proposals. The new path will need to cross a number of gaps in the disused railway embankment, such as watercourses and river crossings. Some localised increase and decrease in flood levels is predicted, no properties are affected, and changes to flood extents are negligible. Given that the railway embankment is an existing feature, it is not considered that the path itself will cause any change in flood risk to the surrounding area. We accept this conclusion. A Habitats Regulations Assessment (HRA) of the project is required to ascertain whether there will be an impact on the features of the SAC and any mitigation measures which could be put in place. We require the submission of the CEMP upfront in support of this planning application, detailing all necessary pollution prevention measures for the construction and operational phase of the development. This is also required to inform the Habitats Regulations Assessment (HRA). Further information is required to provide accurate assessments of the landscape and visual impacts on the Brecon Beacons National Park.

4.5 RESPONSE TO MATTERS RAISED

CADW

- 4.5.1. In relation the comments from CADW, it should be noted that the barrow feature (SAM) has previously been disturbed due to the construction of the railway – as shown in Figure 4-1 below.

Figure 4-1 - 1898 map showing Barrow feature



- 4.5.2. It should also be noted that the mound of earth currently shown on recent aerial photographs does not form part of the SAM as it was recently imported by the currently landowner. The aerial images in Figures 4-2 to 4-4 below illustrate the changes in the area over time:

Figure 4-2 - 2009-2010 Aerial Photograph



Figure 4-3 - 2013-2014 Aerial Photograph

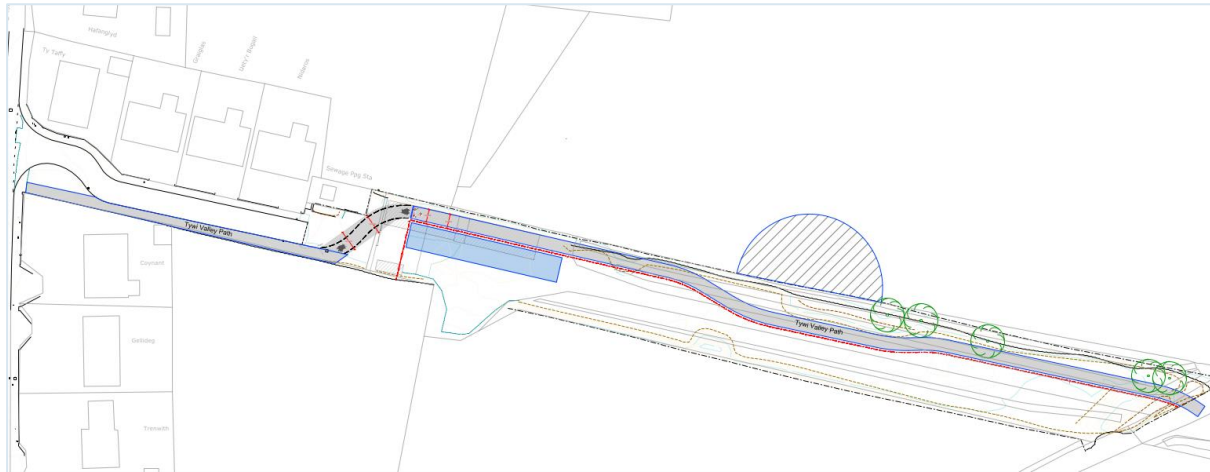


Figure 4-4 - 2017 Aerial Photograph



- 4.5.3. Notwithstanding the above and in response to the potential concerns raised by CADW regarding the Barrow features, the alignment of the proposed track has been amended so that there is no potential impacts on the SAM. This is shown in Figure 4-5 below:

Figure 4-5 - Plan of Amended Route in relation to the SAM



- 4.5.4. It should be noted that the above amendments have been discussed with CADW who have confirmed that they are happy with this amendment.

Welsh Government – Transport Division

- 4.5.5. In respect of the comments relating to the TR111 notice and protection of the proposed bypass route these are noted. In light of this and potential land ownership issues, the scheme will be amended to exclude this area of the TVP. The route will now end at the school. Amended plans will be submitted in support of the formal planning application to reflect this accordingly.

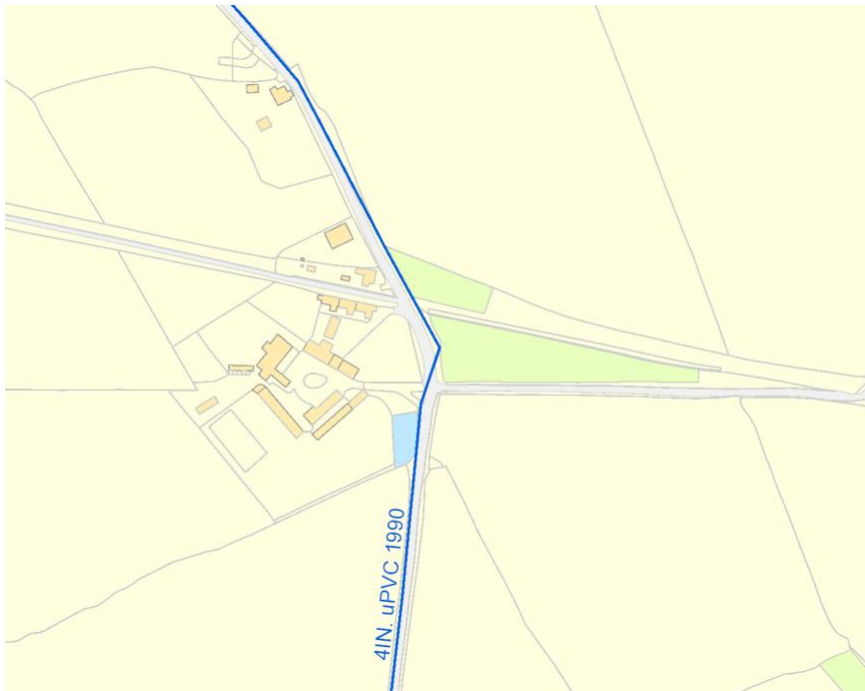
CCC Contaminated Land Section

- 4.5.6. Due to the tight timescales with this project, a Phase 2 Ground Investigation will not be undertaken in support of the planning application. We therefore request that the standard land contamination conditions are imposed on any planning permission to address this issue.

Welsh Water

- 4.5.7. It is noted that there is potential for the path to cross a number of Welsh Water assets.
- 4.5.8. In respect of the assets at the Ffairfach end (to the rear of the market), it should be noted that this element of the scheme is now to be removed due to potential conflict with the bypass route. As such, there would be no issues in these regards.
- 4.5.9. Turning to the water main uPVC 1990 (as shown in Figure 4-6 below), it should be noted that this would appear to be located along the public highway, which will remain undisturbed as part of this development. As such, no issues are anticipated in this area.

Figure 4-6 - Extract from Welsh Water map



NRW

- 4.5.10. In relation to the concerns regarding inadequate information being as part of PAC relating to European Protected Species, it should be noted that detailed bat surveys, dormice surveys and otter surveys have been undertaken, the results of which will be made available with the formal planning application. It should also be noted that updated surveys have been undertaken during December 2022 for those which were potentially over the recommended 2-year time limit.
- 4.5.11. In relation to the comments that a Habitats Regulations Assessment (HRA) is required, it should be noted that this has now been produced, and will be submitted as part of the formal planning application.
- 4.5.12. With regards to the comment that a CEMP should be produced for the planning application this will also be undertaken, but will be in outline form only, as the final contractor has not been selected.
- 4.5.13. In relation to additional LVIA information relating to Brecon Beacons National Park (BBNP), it should be noted that additional viewpoints were undertaken from the BBNP. From the Public Rights of Ways and Highways on the lower slopes it was noted that any potential views of the proposed TVP were screen by vegetation and hedge lines. On the upper slopes, Figures 4-7, 4-8 and 4-9 illustrate that there would be no detrimental impact on the BBNP due to the separation distance. It would be very unlikely that the path would be visible.

Figure 4-7 - View from Upper Slope of BBNP



Figure 4-8 - Second View from BBNP



Figure 4-9 - View showing location of Photos from Valley



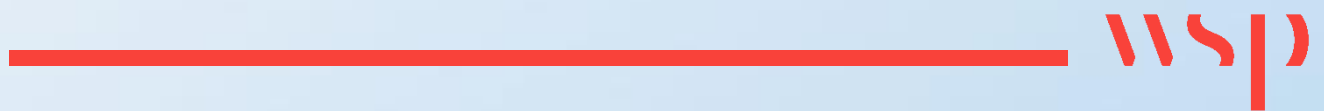
4.5.14. Finally, with regards to the comments that a landscaping masterplan should be provided, it should be noted that a concept landscape/mitigation scheme will be provided in support of the formal planning application to address these concerns.

5 CONCLUSIONS

- 5.1.1. This PAC Report provides a copy of the relevant notices; a summary of responses received from consultees (including neighbours/public, community consultees and specialist consultees) and how the PAC process (i.e. the receipt of consultee input) has resulted in endorsement of, or amendments to, the design of the proposed scheme.
- 5.1.2. Overall, public reaction to the scheme has been generally positive, with any objections raised being addressed within the report above.
- 5.1.3. In terms of the specialist consultee responses, these have also been addressed in detail above, with additional or amended information to be supplied in support of the formal planning application.
- 5.1.4. In conclusion, this report details the way in which the applicant has addressed the PAC requirements outlined in Legislation and sets out the response to matters raised during the Pre-Application Consultation process. Accordingly, it is requested that the Local Planning Authority consider the content of this report in the processing, validation and assessment of the planning application.

Appendix A

SCHEDULE 1C NOTICE





TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012

PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLES 2C AND 2D

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority (LPA). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

Proposed development at *Nantgaredig To Ffairfach Along the Tywi Valley Corridor*

I give notice that Carmarthenshire County Council is intending to apply for planning permission for:

“Formation of a new combined Pedestrian & Cycle Path between Ffairfach and Nantgaredig, plus associated engineering and landscaping works (Tywi Valley Path – Eastern Phase)”

You may inspect copies of:

- The proposed application
- The plans; and
- Other supporting documents

online at:

<https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP> . Hard copies are available at the following locations: Carmarthenshire Museum, Abergwili, SA31 2JG or Llandeilo Public Library, Crescent Road, Llandeilo, SA19 6HN during the hours of

Opening Times (Carmarthenshire Museum, Abergwili)

Monday	<i>Closed</i>
Tuesday	<i>11:00am – 4:00pm</i>
Wednesday	<i>11:00am – 4:00pm</i>
Thursday	<i>11:00am – 4:00pm</i>

Friday	<i>11:00am – 4:00pm</i>
Saturday	<i>11:00am – 4:00pm</i>
Sunday	<i>Closed</i>

Or:

Opening Times (Llandeilo Public Library)

Monday	<i>Closed</i>
Tuesday	<i>10:00am – 6:00pm (Closed 1:00pm – 2:00pm)</i>
Wednesday	<i>1:30pm – 5:30pm</i>
Thursday	<i>Closed</i>
Friday	<i>10:00am – 6:00pm (Closed 1:00pm – 2:00pm)</i>
Saturday	<i>9:00am – 1:00pm</i>
Sunday	<i>Closed</i>

Library members can access the library IT facilities by appointment. Please contact the relevant library to book your session.

Anyone who wishes to make representations about this proposed development must write to the agent at:

Russell Borthwick, Principal Town Planner,
WSP in the UK, 1 Capital Quarter, Tyndall Street,
Cardiff. CF10 4BZ. **Email: tvp.pac@wsp.com**

All correspondence should quote the scheme name: *Tywi Valley Path*.

Please respond by: **31/10/2022**

Signed:

Russell Borthwick

Principal Town Planner

Date: 03/10/2022



GORCHYMYN CYNLLUNIO GWLAD A THREF (GWEITHDREFN RHEOLI DATBLYGU) (CYMRU) 2012

CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO HYSBYSIAD O DAN ERTHYGLAU 2C A 2D

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn rhoi cyfle i wneud sylwadau yn uniongyrchol i'r datblygwr ynglŷn â datblygiad arfaethedig cyn cyflwyno cais am ganiatâd cynllunio i'r awdurdod cynllunio lleol ("acll"). Bydd unrhyw gais cynllunio dilynol yn cael ei hysbysebu gan yr acll perthnasol; ni fydd unrhyw sylwadau a ddarperir gennych wrth ymateb i'r hysbysiad hwn yn lleihau dim ar eich gallu i gyflwyno sylwadau i'r acll ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gellir gosod unrhyw sylwadau a gyflwynir gennych yn y ffeil gyhoeddus.

Datblygiad Arfaethedig yn *Nantgaredig I Ffairfach Ar hyd Coridor Dyffryn Tywi*

Rwyf yn hysbysu bod Cyngor Sir Caerfyrddin yn bwriadu gwneud cais am ganiatâd cynllunio i:

"Ffurio Llwybr Beicio a Cherdded ar y cyd newydd rhwng Ffair-fach a Nantgaredig, yn ogystal â gwaith peirianeg a thirlunio cysylltiedig (Llwybr Dyffryn Tywi – Cam y Dwyrain)"

Gellwch archwilio copïau o'r canlynol:

- y cais arfaethedig;
- y planiau; a
- dogfennau ategol eraill

ar-lein yn

<https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP>. Mae chopïau caled ar gael yn y lleoliadau canlynol: Amgueddfa Sir Gâr, Abergwili, SA31 2JG neu *Llyfrgell Gyhoeddus Cyswllt a Llandeilo, Heol Crescent, Llandeilo, SA19 6HN* yn ystod oriau

Oriau Agor (Amgueddfa Sir Gâr, Abergwili)

dydd Llun	Ar Gau
dydd Mawrth	11:00am – 4:00pm
dydd Iau	11:00am – 4:00pm
dydd Iau	11:00am – 4:00pm

dydd Gwener	11:00am – 4:00pm
dydd Sadwrn	11:00am – 4:00pm
dydd Sul	Ar Gau

Neu:

Opening Times (Llandeilo Public Library)

dydd Llun	Ar Gau
dydd Mawrth	10:00am – 6:00pm (Ar Gau 1:00pm – 2:00pm)
dydd Iau	1:30pm – 5:30pm
dydd Iau	Ar Gau
dydd Gwener	10:00am – 6:00pm (Ar Gau 1:00pm – 2:00pm)
dydd Sadwrn	9:00am – 1:00pm
dydd Sul	Ar Gau

Mae Llyfrgelloedd Sir Gaerfyrddin yn falch i gyhoeddi bod aelodau'r llyfrgell yn gallu mynychu cyfleusterau TG gydag apwyntiad. Ffoniwch i archebu eich sesiwn.

Mae'n rhaid i unrhyw un sy'n dymuno gwneud sylwadau ynglŷn â'r datblygiad arfaethedig hwn ysgrifennu at yr asiant yn:

Russell Borthwick, Prif Gynllunydd Tref, WSP in the UK, 1 Capital Quarter, Tyndall Street, Caerdydd, CF10 4BZ. **Email:** tvp.pac@wsp.com

Dylai pob gohebiaeth defnyddio'r enw'r cynllun: *Llwybr Dyffryn Tywi*.

Atebwch: **31/10/2022**

Llofnod: 6

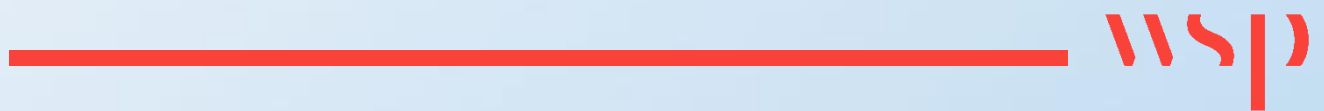
Russell Borthwick

Prif Gynllunydd Tref

Dyddiad: 03/10/2022

Appendix B

SCHEDULE 1B NOTICE



CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLE 2D OF THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012

To the owner and/or occupier,

Re: Twyi Valley Path

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority (LPA). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

Proposed development at *Nantgaredig To Ffairfach Along the Tywi Valley Corridor*

I give notice that Carmarthenshire County Council is intending to apply for planning permission for:

“Formation of a new combined Pedestrian & Cycle Path between Ffairfach and Nantgaredig, plus associated engineering and landscaping works (Twyi Valley Path – Eastern Phase)”

You may inspect copies of the proposed application, the plans and other supporting documentation online at <https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP> . Hard copies are available at the following locations:

Carmarthenshire Museum, Abergwili, SA31 2JG. There is free parking and admission to the museum is also free. Opening times Tuesday – Saturday 11am- 4pm and

Llandeilo Public Library, Crescent Road, Llandeilo, SA19 6HN during the hours of Tuesdays & Fridays 10am – 6pm (Closed 1pm-2pm), Wednesday 1.30pm-5.30pm, Saturday 9am-1pm only. Closed – Monday, Thursday and Sunday.

Library members can access the library IT facilities by appointment. Please contact the relevant library to book your session.

Anyone who wishes to make representations about this proposed development must write to the agent at:

Russell Borthwick, Principal Town Planner, WSP in the UK, 1 Capital Quarter, Tyndall Street, Cardiff. CF10 4BZ. **E-mail: tvp.pac@wsp.com**

All correspondence should quote the scheme name: *Twyi Valley Path*.

Please respond by: **31/10/2022**

Signed

Russell Borthwick

Principal Town Planner

Scan QR
code for
more
information



CYHOEDDUSRWYDD AC YMGYNHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO - HYSBYSIAD O DAN ERTHYGLAU 2C A 2D O ORCHYMYN CYNLLUNIO GWLAD A THREF (GWEITHDREFN RHEOLI DATBLYGU) (CYMRU) 2012

I'r perchennog a / neu'r deiliad,

Re: Llwybr Dyffryn Tywi

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn rhoi cyfle i wneud sylwadau yn uniongyrchol i'r datblygwr ynglŷn â datblygiad arfaethedig cyn cyflwyno cais am ganiatâd cynllunio i'r awdurdod cynllunio lleol ("ACLI"). Bydd unrhyw gais cynllunio dilynol yn cael ei hysbysebu gan yr ACLI perthnasol; ni fydd unrhyw sylwadau a ddarperir gennych wrth ymateb i'r hysbysiad hwn yn lleihau dim ar eich gallu i gyflwyno sylwadau i'r ACLI ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gellir gosod unrhyw sylwadau a gyflwynir gennych yn y ffeil gyhoeddus.

Datblygiad Arfaethedig yn *Nantgaredig / Ffairfach Ar hyd Coridor Dyffryn Tywi*

Rwyf yn hysbysu bod *Cyngor Sir Gaerfyrddin* yn bwriadu gwneud cais am ganiatâd cynllunio i:

"Ffurio Llwybr Beicio a Cherdded ar y cyd newydd rhwng Ffair-fach a Nantgaredig, yn ogystal â gwaith peirianeg a thirlunio cysylltiedig (Llwybr Dyffryn Tywi – Cam y Dwyrain)"

Gallwch archwilio copïau o'r cais arfaethedig, y cynlluniau a dogfennau ategol eraill ar-lein yn <https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP>. Mae chopïau caled ar gael yn y lleoliadau canlynol:

Amgueddfa Sir Gâr, Abergwili, SA31 2JG. Mae parcio am ddim ac mae mynediad i'r amgueddfa am ddim hefyd. Oriau Agor Dydd Mawrth - dydd Sadwrn, rhwng 11am a 4pm a

Llyfrgell Gyhoeddus Llandeilo, Heol Cilgant, Llandeilo, SA19 6HN dydd Mawrth a dydd Gwener 10am – 6pm (Ar Gau 1pm-2pm), dydd Mercher 1.30pm-5.30pm, dydd Sadwrn 9am-1pm yn unig. Ar Gau – dydd Llun, dydd Iau a dydd Sul.

Mae Llyfrgelloedd Sir Gaerfyrddin yn falch i gyhoeddi bod aelodau'r llyfrgell yn gallu mynychu cyfleusterau TG gydag apwyntiad. Ffoniwch i archebu eich sesiwn.

Mae'n rhaid i unrhyw un sy'n dymuno gwneud sylwadau ynglŷn â'r datblygiad arfaethedig hwn ysgrifennu at y yr asiant yn:

Russell Borthwick, Prif Gynllunydd Tref, WSP in the UK, 1 Capital Quarter, Tyndall Street, Caerdydd, CF10 4BZ. **E-bost:** tvp.pac@wsp.com

Dylai pob gohebiaeth defnyddio'r enw'r cynllun: *Llwybr Dyffryn Tywi*.

Ymatebwch gan: **31/10/2022**

Llofnod:

Russell Borthwick
Prif Gynllunydd Tref

Sganiwch y
cod QR i
gael rhagor o
wybodaeth



Appendix C

COMMUNITY CONSULTTEES



Our ref: 70041839

3 October 2022

**PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE
UNDER ARTICLES 2C AND 2D OF THE TOWN AND COUNTRY PLANNING (DEVELOPMENT
MANAGEMENT PROCEDURE) (WALES) ORDER 2012**

Dear Councillor,

Re: Tywi Valley Path

I'm writing to give notice of a planning application to be submitted by Carmarthenshire County Council. The works concern the "*Formation of a new combined Pedestrian & Cycle Path between Ffairfach and Nantgaredig, plus associated engineering and landscaping works (Tywi Valley Path – Eastern Phase)*".

This letter provides information on the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority ("LPA"). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

You may inspect copies of the proposed application, the plans and other supporting documentation online at <https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP> . Hard copies are available at the following locations:

Carmarthenshire Museum, Abergwili, SA31 2JG. There is free parking and admission to the museum is also free. Opening times Tuesday – Saturday 11am- 4pm and

Llandeilo Public Library, Crescent Road, Llandeilo, SA19 6HN during the hours of Tuesdays & Fridays 10am – 6pm (Closed 1pm-2pm), Wednesday 1.30pm-5.30pm, Saturday 9am-1pm only. Closed – Monday, Thursday and Sunday.

If you wish to make representations about this proposed development please write to the agent by **31/10/2022**:- Russell Borthwick, Principal Town Planner, WSP in the UK, 1 Capital Quarter, Tyndall Street, Cardiff. CF10 4BZ. **E-mail: tvp.pac@wsp.com**

Yours sincerely,

Russell Borthwick

Principal Town Planner

Fy nghyf: 70041839

3 October 2022

CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO - HYSBYSIAD O DAN ERTHYGLAU 2C A 2D O ORCHYMYN CYNLLUNIO GWLAD A THREF (GWEITHDREFN RHEOLI DATBLYGU) (CYMRU) 2012

Annwyl Councillor,

Re: Llwybr Dyffryn Tywi

Ysgrifennaf atoch i roi gwybod i chi am gais cynllunio sydd yn mynd i gael ei gyflwyno gan Gyngor Sir Caerfyrddin. Mae'r gwaith yn ymwneud â *"Ffurio Llwybr Beicio a Cherdded ar y cyd newydd rhwng Ffair-fach a Nantgaredig, yn ogystal â gwaith peirianeg a thirlunio cysylltiedig (Llwybr Dyffryn Tywi – Cam y Dwyrain)"*.

Mae'r llythyr hwn yn rhoi gwybodaeth am y cyfle i gyflwyno sylwadau yn uniongyrchol i'r datblygwr ynglŷn â datblygiad arfaethedig cyn bod cais cynllunio yn cael ei gyflwyno i'r awdurdod cynllunio lleol ("ACLI"). Bydd unrhyw gais cynllunio dilynol yn cael ei hysbysebu gan yr ACLI perthnasol; ni fydd unrhyw sylwadau a ddarperir gennych wrth ymateb i'r hysbysiad hwn yn lleihau dim ar eich gallu i gyflwyno sylwadau i'r ACLI ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gellir gosod unrhyw sylwadau a gyflwynir gennych yn y ffeil gyhoeddus.

Gallwch archwilio copïau o'r cais arfaethedig, y cynlluniau a dogfennau ategol eraill ar-lein yn <https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP>. Mae chopïau caled ar gael yn y lleoliadau canlynol:

Amgueddfa Sir Gâr, Abergwili, SA31 2JG. Mae parcio am ddim ac mae mynediad i'r amgueddfa am ddim hefyd. Oriau Agor Dydd Mawrth - dydd Sadwrn, rhwng 11am a 4pm a

Llyfrgell Gyhoeddus Llandeilo, Heol Cilgant, Llandeilo, SA19 6HN dydd Mawrth a dydd Gwener 10am – 6pm (Ar Gau 1pm-2pm), dydd Mercher 1.30pm-5.30pm, dydd Sadwrn 9am-1pm yn unig. Ar Gau – dydd Llun, dydd Iau a dydd Sul.

Os hoffech gyflwyno sylwadau am y datblygiad arfaethedig hwn, ysgrifennwch at yr asiant erbyn **31/10/2022**:- Russell Borthwick, Prif Gynllunydd y Dref, WSP in the UK, 1 Capital Quarter, Tyndall Street, Caerdydd. CF10 4BZ. **E-bost:** tvp.pac@wsp.com

Yn gywir,

Russell Borthwick

Prif Gynllunydd Tref

Appendix D

SPECIALIST CONSULTEES



Our ref: 70041839

3 October 2022

Dear Sir / Madam

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)
ORDER 2012**

**PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION
NOTICE UNDER ARTICLES 2D**

Purpose of this notice: this notice comprises a formal request for a pre-application consultation response under article 2D of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.

Proposed development at *Nantgaredig To Ffairfach Along the Tywi Valley Corridor*

I give notice that *Carmarthenshire County Council* is intending to apply for planning permission for:

“Formation of a new combined Pedestrian & Cycle Path between Ffairfach and Nantgaredig, plus associated engineering and landscaping works (Tywi Valley Path – Eastern Phase)”

A copy of the proposed application; plans; and other supporting documents can be viewed online at <https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP> . Hard copies are available at the following locations:

Carmarthenshire Museum, Abergwili, SA31 2JG. There is free parking and admission to the museum is also free. Opening times Tuesday – Saturday 11am- 4pm and

Llandeilo Public Library, Crescent Road, Llandeilo, SA19 6HN during the hours of Tuesdays & Fridays 10am – 6pm (Closed 1pm-2pm), Wednesday 1.30pm-5.30pm, Saturday 9am-1pm only. Closed – Monday, Thursday and Sunday.

Library members can access the library IT facilities by appointment. Please contact the relevant library to book your session.

In accordance with the requirements of article 2E of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, a consultation response must be sent to:

Russell Borthwick, Principal Town Planner, WSP in the UK, 1 Capital Quarter, Tyndall Street, Cardiff, CF10 4BZ. **E-mail: tvp.pac@wsp.com**

Response Required by: 31/10/2022

Signed:

Russell Borthwick

Principal Town Planner

Annwyl Syr / Fadam

**GORCHYMYN CYNLLUNIO GWLAD A THREF (GWEITHDREFN RHEOLI DATBLYGU)
(CYMRU) 2012**

**CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO
HYSBYSIAD O DAN ERTHYGLAU 2D**

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn ddeisyfiad ffurfiol am ymateb i ymgynghoriad cynymgeisio o dan erthygl 2d o orchymyn cynllunio gwlad a thref (gweithdrefn rheoli datblygu) (cymru) 2012.

Datblygiad arfaethedig yn *Nantgaredig I Ffairfach Ar hyd Coridor Dyffryn Tywi*

Rwyf yn hysbysu bod Cyngor Sir Caerfyrddin yn bwriadu gwneud cais am ganiatâd cynllunio i:

"Ffurio Llwybr Beicio a Cherdded ar y cyd newydd rhwng Ffair-fach a Nantgaredig, yn ogystal â gwaith peirianeg a thirlunio cysylltiedig (Llwybr Dyffryn Tywi – Cam y Dwyrain)"

Gellir gweld copi o'r cais arfaethedig; cynlluniau; a dogfennau ategol eraill ar-lein yn <https://www.pinpointcloud.co.uk/ConnectALL/LDT-TVP>. Mae chopïau caled ar gael yn y lleoliadau canlynol:

Amgueddfa Sir Gâr, Abergwili, SA31 2JG. Mae parcio am ddim ac mae mynediad i'r amgueddfa am ddim hefyd. Oriau Agor Dydd Mawrth - dydd Sadwrn, rhwng 11am a 4pm a

Llyfrgell Gyhoeddus Llandeilo, Heol Cilgant, Llandeilo, SA19 6HN dydd Mawrth a dydd Gwener 10am – 6pm (Ar Gau 1pm-2pm), dydd Mercher 1.30pm-5.30pm, dydd Sadwrn 9am-1pm yn unig. Ar Gau – dydd Llun, dydd Iau a dydd Sul.

Mae Llyfrgelloedd Sir Gaerfyrddin yn falch i gyhoeddi bod aelodau'r llyfrgell yn gallu mynychu cyfleusterau TG gydag apwyntiad. Ffoniwch i archebu eich sesiwn.

Yn unol â gofynion erthygl 2E o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012, rhaid anfon ymateb i'r ymgynghoriad i:

Russell Borthwick, Prif Gynllunydd Tref, WSP in the UK, 1 Capital Quarter, Tyndall Street, Caerdydd, CF10 4BZ. **E-bost:** tvp.pac@wsp.com

Ymateb Gofynnol gan: 31/10/2022

Llofnod:

Russell Borthwick

Prif Gynllunydd Tref

Appendix E

SPECIALIST CONSULTTEE RESPONSES



Russell Borthwick
WSP
1 Capital Quarter,
Tyndall Street,
Cardiff,
CF10 4BZ

Date: 19/10/2022
Our Ref: PPA0007218

Dear R Borthwick

Grid Ref: 257574 220607

**Site Address: Pedestrian & Cycle Path between Ffairfach and Nantgaredig, Carmarthenshire,
Development: 2D - Formation of a new combined Pedestrian & Cycle Path between Ffairfach and
Nantgaredig, plus associated engineering and landscaping works (Tywi Valley Path – Eastern Phase).**

We refer to the letter received and your formal request for a pre-application consultation response from Dwr Cymru Welsh Water, as a 'Specialist Consultee' as defined by Paragraph (y) of Schedule 4 of the Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, before applying for planning permission. It is acknowledged that the consultation request relates to a major development site and thus seeks a substantive response within 28 days from the date of the notice, as per the requirements of Article 2E. This request includes our views on the capacity of our network of assets and infrastructure to accommodate your proposed development.

Having reviewed the information provided, we would advise there is no objection to the proposed development and offer the following standing advice which should be taken into account within any future planning application for the development:

SEWERAGE ASSET

The proposed development site is crossed by a public sewer with the approximate position being marked on the attached Statutory Public Sewer Record. The position shall be accurately located, marked out on site before works commence and no operational development shall be carried out within 3 metres either side of the centreline of the public sewer.

You are also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist you may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus in and around your site. Please be mindful that under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

WATER SUPPLY

The proposed development is crossed by a trunk/distribution watermain, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times. I enclose our Conditions for Development near Watermain(s). It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site.

I trust the above information is helpful and will assist you in forming water and drainage strategies that should accompany any future planning application.

Please note that our response is based on the information provided in your enquiry and should the information change we reserve the right to make a new representation. Should you have any queries or wish to discuss any aspect of our response please do not hesitate to contact our dedicated team of planning officers, either on 0800 917 2652 or via email at developer.services@dwrcymru.com

Please quote our reference number in all communications and correspondence.

Yours faithfully,


Owain George
Planning Liaison Manager
Developer Services

Please Note that demands upon the water and sewerage systems change continually; consequently the information given above should be regarded as reliable for a maximum period of 12 months from the date of this letter.



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

We welcome correspondence in
Welsh and English

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

Rydym yn croesawu gohebiaeth yn y
Gymraeg neu yn Saesneg

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

PPA0007218

CONDITIONS FOR DEVELOPMENT NEAR WATER MAINS

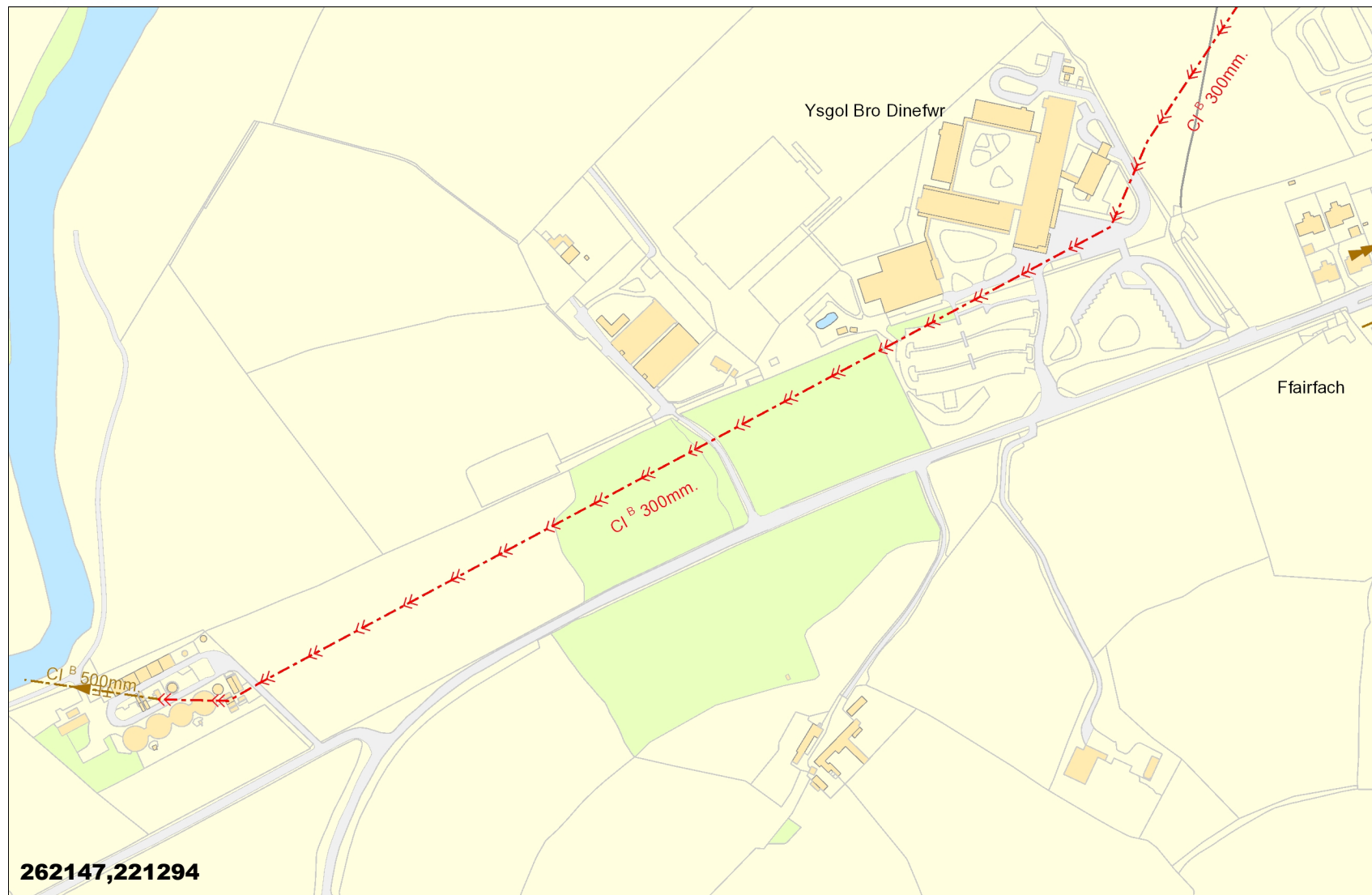
Location: **Pedestrian & Cycle Path between Ffairfach and Nantgaredig**

Date: **19/10/2022**

The development of the site with our water main located as shown on the attached plan will involve certain conditions which must be strictly adhered to. These are:-

1. No structure is to be sited within a minimum distance **3m** from the centre line of the pipe. The pipeline must therefore be located and marked up accurately at an early stage so that the Developer or others understand clearly the limits to which they are confined with respect to the Company's apparatus. Arrangements can be made for Company staff to trace and peg out such water mains on request of the Developer.
2. Adequate precautions are to be taken to ensure the protection of the water main during the course of site development.
3. If heavy earthmoving machinery is to be employed, then the routes to be used in moving plant around the site should be clearly indicated. Suitable ramps or other protection will need to be provided to protect the water main from heavy plant.
4. The water main is to be kept free from all temporary buildings, building material and spoil heaps etc.
5. The existing ground cover on the water main should not be increased or decreased.
6. All chambers, covers, marker posts etc. are to be preserved in their present position.
7. Access to the Company's apparatus must be maintained at all times for inspection and maintenance purposes and must not be restricted in any way as a result of the development.
8. No work is to be carried out before this Company has approved the final plans and sections.

These are general conditions only and where appropriate, will be applied in conjunction with specific terms and conditions provided with our quotation and other associated documentation relating to this development.



LEGEND

Clean Water

-  Sluice Val
-  Air Val, SINGLE
-  Tap
-  Pressure Reducing Valve
-  Meter
-  BULK Meter
-  FH
-  Cap
-  Existing Main
-  NON COMPANY

Sewerage External

-  Foul
-  Surface Water
-  Combined
-  Rising Main
-  Private
-  Treatment Works
-  Pumping Station
-  Special Purpose
-  Unknown End
-  Change, Combined Overflow
-  Outfall, FOUL
-  Lamp Hole, Foul
-  Private Sewer Transfer
-  Lateral Drain
-  Inspection Chamber

262147,221294

Dwr Cymru Cyfyngedig ('the Company') gives this information as to the position of its underground apparatus by way of general guidance only and on the strict understanding that it is based on the best information available and no warranty as to its correctness is relied upon in the event of excavations or other works made in the vicinity of the company's apparatus. The onus of locating apparatus before carrying out any excavations rests entirely on you. The information which is supplied by the Company, is done so in accordance with statutory requirements of sections 198 and 199 of the Water Industry Act 1991 which is based upon the best information available and, in particular, but without prejudice to the generality of the foregoing, it should be noted that the records that are available to the Company may not disclose the existence of a water main, service pipe, sewer, lateral drain or disposal main and any associated apparatus laid before 1 September 1989, or, if they do, the particulars thereof including their position underground may not be accurate. It must be understood that the furnishing of this information is entirely without prejudice to the provision of the New Roads and Street Works Act 1991 and the Company's right to be compensated for any damage to its apparatus.

**EXACT LOCATION OF
ALL APPARATUS TO
BE DETERMINED ON
SITE**

Reproduced from the Ordnance Survey's maps with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Licence No: WU298565.

Whilst every reasonable effort has been taken to correctly record the pipe material of DCWW assets, there is a possibility that in some cases pipe material (other than Asbestos Cement or Pitch Fibre) may be found to be Asbestos Cement (AC) or Pitch Fibre (PF). It is therefore advisable that the possible presence of AC or PF pipes be anticipated and considered as part of any risk assessment prior to excavation



LEGEND

Clean Water

- Sluice Val
- Air Val, SINGLE
- Tap
- Pressure Reducing Valve
- Meter
- BULK Meter
- FH
- Cap
- Existing Main
- NON COMPANY

Sewerage External

- Foul
- Surface Water
- Combined
- Rising Main
- Private
- Treatment Works
- Pumping Station
- Special Purpose
- Unknown End
- Change, Combined Overflow
- Outfall, FOUL
- Lamp Hole, Foul
- Private Sewer Transfer
- Lateral Drain
- Inspection Chamber

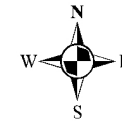
262661,221577

Dŵr Cymru Cyfyngedig ('the Company') gives this information as to the position of its underground apparatus by way of general guidance only and on the strict understanding that it is based on the best information available and no warranty as to its correctness is relied upon in the event of excavations or other works made in the vicinity of the company's apparatus. The onus of locating apparatus before carrying out any excavations rests entirely on you. The information which is supplied by the Company, is done so in accordance with statutory requirements of sections 198 and 199 of the Water Industry Act 1991 which is based upon the best information available and, in particular, but without prejudice to the generality of the foregoing, it should be noted that the records that are available to the Company may not disclose the existence of a water main, service pipe, sewer, lateral drain or disposal main and any associated apparatus laid before 1 September 1989, or, if they do, the particulars thereof including their position underground may not be accurate. It must be understood that the furnishing of this information is entirely without prejudice to the provision of the New Roads and Street Works Act 1991 and the Company's right to be compensated for any damage to its apparatus.

**EXACT LOCATION OF
ALL APPARATUS TO
BE DETERMINED ON
SITE**

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255475,219941

LEGEND

Clean Water

-  Sluice Val
-  Air Val, SINGLE
-  Tap
-  Pressure Reducing Valve
-  Meter
-  BULK Meter
-  FH
-  Cap
-  Existing Main
-  NON COMPANY

Sewerage External

-  Foul
-  Surface Water
-  Combined
-  Rising Main
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-  Pumping Station
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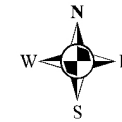
262215,221305

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Scale: 1: 4581



LEGEND

Clean Water

- Sluice Val
- Air Val, SINGLE
- Tap
- Pressure Reducing Valve
- Meter
- BULK Meter
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- Existing Main
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WSP
Russell Borthwick
Principal Town Planner

Ebost/Email:
swplanning@cyfoethnaturiolcymru.gov.uk

Dyddiad/Date: 7 November 2022

Annwyl / Dear Mr Bothwick,

BWRIAD / PROPOSAL: FORMATION OF A NEW COMBINED PEDESTRIAN & CYCLE PATH BETWEEN FFAIRFACH AND NANTGAREDIG, PLUS ASSOCIATED ENGINEERING AND LANDSCAPING WORKS (TYWI VALLEY PATH – EASTERN PHASE)

LLEOLIAD / LOCATION: NANTGAREDIG TO FFAIRFACH ALONG THE TYWI VALLEY CORRIDOR

Thank you for consulting Cyfoeth Naturiol Cymru/Natural Resources Wales (NRW) on the requisite notice under Article 2D of the above Order. We received a copy of your proposed application on 18 October 2022.

We have concerns with the application as proposed because inadequate information has been provided. To overcome these concerns, you should provide further information in your planning application regarding European Protected Species, Protected Sites, Flood Risk and Landscape. If this information is not provided, we may object to the planning application when formally consulted by the planning authority. Further details are provided below.

European Protected Species

We have reviewed the following documents:

- Towy Valley Cycleway Eastern, Non-Technical Summary. TYPE OF DOCUMENT (VERSION) PUBLIC. Project No. 70041839, Our Ref. No. NTS, Date: September 2022, by WSP
- Carmarthenshire County Council. Towy Valley Path Eastern Section. Environmental Statement. TYPE OF DOCUMENT (VERSION) CONFIDENTIAL. Project No. 70041839. Our Ref. No. 70041839-001. Date: September 2022 by WSP
- Carmarthenshire County Council. TOWY VALLEY CYCLEWAY: EAST SECTION. Bat Tree Survey Report. TYPE OF DOCUMENT (VERSION) PUBLIC. PROJECT NO. 70041839. Our Ref. No. BAT1. Date: September 2022 by WSP

- Carmarthenshire County Council. TOWY VALLEY CYCLEWAY EAST. Otter Seasonal Survey. TYPE OF DOCUMENT (VERSION) CONFIDENTIAL. Project No. 70032878. Our Ref. no. 70032878. Date: January 2019 by WSP
- Carmarthenshire County Council. TOWY VALLEY PATH. Biodiversity Net Gain Interim Assessment. TYPE OF DOCUMENT (VERSION) CONFIDENTIAL. Project No.70041839. Our Ref. No. BNG. Date: April 2020 by WSP

We consider that there is insufficient information submitted with this consultation to determine the likely impacts of the proposals on bats, dormice and otters. We advise that Volumes II and IV of the Environmental Statement (ES) and any additional information is provided. We also advise that any surveys which will be over 2 years old by the time the application is submitted, are updated, in accordance with published best practice guidance.

European Protected Species: Legislation & Policy

All species of British bats, dormice and otters are European Protected Species, legally protected under The Conservation of Habitats and Species Regulations 2017. Legal protection relates to the animals themselves and the places they use to rest and breed.

Where a European Protected Species is present and development proposal is likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. One of these requires that the development authorised will 'not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status (FCS) in their natural range'.

These requirements are translated into planning policy through Planning Policy Wales (PPW) December 2018, section 6.4.22 and 6.4.23 and Technical Advice Note (TAN) 5, Nature Conservation and Planning (September 2009). The planning authority should take them into account when considering development proposals where a European Protected Species is present.

Assessment of Impacts

Together with the additional survey information we indicate above, species report submissions should include a detailed assessment of the likely impacts of the proposals on each of the respective species. This should take account of indicative layouts / masterplan and include clarification of which habitats will be lost and which will be retained, their location and extents.

Advice on Potential Protected Species Mitigation Requirements

If the surveys above identify that protected species are likely to be affected by the proposals, the submission should also be accompanied by full details of all the mitigation that will be put in place to offset the anticipated impacts.

The mitigation scheme should focus on a pattern of habitat retention and creation on site that seeks to retain, and preferably bolster, connectivity with other suitable habitats for the species within the site and to the wider landscape. The proposals should include details of the long-term management of the retained and enhanced habitats on site, and how this will be secured.

A masterplan for the development should clearly delineate land and habitat features that are to be retained, created and managed as nature conservation areas. There should be clarity on their scale, location and nature.

The above information is required prior to the determination of any planning application in order to ensure that there will be no detriment to the maintenance of the favourable conservation status of bats and dormice.

Flood Risk

We have reviewed the Flood Consequence Assessment (FCA) and FCA appendices which are contained in the Environmental Statement V1 and V4, and we have also reviewed Chapter 9 Water Environment and Flood Risk, of the Environmental Statement V2.

The FCA, Tywi Valley Path – Eastern Section, produced by Atkins, Ref 5183018-ATK-00-GEN-RP-HY-0002 / 3.0/ July 2022, has been informed using three hydraulic models, a Wider Tywi Model, a detailed Tywi Cothi Confluence Model and the Afon Gwynon model. We have reviewed the first two models and we can confirm that they are suitable to inform the FCA. The Afon Gwynon model is currently being reviewed by our Flood Risk Analysis Team, our Hydrology Team have confirmed they are satisfied with the hydrology used. This response is provided with the caveat that the Afon Gwynon model has not been fully reviewed by us.

The proposed Twyi Vally Path scheme does not comply with TAN15 A1.14, nor is it likely to, there will always be some level of flood risk due to the location of the path along the existing (old) railway line. We agree that it would be impractical to undertake physical works to modify the path to meet acceptability criteria of TAN 15 (e.g. raise the level of the path), because this would be likely to have an adverse impact on flood risk elsewhere. Ultimately it is for the Local Planning Authority to consider the acceptability of the flooding consequences of this proposal.

The FCA acknowledges that a significant proportion of the proposed scheme is located within Development Advice Maps (DAM) Zone C and the Flood Map for Planning (FMfP) Zone 2 (and some zone 3). The flood risk modelling indicates that significant sections of the path would be affected by flooding, even at relatively low return period events (1 in 30 Annual Exceedance Probability), and whilst there are sections of the path that are not predicted to flood, some of the path/access routes surrounding the paths may flood. It is proposed that Carmarthenshire County Council (CCC) will produce a Flood Risk Management Plan (currently under development), so that there are clear procedures and processes in place to avoid the possibility of path users encountering hazards caused by flooding. It is proposed that during flood events, the path (or some parts of it) will be effectively closed. CCC will need to implement adequate warning and management measures to ensure path users are not exposed to any flood hazards. We would support these proposals.

The results of the FCA indicate that whilst there are minor impacts on flood levels (adverse and beneficial), these predominantly affect agricultural land: there are no changes to the

extent of flooding. CCC proposes a series of stakeholder consultations with landowners affected by the works in order to seek arrangements in regard to the potential impacts of the scheme on flood risk. We support this proposal.

The new path will need to cross a number of gaps in the disused railway embankment, such as watercourses and river crossings. The construction/refurbishment of thirteen structures is required. The FCA assesses the likely impact of each structure on flood risk. The majority of the structures are over small streams and ditches within which the flow will not reach the soffits of the decks, and flow from the Tywi to these structures are insignificant. Some localised increase and decrease in flood levels is predicted, no properties are affected, and changes to flood extents are negligible. Some differences in levels are likely to reflect minor instabilities at the boundary of the model, and we accept these conclusions. Given that the railway embankment is an existing feature, it is not considered that the path itself will cause any change in flood risk to the surrounding area. We accept this conclusion.

Flood Risk Activity Permit (FRAP)

The FCA has stated that the applicant is aware that FRAPs are required for some of the proposed works.

Further advice and guidance is available on our website at:

<http://www.naturalresources.wales/permits-and-permissions/flood-risk-activities/flood-risk-activity-permits-information/?lang=en>

Protected Sites

We note the submission of the document referenced Towy Valley Path, Habitats Regulations Assessment: Stage 1 – Screening, Project No. 70041839, Ref No. 213, dated July 2019, Information to enable a Habitats Regulations Assessment of the Impacts on the proposed scheme for its potential to affect the qualifying features and conservation objectives of the Afon Tywi/River Towy Special Area of Conservation (SAC) and the Carmarthenshire Bay and Estuaries SAC. The competent authority, in this case Carmarthenshire County Council, will need to undertake a Habitats Regulations Assessment (HRA) of the project to ascertain whether there will be an impact on the features of the SAC and any mitigation measures which could be put in place.

We note in Chapter 9, Section 9.6.7 that a Construction Environmental Management Plan (CEMP) is to be prepared. We require the submission of the CEMP upfront in support of this planning application, detailing all necessary pollution prevention measures for the construction and operational phase of the development. This is also required to inform the Habitats Regulations Assessment (HRA). The developer should plan the works carefully, so that contaminated water cannot run uncontrolled into any watercourses (including ditches). Please note that when we have reviewed the information we may ask that the CEMP is included in the approved plans and documents condition of the decision notice.

Construction Environment Management Plan

No development or phase of development, including site clearance, shall commence until a CEMP has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Construction methods: details of materials, how waste generated will be managed;
- General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance and mitigation measures.
- Store construction materials well away from the watercourse in a way that prevents otters gaining access or using them to rest in.
- Any trenches that are left open overnight will have planks of wood placed at regular intervals to allow otters a way out.
- All tools, food, litter and construction materials and packaging that may constitute a hazard to otters will be removed daily from the site.
- Soil Management: details of topsoil strip, storage and amelioration for re-use.
- Control of Nuisances: details of restrictions to be applied during construction including timing, duration and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use
- Traffic Management: details of site deliveries, plant on site, wheel wash facilities
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details
- The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Justification: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development or phase of development or specified activity and implemented for the protection of the environment during construction.

Landscape

Our advise refers to the potential landscape and visual impacts on the Brecon Beacons National Park (BBNP).

Our response relates to the proposed development of a new shared pedestrian path between Llandeilo and Nantygaredig.

We have concerns, with the application as submitted due to inadequate information. Further information is required to provide accurate assessments of the landscape and visual impacts on the BBNP:

- Adjustments to the Zone of Theoretical Visibility (ZTV)/study area boundary to include all relevant areas of the BBNP,
- Assessment of at least one viewpoint within the BBNP.
- Inclusion of Appendix 6.2: Visual Effects Schedule in the information available on the planning application website.

Previous advice relating to scoping opinion

In the scoping response from NRW to Carmarthenshire County Council, dated 15 August 2018, under the heading of Landscape and Visual Impact, our advice states:

'As noted in 3.5 (of the scoping report), elevated areas of the Brecon Beacons National Park could fall within the Zone of Theoretical Influence (ZTI) and the study area. The assessment should include consideration of views to and from the National Park along with potential impacts on the natural beauty, character and special qualities of the park. ...'

Submitted information

The Environmental Statement that accompanies the application includes the following relevant information:

- Chapter 6. Landscape and Visual
- Figure 6.1 ZTV Plan
- Figure 6.2 Landscape Character Plan
- Figure 6.3 Landscape Context Plan
- Figure 6.4-6.12 Viewpoint Plans

Appraisal

Landscape and Visual: Table 6.4 identifies the BBNP as a sensitive receptor. Paragraphs 6.9.18 - 22 describe the landscape and visual effects on the BBNP. Appendix 6.2. The Visual Effects Schedule, which is referenced in paragraph 6.9.22, is not available on the website.

ZTV plan: This does not cover all the area of the BBNP that is within the ZTV. There are, however, views to the site from higher parts of the valley sides within the BBNP, including views from a minor road and Public Rights of Ways, at distances of 2km or more.

Landscape context plan: The extent of the study area that falls within the BBNP is not shown as a 'sensitive receptor'.

Viewpoint plans: No viewpoints within the BBNP have been considered. Therefore it is considered that the assessment of the visual effects of the proposed development on the BBNP do not provide sufficient assurance of the stated conclusions of 'negligible non-significant effect' and 'no significant effects on BBNP'.

Other Matters

Please note, if further information is prepared to support an application, it may be necessary for us to change our advice in line with the new information.

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

In addition to planning permission, you are advised to ensure all other permits/consents/licences relevant to the development are secured. Please refer to our [website](#) for further details.

Further advice on the above matters could be provided prior to your planning application being submitted, however there would be a charge for this service. Additional details are available on our [website](#).

Yn ddifffuant / Yours sincerely

Lisa Jones

Gynghorydd - Cynllunio Datblygu / Advisor - Development Planning

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

WSP in the UK

By email: tv.pac@wsp.comEich cyfeirnod
Your reference

70041839

Ein cyfeirnod
Our reference

LC

Dyddiad
Date

24 October 2022

Llinell uniongyrchol
Direct line

0300 0256004

Ebost
Email:cadwplanning@gov.wales

Dear Sir/Madam

Pre-Planning Application - Formation of a new combined Pedestrian & Cycle Path, plus associated works, Nantgaredig To Ffairfach Along the Tywi Valley Corridor

Thank you for your letter of 3 October inviting our comments on the pre-planning application consultation for the proposed development described above.

Advice

The following comments are based on information made available to us as part of the pre-application consultation and we will review our comments when we are consulted on the final planning application. Our assessment of the pre-application is given below.

We have concerns about the impact on the scheduled monuments and registered historic parks and gardens. However, we consider that if mitigating measures were undertaken, our concerns about the impact would be reduced.

The national policy and Cadw's role in the planning process are set out in Annex A.

Assessment**Scheduled Monuments**

CM029 Old Dynefwr Castle
CM030 Dryslwyn Castle
CM042 Ffynnon-Newydd Standing Stones
CM082 Grongaer
CM150 Pen y Garn Camp
CM151 Pen y Cnap Castle
CM157 Allt-y-Ferin Mound and Bailey Castle
CM285 Two Burnt Mounds 600m ESE of Rhyd-y-Ffynnon Farm
CM286 Burnt Mound 450m ENE of Caeglas Farm
CM289 Burnt Mound 250m S of Cwm
CM325 Ffairfach standing stone



CM328 Maes y Crug round barrow
CM367 Dinefwr Park Roman Forts

Registered Parks and Gardens:

PGW(Dy)4(CAM) Middleton Hall
PGW(Dy)6(CAM) Derwydd
PGW(Dy)10(CAM) Golden Grove
PGW(Dy)12(CAM) Plas Dinefwr

This pre-planning application is for the formation of a new combined Pedestrian & Cycle Path between Ffairfach and Nantgaredig, plus associated engineering and landscaping works , Nantgaredig To Ffairfach Along the Tywi Valley Corridor.

The above designated historic assets are located inside 3km of the proposed development, but apart from scheduled monument CM328 Maes y Crug round barrow, intervening topography, buildings and vegetation is likely to block all views between them. Consequently, the proposed development will have no impact on the settings of these designated historic assets.

Scheduled monument CM328 Maes y Crug is located immediately adjacent to the north side of the corridor on which the proposed path will be constructed. It is possible that due to, what appears to be a slight change in the alignment of the existing fence, the scheduled monument may extend very slightly into the proposed path corridor. This technical issue would not usually be a significant issue, but the current development plans show the line of the proposed path moving to northern side of the corridor at the point where it passes the scheduled monument. As such it is possible that direct damage could occur to the scheduled monument which would be contrary to section 6.1.24 of Planning Policy Wales. It is therefore strongly recommended that the location of the path in the corridor in the vicinity of scheduled monument is changed to either the line of the original railway track or to the south of it.

Finally, there may also be undesignated historic assets that could be affected by the proposed development and, if you have not already done so, we would advise that you consult the Historic Environment Record held by the Dyfed Archaeological Trust www.dyfedarchaeology.org.uk

Yours sincerely,

Laura Cooper
Policy and Protection



Annex A

Our role

Our statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on the outstanding universal value of a World Heritage Site. We do not provide an assessment of the likely impact of the development on listed buildings or conservation areas, as these are matters for the local authority.

It is for the local planning authority to weigh our assessment against all the other material considerations in determining whether to approve planning permission.

National Policy

Applications for planning permission are considered in light of the Welsh Government's land use planning policy and guidance contained in Planning Policy Wales (PPW), Technical Advice Notes and related guidance.

PPW [planning-policy-wales-edition-11.pdf](#) explains that it is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include consideration of the setting of an historic asset which might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way.

The conservation of archaeological remains and their settings is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in a direct adverse impact on a scheduled monument (or an archaeological site shown to be of national importance)

[Technical Advice Note 24: The Historic Environment](#) elaborates by explaining that when considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation in situ, i.e. a presumption against proposals which would involve significant alteration or cause damage, or would have a significant adverse impact causing harm within the setting of the remains.

Historic Parks and Gardens

PPW also explains that local authorities should value, protect, conserve and enhance the special interests of parks and gardens and their settings included on the register of historic parks and gardens in Wales and that the effect of a proposed development on a registered park or garden or its setting should be a material consideration in the



determination of a planning application.

Borthwick, Russell

From: Thomas, Rhodri
Sent: 27 October 2022 13:10
To: TVP PAC
Cc: Jones, Richard (EST - Transport); LGC_Development_Control-South@gov.wales
Subject: FW: Pre Planning - Nantgaredig To Ffairfach Along the Tywi Valley Corridor

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Orange Category

Good morning WSP PAC team,

On behalf of the Welsh Government,

Pre Planning - Nantgaredig To Ffairfach Along the Tywi Valley Corridor
Formation of a new combined Pedestrian & Cycle Path between Ffairfach and Nantgaredig, plus associated engineering and landscaping works (Tywi Valley Path – Eastern Phase)”

Thank you for the pre-planning consultation. Please note there is a protected TR 111 line in the vicinity of the proposed path alignment.

The corridor must remain protected from development at this current time and currently the Welsh Government is unable to provide further comment. We should however be in a position to provide substantial comment that can feed into the proposed route alignment before the new year.

Regards

Rhodri

Rhodri Thomas BSc. (Hons) GMICE
Senior Engineer

I am now on secondment, and will have intermittent access to emails.



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CF10 4BZ

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Borthwick, Russell

From: Tomas E O'Leary <TEO'Leary@carmarthenshire.gov.uk>
Sent: 08 November 2022 09:16
To: Borthwick, Russell; Samuel E Palmer
Cc: Taylor, Clare
Subject: RE: Draft Chapters of the ES for review

Follow Up Flag: Follow up
Flag Status: Flagged

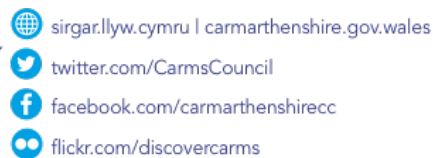
Categories: Orange category

Hi Russell,

Thank you for your email. Understood - if submitting the Phase 2 report in support of the planning application is not the desired approach then as noted previously we would recommend the imposition of appropriate contaminated land conditions. Once the reports / requested information is made available, they can be submitted as part of discharge of condition applications in the future.

Kind regards,

Tomas E O'Leary BSc (Hons), FGS
Environmental Development Officer
☎ 07929 660918
✉ TEO'Leary@carmarthenshire.gov.uk



From: Borthwick, Russell <russell.borthwick@wsp.com>
Sent: 31 October 2022 16:21
To: Tomas E O'Leary <TEO'Leary@carmarthenshire.gov.uk>; Samuel E Palmer <SEPalmer@carmarthenshire.gov.uk>
Cc: Taylor, Clare <Clare.Taylor@wsp.com>
Subject: RE: Draft Chapters of the ES for review

Hi Tomas,

Further to your email below, please be advised that we have spoken to our Contaminated Land Specialists at WSP who have advised that they don't normally recommend submitting the Phase 2 in support of the planning application due to the extra costs associated with it and potential risk of not getting planning permission. They have advised that it is normally dealt with post-planning via the 'standard' conditions.

[@Samuel E Palmer](#) Are you happy with this approach please? We are able to provide the Phase 2 at this stage, but there would be additional fees required to cover the works, and potential delays to the submission of the formal planning application. Maybe we can have a chat on Thursday if you need clarification.

Many thanks,

Kind Regards,

Russ



Russell Borthwick

Principal Town Planner
BSc (Hons) MSc

T + 44 (0) 2920 769 330

M +44 7785 732 279



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From: Tomas E O'Leary <TEO'Leary@carmarthenshire.gov.uk>

Sent: 28 October 2022 11:47

To: Borthwick, Russell <russell.borthwick@wsp.com>

Cc: Tuthill, Mike <Mike.Tuthill@wsp.com>; Samuel E Palmer <SEPalmer@carmarthenshire.gov.uk>; Taylor, Clare <Clare.Taylor@wsp.com>; TVP PAC <tvp.pac@wsp.com>

Subject: RE: Draft Chapters of the ES for review

Hi Russell,

Thanks for your email and for confirming.

We note that the previously submitted preliminary geo-environmental assessment has been reviewed by our colleague John Ayres, who highlighted that the impact (if any) on public water supply points within proximity of the proposed route should also be risk assessed. This department holds further information on the position of these points that can be provided upon request. Furthermore, as mentioned in our email below, in addition to the off-site sources of contamination identified by the preliminary geo-environmental assessment, we note additional off-site potentially contaminative land uses. However, it appears the uses listed in our email below covered the whole cycle path, and were not limited to the eastern portion. Within the eastern portion of the scheme we note industrial premises within proximity of the proposed route in Ffairfach, as well as the Dynefor rifle range/military land (albeit the opposite side of the Towy to the proposed route). We are able to provide information that this office holds regarding former land uses at or within proximity of the route upon request in order to refine the Phase 1 risk assessment if deemed necessary. We also note that a Phase 2 ground investigation was recommended to further refine the conceptual site model and this was supported by our colleague.

Given the above, should a planning application be received for this development, this office would recommend the imposition of appropriate contaminated land conditions. Therefore we would recommend a contaminated land risk assessment is submitted as part of any future planning applications for the development. We would recommend that the provided preliminary geo-environmental assessment is refined if deemed appropriate following correspondence with this office, and a Phase 2 Quantitative Risk Assessment is provided that updates the conceptual site model. Upon review of the reports, we would be able to provide further recommendations as appropriate. Details on the contaminated land risk management process can be found in the developers guide (see attached document) and the LCRM webpages (<https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>).

We also note that as part of the development works, soils are to be re-used on site. Any soil (or similar material) that is imported to a site must be suitable for use and any soil arising from elsewhere on a development site must be subject to the same requirements as imported materials. Therefore, details of the material that is to be imported to (or re-used on) site must be provided in writing to Environmental Protection via the Local Planning Authority prior to importation / re-use. The applicant should refer to the attached WLGA guidance document 'Requirements for the Chemical Testing of Materials for Various End Uses' (2013), which presents the specific information that is required for imported/re-used materials, dependent upon their origin, nature, the quantities to be imported/re-used and their proposed use at a development. I have attached the Welsh Land Contamination Working Group's developers guide and the imported material guidance document for further guidance on the re-use / importation of soils.

We note that the relevant section of the Environmental Statement communicates that the re-use of soil will be undertaken in accordance with CL:AIRE guidance. The CL:AIRE Code of Practice (CoP) must be referred to if the developer intends to reuse site won materials. The CoP provides a clear, consistent and streamlined process which enables the legitimate re-use of materials on site. Please refer to the CL:AIRE website (<https://www.claire.co.uk/projects-and-initiatives/dow-cop>) for further information on the CoP.

I trust that the above is of assistance, however, if there are any queries please do not hesitate to contact me. Please note I am away from the office from close of play today until the 8th of November.

Kind regards,

Tomas E O'Leary BSc (Hons), FGS
Environmental Development Officer
☎ 07929 660918
✉ TEO'Leary@carmarthenshire.gov.uk



From: Borthwick, Russell <russell.borthwick@wsp.com>

Sent: 28 October 2022 08:31

To: Tomas E O'Leary <TEO'Leary@carmarthenshire.gov.uk>

Cc: Tuthill, Mike <Mike.Tuthill@wsp.com>; Samuel E Palmer <SEPalmer@carmarthenshire.gov.uk>; Taylor, Clare <Clare.Taylor@wsp.com>

Subject: RE: Draft Chapters of the ES for review

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Rhybudd: E-bost allanol yw hwn ac nid oedd yn tarddu o'r Cyngor. Byddwch yn ofalus wrth glicio dolenni neu atodiadau agoriadol. Pan fyddwch yn ansicr, defnyddiwch y botwm 'Report Message'.

Dear Tomas,

Thank you for the email.

I have looked through our servers and can't see a Phase 2 GI – only a baseline study which is detailed within the ES.

Kind Regards,

Russ



Russell Borthwick

Principal Town Planner
BSc (Hons) MSc

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From: Tomas E O'Leary <TEO'Leary@carmarthenshire.gov.uk>

Sent: 27 October 2022 16:55

To: Borthwick, Russell <russell.borthwick@wsp.com>

Cc: Tuthill, Mike <Mike.Tuthill@wsp.com>; Samuel E Palmer <SEPalmer@carmarthenshire.gov.uk>; TVP PAC <tvp.pac@wsp.com>

Subject: FW: Draft Chapters of the ES for review

Good afternoon Russell,

Thanks for your assistance earlier today – I was able to get access to the portal thanks to Sam's help. Further to review of the Geology & Soils section of the environmental statement, I note that we reviewed the draft of this chapter in August 2022 and provided some initial comments via email (below for reference).

Prior to us providing our formal comments as to the relevant planning conditions this office may recommend should a planning application be received for the development, are you able to confirm whether a Phase 2 Ground Investigation has been undertaken on site? If so, is the report available for review?

For your information, I am on annual leave from the 31st of October to the 8th of November so will be able to provide this office's final comments upon my return.

Kind regards,

Tomas E O'Leary BSc (Hons), FGS
Environmental Development Officer

☎ 07929 660918

✉ TEO'Leary@carmarthenshire.gov.uk



From: Tomas E O'Leary

Sent: 26 August 2022 11:21

To: Paul Roberts <CPRoberts@carmarthenshire.gov.uk>

Subject: RE: Draft Chapters of the ES for review

Good morning Paul,

We can confirm that this office is in receipt of the Contaminated Land Section of the Environmental Statement (ES) for the Towy Valley Cycle Path. Following a brief review of the document provided and from looking at our records, we note that a preliminary geo-environmental risk assessment has been undertaken for the site and this has been reviewed previously by my colleague John Ayres. We have noted that a Phase 2 ground investigation was recommended to further refine the conceptual site model and this was supported by my colleague. We are not yet in receipt of a site investigation report and are not aware as to whether a ground investigation has been undertaken on site to date.

We wish to highlight that in addition to the identified off-site sources of contamination identified by the consultant, we also noted the following potentially contaminative land uses within close proximity of the proposed track: 2 no. unspecified factories, a road haulage site, petrol filling stations, an electricity production & distribution site, general farmyards and the Dynefor rifle range/military land (albeit the opposite side of the Towy to the path). Should the consultant require any additional information that this office holds on any of the above then they are welcome to contact me.

We also note that as part of the development works, soils are to be re-used on site. We note that the relevant section of the Environmental Statement communicates that this will be undertaken in accordance with CL:AIRE guidance, and it is assumed by the consultant that material moved around the site or imported onto site during the construction phase (e.g. to obtain required ground elevations) will have been subject to appropriate chemical testing and will therefore not present a risk to controlled waters or human receptors. I have attached the Welsh Land Contamination Working Group's developers guide and the imported material guidance document for further guidance on the re-use / importation of soils.

I understand a formal Pre-application Consultation (PAC) is expected to be submitted for the development soon. As part of our response to that consultation we will review all relevant reports and information submitted and provide this office's formal response / recommendations. In the meantime, should the consultant wish to discuss anything further, then they are welcome to contact me.

Kind regards,

Tomas E O'Leary BSc (Hons), FGS
Environmental Development Officer

☎ 07929 660918

✉ TEO'Leary@carmarthenshire.gov.uk



🌐 sirgar.llyw.cymru | carmarthenshire.gov.wales

🐦 twitter.com/CarmsCouncil

📘 facebook.com/carmarthenshirecc

📷 flickr.com/discovercarms

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

Appendix F

PUBLIC RESPONSES TO PAC



[Redacted]

From: [Redacted]
Sent: 07 October 2022 13:25
To: TVP PAC <tvpcac@wsp.com>
Subject: Twyi Valley Path

This project will be a wonderful local amenity, encouraging people to get outdoors, cycle safely and explore the beautiful countryside. It benefits people's health and well-being and is another attraction for visitors, especially families. It could become a catalyst for local businesses to service the route. Following the disused railway line it avoids damaging natural ecosystems and makes areas previously inaccessible available for people to appreciate and enjoy.

Once completed it would be wonderful if was further extended to Llandovery for the same reasons.

I live near Llandovery and enjoy cycling as does my brother in Ffairfach. We would use this route as we find the steeper routes more of a challenge both being retired and the roads increasingly dangerous.

Kind regards

[Redacted]
[Redacted]
[Redacted] [Redacted]

Russell Boothwick,
Principal Town Planner.
WSP in the UK,
1 Capital Quarter,
Tyndall Street,
Cardiff. CF10 4BZ

Dear Sir

Re Twygi Valley Path.

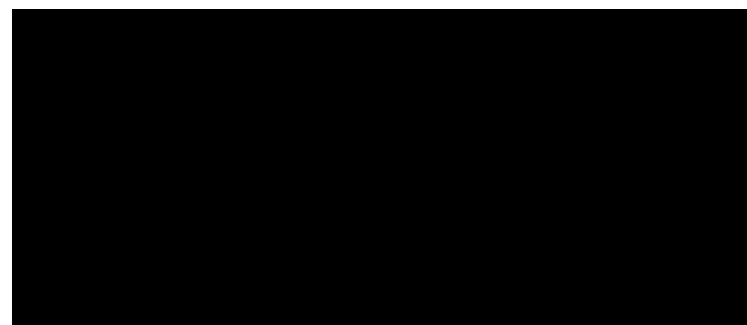
I have been made aware of an application to the planning authority for planning permission to develop a pedestrian and cycle path between Fairfach and Nontgaredig plus associated engineering and landscaping works.

This also involves a raised bridge over part of the area which also crosses farmland which surely is intrusive and must affect the owners of that land or business.

There is already a problem on the roads with cyclist activity and I doubt that will be much reduced by this venture and the highways are in desperate need of repair anyway. Indeed the money being allocated which will affect some farmers' livelihoods could surely be better spent by remedial and improvement on the roads already being used. We already have enough problems with building activity bringing heavy lorries and vehicles past our property with an increasing amount of debris and rubbish being thrown over hedges and paths.

This is a beautiful country which needs looking after and the money being spent on what is a small venture could be much more valuable if used on improving the current infrastructure.

Yours sincerely



-----Original Message-----

From: [REDACTED]

Sent: 07 October 2022 07:12

To: TVP PAC <tvp.pac@wsp.com>

Subject: Twyi valley path

Dear Sir/Madam

I will keep this brief - when considering this path please include horse riders.

Carmarthenshire is sorely behind in any consideration for us as a user group leaving us almost nowhere safe to ride.

PLEASE do not let this be yet another opportunity missed.

All active user groups can very peacefully enjoy this proposed route.

Kind regards

[REDACTED]

Sent from my iPhone

-----Original Message-----

From: [REDACTED]
Sent: 22 October 2022 20:55
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

Dear Sir/Madam,

I am writing in support of your proposed cycle and pedestrian path. The short length of path already at Abergwilli is a wonderful resource and i look forward to its extension as far as possible in this beautiful river valley. We should be doing more paths like this to help with tourism and to help us all live healthier lives more connected to our natural world before it's too late.

Additionally the main road is too narrow and dangerous along this stretch to be safe for pedestrians and cyclists. Also i'd like horses to be able to use the path too as i don't see why they shouldn't and i know people in our community who are asking for this.

Best regards,
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: [REDACTED]
Sent: 08 October 2022 10:35
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley cycle route

Sirs,
Having completed the cycle path what long term arrangements are in place to maintain the route from encroachment from weeds, brambles, etc, that would erode the pathway if not well maintained thus ensuring it remains safe to cycle on ?

Otherwise it would eventually become a 'white elephant' !

Yours, etc,
[REDACTED]

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-----Original Message-----

From: [REDACTED]

Sent: 26 October 2022 16:11

To: TVP PAC <tvp.pac@wsp.com>

Subject: Tywi valley path

Good afternoon,

We are landowners and were approached in 2016 about the sale of land to accommodate the path. I would like your comments on the acquisition of land, how it is affecting landowners and the move of position from negotiation to CPO.

We are excited for the project to go ahead and initial conversations were amicable. We expressed our concerns to the council representatives about security, privacy and property value which was all to be discussed.

Most recently the council has completely changed its position and is now seeking CPO and is now not prepared to compensate as above.

These conversations have been ongoing for 6 years and the stress now felt by this household is becoming overwhelming.

We would welcome an open conversation to discuss and look forward to hearing from you.

[REDACTED]
[REDACTED]

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

From: [redacted]
Sent: 06 October 2022 20:43
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path
Importance: High

Reference the costly subject proposal from Carmarthen to Llandeilo.

It appears that much of the path will be created on land that is prone to regular flooding, what arrangements will there be in place to prevent flooding and erosion and what are the envisaged costs of on going repairs as a result of flooding?

Some of the path will use the old railway line land how will this impact on a separate proposal being made to re open the railway line from Carmarthen to Aberystwyth ?

Regards
[redacted]

From:

Sent:

To:

Subject:

Follow Up Flag:

Follow up

Flag Status:

Flagged

From:

Sent: 06 October 2022 23:27

To: TVP PAC <tvp.pac@wsp.com>

Subject: Foot/cycle path from Llandeilo to Carmarthen

I don't believe that this path should be constructed when the roads in Carmarthenshire are in such poor repair. How on earth can Carmarthenshire County Council actually think this is an absolute need in the community, when the drainage system is in dire need of upgrading to enable the system to cope with the ever-increasing floods that are occurring.

How is the Council going to measure the benefit against the cost of the project? How is the Council going to maintain such a path in the future? Many of its footpaths in Carmarthenshire have not and are not maintained, so what is the Council's plan for this project??

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-----Original Message-----

From: [REDACTED]
Sent: 14 October 2022 19:55
To: TVP PAC <tvp.pac@wsp.com>
Subject: Re new path

Sir,

I do think the opening of the new path between Llandeilo and Carmarthen is a lovely idea - but sadly, I believe an opportunity lost for local horse riders.

There is a path in Ceredigion, following the old railway line near Tregaron, which I believe is a marvellous example of a shared user path, open to all and safely enjoyed by walkers, cyclists and horse riders alike. Similarly there are a number of paths in South Wales, with shared access, that work well.

As roads get busier, vehicles faster and lorries get larger it is increasingly dangerous for horse riders to find safe routes to ride. During Covid I stopped taking my horse out and started to walk more for exercise - but I felt extremely vulnerable, on my own. I feel very much safer with my pony!
It seems to me there is a great move to provide routes for cyclists, in the main healthy young men. Horses and ponies are ridden for the most part by women (often older women like myself) and by young people. There are limited exercise opportunities for older women and I can't help feeling that we are discriminated against at best, at worst riders are positively ignored.

While this path is still in the planning stage I would ask, most sincerely, that it be considered as a multi-user path. It would appear it is of a considerable length and will be a lovely off-road and safe route where we can all exercise. I can't see any substantial increase in cost. A truly amazing facility for everyone to enjoy, including horse/pony riders, both locally and as part of an increasing tourist market.

Sincerely

[REDACTED]

Sent from my iPad

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: 06 October 2022 22:50
To: TVP PAC <tvp.pac@wsp.com>
Subject: LDT adborth / TVP Feedback

The path looks like a great idea, but it would be tremendous if, given how few bridleways there are in the county and how little-maintained the handful we have are, you would be so kind as to allow equestrians to use it, too.

Many thanks,

- [REDACTED]

(Carmarthenshire resident, [REDACTED])

From:
Sent:
To:
Subject:

Follow Up Flag:
Flag Status:

Follow up
Flagged

-----Original Message-----

From:

Sent: 07 October 2022 10:17

To: TVP PAC <tvp.pac@wsp.com>

Subject: LDT adborth / TVP Feedback

Good morning.

Perhaps I missed it but is there car parking at both proposed track start/ends?
Is it possible to include public transport details at those points?

Personally I love the idea :)

Sent from my iPhone

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

From: [REDACTED]
Sent: 07 October 2022 13:22
To: TVP PAC <tvp.pac@wsp.com>
Subject: Twyi Valley Path

I gather from Carmarthenshire Council website that you are inviting the public's opinion on this proposed walking and cycling route however there does not appear to be an online questionnaire. If I have missed it, then please let me know.
However my view is that this scheme will be of great benefit to both locals and visitors and it will be a huge asset to the area.
Looking at the video it does seem to follow the river very closely in places and I did wonder about the possibility of the path flooding in the winter. Presumably this has been taken into consideration.
Other than that I can see no negatives with the scheme, only potential benefits. I really hope it goes ahead.

Regards
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Kind Regards,

[redacted]

wsp [redacted]
[redacted]
[redacted]
[redacted]



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From: [redacted]
Sent: 13 October 2022 21:10
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

This path cannot happen soon enough. I really support the proposal and think it would be fantastic for the local community and visitors alike. A great way to keep fit and encourage cycling walking and running in a safe car free environment and really help Carmarthenshire up its tourism offer connecting our special places like Carmarthenshire Museum, the Botanix Gardens, Aberglasney and Dinefwr.

As a single parent with 2 children I find it hard to find safe, easily accessible places nearby I can take both kids out on their bikes so this would be absolutely brilliant for us. Not everyone can fit bikes onto / into cars so this opens up safe cycling for so many local communities and especially families with children.

It also encourages sustainable travel to and from our main town Carmarthen. Transport is one of if not THE biggest contributor to carbon emissions and the climate emergency in Carmarthenshire- sustainable transport - rail, bus, cycle should be prioritised and this certainly supports that. It doesn't feel safe to travel on the busy A40 by bike so this really opens up the route to commuters and encouraging more people to travel sustainably.

Please press ahead with the plans to avoid disappointment!

Many thanks

[redacted]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: [REDACTED]
Sent: 06 October 2022 19:43
To: TVP PAC <tvp.pac@wsp.com>
Subject: Towy Valley Path

Dear Mr Borthwick,

I live in Ffairfach and have a holiday accommodation business and am extremely happy that this proposed path look like it will happen. I do however ride horses and Carmarthenshire has an unbelievable shortage of safe bridlepaths. I would like the planners to look at including equestrian use on the path. It is an existing rail bed which when I was a child I rode on my pony. In other areas of the country equestrian use has been successfully integrated on similar projects. Equines do not need tarmac surfaces. They would be more than happy with a tidy stone surface similar to the one currently in place so a tarmac path to one side and a stone path to the other would work. All of the old rail tracks in the area were used by horses 30 years ago however all have been pushed out by the cycle tracks.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPhone

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Kind Regards,

[redacted]



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From: [redacted]
Sent: 21 October 2022 11:48
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

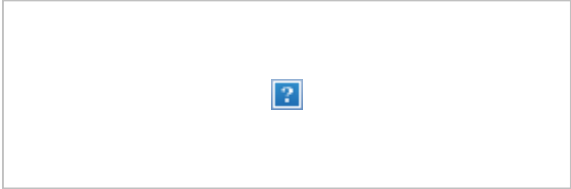
Good day,
I am having difficulty accessing the proposed plans online. I get an error when I try to access the pinpoint cloud url. Could you send me the correct link so that I may look at the plan online?
Thank you for your attention to this matter,
Hwyl,
[redacted]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]
Attachments: [REDACTED]

Mr [REDACTED],
Thank you for the swift response. The link you sent works. I have a query regarding the Scheme Extents Map which shows red lines and yellow lines, what do the coloured lines represent?
Hwyl,
[REDACTED]

On Fri, 21 Oct 2022, 12:14 [REDACTED] <[REDACTED]> wrote:

Hi [REDACTED]
I have just checked and this link works:
[PinPoint ConnectALL - Camarthen \(pinpointcloud.co.uk\)](https://pinpointcloud.co.uk/PinPointConnectALL-Camarthen)
Let me know if you have any further issues accessing the virtual consultation.
Kind regards,
[REDACTED]



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Datblygiad Arfaethedig

Llwybr Dyffryn Tywi

Ffurflen Ymateb i'r Ymgynghoriad Cyn Ymgeisio



Enw:

[REDACTED]

Cyfeiriad:

[REDACTED]

[REDACTED]

Rheswm/rhesymau am eich diddordeb yn y datblygiad arfaethedig

Dewiswch un o'r canlynol os gwelwch yn dda

Yr wyf o blaid y datblygiad arfaethedig

☒

Nid wyf o blaid nac yn erbyn y datblygiad arfaethedig

☐

Yr wyf erbyn y datblygiad arfaethedig

☐

Y rheswm/rhesymau dros y dewis

DWI WEDI SEICLO LLAWER IAWN O LWYBRAU
BEICS CYMRU (RHAI DDIDRAFNIDIAETH) NID YW'R
FFORDD FAWR YN DDIOGEL I RHAI DI-BROFIAD
BELLACH AC MAE WIR ANGEN Y DATBLYGIAD
YMA ERMWYN CERDDWYR A BEICWYR.

Os oes gennych unrhyw sylwadau eraill ynglyn ar y cynigion ysgrifennwch nhw isod

'RWYF YN TG OED AC AM BARHAM I SEICLO
GAN EI FOD YN FY NGHADW'N IACH. DWI WEDI
GWELD Y CYNLLUNIAU AC MAENT YN DDA IAWN.

Llofnod:

[REDACTED]

Dyddiad:

7/HYDREF/2022

Ar ôl ei gwblhau, dychwelwch y ffurflen hon yn y post neu ar e-bost 31/10/2022 i:

Russell Borthwick, Prif Gynllunydd Tref, WSP in the UK, 1 Capital Quarter, Tyndall Street,
Caerdydd, CF10 4BZ. Email: tvp.pac@wsp.com

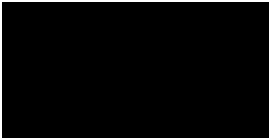
From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 06 October 2022 20:24
To: TVP PAC <tvp.pac@wsp.com>
Subject: LDT adborth / TVP Feedback

I fully support this scheme which as well as providing for active travel between the two towns will be a huge boost for tourism in the area, connecting with the National Cycle Network and hopefully other routes planned in the vicinity [REDACTED]

Sent from my iPhone

From: 
Sent:
To:
Subject:

Follow Up Flag: Follow up
Flag Status: Flagged

From: 
Sent: 10 October 2022 12:51
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path.

This looks an amazing opportunity to be eco friendly, get off main roads, enjoy the beautiful welsh countryside which is all for the good of our mental health.
Might I suggest opening it up to carriage drivers as well. We are being forced onto busy dangerous roads with our horses, with many being injured or killed. If more data is needed you could contact BHS British Horse Society, they are working with councils and have all the statistics.
This venture would be an amazing place to have safe good wholesome recreation. Also with the rise in petrol prices many are turning to their equine to go places instead of using the car, with one area putting a place to park your horse while you go do an errand.
I look forward to a reponse.

Kind regards


Sent from [Mail](#) for Windows

Proposed Development

Tywi Valley Path



Pre-Application Consultation Response Form

Name:

[Redacted Name]

Address:

[Redacted Address]

Reason(s) for your interest in the proposed development

Please tick one of the following options

I am in favour of the proposed development

☒

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☐

Reason(s) for choice

I think this is an amazing project
it will be good for attracting
people to enjoy the beautiful valley we
live in

If you have any comments regarding the proposals please write them in the space below

I hope I will live long enough
to enjoy this amazing Tywi Valley Path

Signed:

[Redacted Signature]

Date:

11 Oct 2022

Upon completion, please return this form by post or email by 31/10/2022 to:

Russell Borthwick, Principal Town Planner, WSP in the UK, 1 Capital Quarter, Tyndall Street,
Cardiff, CF10 4BZ.

Email: tvp.pac@wsp.com

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: 09 October 2022 12:10
To: TVP PAC <tvp.pac@wsp.com>
Subject: Fwd: Tywi Valley Path

Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: 7 October 2022 at 19:09:31 BST
To: tvp.pal@wsp.com
Subject: Tywi Valley Path

Good evening,

I wish to raise some concerns that seriously need considering, before this cycle path is extended on to the Towy Valley flood plain.

The proposed next stage of this path runs right along side the River Towy in some places and in the middle of the Nantgaredig flood plain, which with the River Cothi also entering the main river (Towy) this causes huge flood damage especially in the Winter.

The whole of the Towy valley from Carmarthen to Llandeilo floods at various places and the pace and strength of this raging angry river should not be underestimated.

The Towy will cause huge damage to the path (and possibly small bridges) and I have no doubt will rip the path to shreds in certain areas.

Who is going to fund the annual repairs ? Us the tax payers ?

Further damage will be caused by the hundreds of cattle and sheep who will no doubt access the path I am guessing.

I am all for cycling and walking paths, as I enjoy both forms of exercise, but surely this plan is flawed building it alongside a main river and through fields that sit beside the river.

I look forward to a reply to my concerns.

Thank you

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED].

Sent from my iPad

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Kind Regards,

[REDACTED]



[REDACTED]
[REDACTED]

[REDACTED]



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From: [REDACTED]
Sent: 13 October 2022 18:50
To: TVP PAC <tvp.pac@wsp.com>
Subject: Consultation ends 31st October. Carmarthen to Llandeilo cycling and walking path....

Please can you consider widening the scope of the path to include equestrian use. There are few maintained bridleways in the Llandeilo to Namtgarsdig area even though there is a large number of riders who live in this area. Safe off road riding would improve the safety of riders as riding on the road is becoming increasingly unsafe, despite recent changes to the Highway Code. Including equestrian use in this proposal would be very welcome and could also improve opportunities for business through riding holiday for example,

[REDACTED]

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

Kind Regards,

[redacted]



[redacted]
[redacted]

[redacted]
[redacted]



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From: [redacted]
Sent: 13 October 2022 23:36
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

To whom it may concern

I have read the proposed plans with interest. Could consideration be given to making this also accessible to horse riders, we have decreasing amounts of off road riding and with growing numbers in traffic it is becoming dangerous to be on the roads often with our children.

The width of the proposed pathways is adequate to allow pedestrians, cyclists and horse riders to use this along side each other. There are also many of us that also have dogs and would be nice as a family to ride/walk the dog all together increasing daily time This would also give us alternative local off road riding thus making it safer for riders and road users and would be a valuable asset to the community.

It would also in turn increase tourism in the area as several places offer accommodation and paddocks so horse owners can “bring there horse on holiday”, currently they have to travel by trailer/Horsebox whilst on the holiday to access good, safe off roads hackin whereas this would keep them local and spending locally.

Opening this up to horse riders would also decrease the amount of trailers/horseboxes on the road as it would reduce the need to travel in order to ride.

I hope this can be given serious consideration

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

Kind Regards,

[redacted]



[redacted]
[redacted]

[redacted]
[redacted]



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From: [redacted]
Sent: 06 October 2022 10:21
To: [redacted]; TVP PAC <tvp.pac@wsp.com>
Subject: Towy Valley Path

To Russell Borthwick, Principal Town Planner,
Dear Russell

I wish to support the proposed Towy Valley Path .As a keen walker of 70 years plus I have walked most of the Public Rights of Way in Carmarthenshire and a new path following the route of the disused rail track would greatly increase the tourist potential for the area and would be of use to Cafes ,Restaurants and Hotels along the valley .

Yours Faithfully
Signed

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

Proposed Development

Tywi Valley Path



Pre-Application Consultation Response Form

Name:

[Redacted]

Address:

[Redacted]

[Redacted]

Reason(s) for your interest in the proposed development

Please tick one of the following options

I am in favour of the proposed development

☒

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☐

Reason(s) for choice

FOR THE FUTURE OF THE TOW VALLEY
AND IMPROVEMENT OF THE HEALTH + WELLBEING
OF THE LOCAL AND VISITING PEOPLE TO THE AREA

If you have any comments regarding the proposals please write them in the space below

[Redacted]

Signed:

[Redacted]

Date:

31.10.22

Upon completion, please return this form by post or email by 31/10/2022 to:

Russell Borthwick, Principal Town Planner, WSP in the UK, 1 Capital Quarter, Tyndall Street,
Cardiff, CF10 4BZ.

Email: tvp.pac@wsp.com

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 11 October 2022 21:32
To: TVP PAC <tvp.pac@wsp.com>
Subject: Towy Valley Path

I must say this is one of the best schemes CCC has developed in a long time. It will enhance the Towy valley and provide vital recreation opportunities for locals and visitors. It will become an economic driver for the area.

Well done! The sooner the better!

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: 07 October 2022 20:37
To: TVP PAC <tvp.pac@wsp.com>
Subject:

Tywi Valley path
The money this scheme will cost could be better used elsewhere such as education or health service.Especially in these times where the County Council have said they are very short of money.

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

Kind Regards,

[redacted]

wsp [redacted]
[redacted]
[redacted]
[redacted]



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From: [redacted]
Sent: 17 October 2022 12:10
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path.

I support this path subject to it being a true multi user route, open to walkers, cyclists and equestrians along its full length.

I would recommend the work by the Trails Trust in the Mendips / Somerset which is well known for their experience working with the county council and demonstrating best practice on value for money and inclusivity on multiuser routes.

I feel so strongly about the inclusion of equestrians on a route they currently use, that If it is not made available for equestrians to use then I would support legal challenges to the project.

[redacted]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

From: [REDACTED]
Sent: 07 October 2022 12:08
To: TVP PAC <tvp.pac@wsp.com>
Subject: Towy Valley Path

Hi, a fantastic opportunity to create a multi user path, why are horse riders not included?
Carmarthenshire seems backward in its thinking and planning regarding incorporating the equestrian community.
With the correct signage and mutual respect for other users this path could be a huge addition to the almost non existent safe routes available to horse riders in the area.
Your response would be appreciated

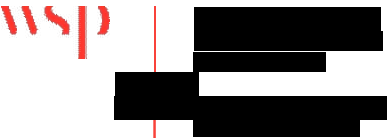
[REDACTED]

Sent from my Huawei phone

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Kind Regards,

[REDACTED]



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From: [REDACTED]
Sent: 01 November 2022 10:33
To: TVP PAC <tvp.pac@wsp.com>
Subject: Re: Tywi Valley Path

Dear Mr Borthwick,

I understand from reading this document that you may have satisfied the minimum statutory requirements and ticked these boxes but the point I would like to reinforce is that you have not followed the guidance provided in making the consultation the best it can be. The following extract from para 3.6. has been ignored.

*"Meeting the community
Carrying out 'face-to-face' engagement with the community is a traditional and effective method of consultation. This includes presentations, public exhibitions, drop-in events, stakeholder/landowner workshops, community liaison groups, specialist advisory panels and so on.
It can sometimes be difficult for people to understand a scheme based on the application information provided on the consultation website. People will often have questions, or find the information difficult to interpret without some direction. It can therefore be beneficial to hold an event where people can ask questions. Importantly, this approach also gives the developer the opportunity to explain why they are progressing with the proposals and how the community can benefit from the scheme.
This form of engagement allows in-depth discussions of issues and resolution of problems, and the ability to capture good quality qualitative information. For many schemes, holding face-to-face events are beneficial. "*

I look forward to reading your justification for this when the PAC Report is issued.

Was a one day exhibition drop in event in Abergwili and Llandeilo really too much to ask?

Your sincerely,
[REDACTED]

On Monday, 31 October 2022, 17:07:53 GMT, [REDACTED] wrote:

Dear Mr Borthwick,

Thank you for your E Mail. The document is very useful and I will read it tomorrow morning and make comment if I feel the need to.

In the meantime, I would be grateful if you could point me towards a copy of the WeITAG Stage 2 Report.

Many thanks for your time.

Regards

[REDACTED]

On Monday, 31 October 2022, 08:23:41 GMT, TVP PAC <tvp.pac@wsp.com> wrote:

Dear [REDACTED],

Thank you for the emails. The point raised will be addressed within the PAC report, which will be submitted in support of the formal planning application.

I have, however, attached the PAC guidance for your information and would refer you to Page 24 (as marked) – the second line in the table.

In respect of the coloured documents, I will need to double check with the respective Officer from Carmarthenshire who arranged the printing. This will be addressed in the PAC report.

Kind Regards,

[REDACTED]

I

wsp [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



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From: [REDACTED] >
Sent: 30 October 2022 15:46
To: TVP PAC <tvp.pac@wsp.com>
Subject: Re: Tywi Valley Path

Dear Mr Borthwick,

Thank you for your response.

I have visited both Llandeilo Library and Abergwili Museum and note that several documents remain in black and white. Did you change any as promised?

I note your comments regarding the statutory requirement for PAC is a virtual or physical event.

I would be grateful if you could substantiate this by directing me to the statutory document that states this. Notwithstanding it is disappointing that Carmarthenshire County Council should choose this option which effectively prevents a significant proportion of the population from getting involved which does not sit well with the spirit of the Well Being and Future Generations Act 2015, let alone common decency. So much for accessibility.

I look forward to your response.

Yours sincerely,

[Redacted Signature]

On Monday, 24 October 2022, 09:54:56 BST, TVP PAC <tvp.pac@wsp.com> wrote:

Dear [Redacted],

Thank you for the email.

Apologies if you having difficulty downloading the documents. I have included a 'screenshot' below to highlight where to download the documents you require. There is a folder tab next to the little printer icon (see below). If you are having difficulty using your computer you may wish to try one of the library computers instead?

Please be advised that the Statutory requirements for PAC require a virtual **or** physical event. In this case, the virtual event is the official PAC exercise, with the documents added to the museum and library being an 'additional extra' to assist members of the public. It is not intended to replicate the on-line event.

I appreciate that it may be difficult to read certain elements in black and white, so would refer you to the on-line facility. Nevertheless, we will aim to place some colour-printed versions in the library and museum this week to assist with your query. However, as this is not a statutory requirement we will be unable to extend the PAC period I'm afraid, as the project is on a very restricted timetable in order to meet Planning Committee and funding deadlines.

Was there a particular document you were interested in please, so we can make sure the coloured version is printed off?

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From: [REDACTED]
Sent: 20 October 2022 12:29
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

Dear Mr Borthwick,

I have viewed your "virtual consultation" on line but I was unable to download any documents. This is probably because my computer is underpowered.

I therefore sought out the hard copies in the Llandeilo Library.

I note that none of the "display boards" were available which are key to providing a suitable introduction to members of the public. Is it your intention to provide these at Llandeilo and Abergwil Museum which I also visited?

I also note that in Llandeilo (did not check in Abergwili) that several key documents were available only in black and white. I am sure you will agree that several of these documents cannot be properly reviewed without the colour versions.

Can you please advise when these documents will be made available in colour so that I and other members of the public can view them.

Once these documents are made available I assume the consultation period will need to be extended beyond the current end date of 31st October in order to comply with your statutory obligations.

Yours sincerely

[REDACTED]

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LAEmHhHcdJzBITWfa4Hgs7pbKI

Proposed Development

Tywi Valley Path



Pre-Application Consultation Response Form

Name:

[Redacted]

Address:

[Redacted]

Reason(s) for your interest in the proposed development

Please tick one of the following options

I am in favour of the proposed development

☐

I am neither in favour nor against the proposed development

☐

I am against the proposed development

☐

} cannot
decide until
all docs
made available

Reason(s) for choice

A significant number of the 'hard copy' documents in Llandeilo Library are black & white not colour. Until these documents are made available in colour then people cannot properly assess. Will the consultation period be extended to accommodate?

If you have any comments regarding the proposals please write them in the space below

Signed:

[Redacted]

Date:

18/10/22

Upon completion, please return this form by post or email by 31/10/2022 to:

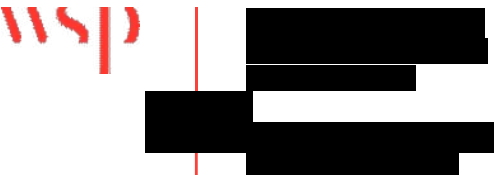
Russell Borthwick, Principal Town Planner, WSP in the UK, 1 Capital Quarter, Tyndall Street, Cardiff, CF10 4BZ.

Email: tvp.pac@wsp.com

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Kind Regards,

[REDACTED]



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From: [REDACTED]
Sent: 19 October 2022 15:55
To: TVP PAC <tvp.pac@wsp.com>
Subject: Towy Valley Path - Public Consultation

Dear Russell Borthwick

I am retired and live, with my wife, in [REDACTED], which is in the Towy Valley. Both of us enjoy walking. I used to enjoy cycling but no long cycle as roads have become increasingly busy. We fully support the plans for the TVP, which will allow people to enjoy the splendours of the Towy Valley in a safe environment and encourage people to take exercise. We only hope that it is constructed in our lifetime!

I would only add that hopefully there will be sufficient access points along the route of the path so that the maximum number of people can use the facility. How, for example, would we at Pontargothi be able to access the path?

Regards

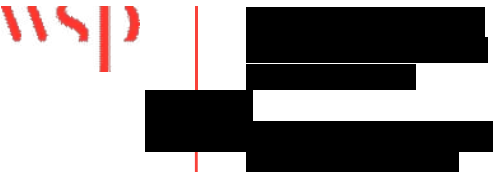
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]
Attachments: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

Kind Regards,

[REDACTED]



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From: [REDACTED]
Sent: 16 October 2022 10:07
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path Consultation Response

Sir

Please find attached my response to the Tywi Valley Path Consultation

Regards
[REDACTED]

Tywi Valley Path Consultation Response Objection

Sir

- I object to this proposed path as solely a walking and cycling route.

I feel this public money should be used to secure access for all including equestrians. If land is to be compulsory purchased then equestrian access can be provided by the council as they will own the land.

The plan doesn't address how the bridges requiring replacement in 15 years will be paid for or physically accessed given the path is not built to withstand a vehicle. It also doesn't mention how areas subject to flooding will be built to survive this. As water levels are rising, I question whether the flooding has increased since the research has been done on this route and more studies will be needed to change the design of the surface. Tarmac and concrete is not good for the environment and there are much better natural surfaces to use. This is a rural area and cannot be treated like Active Travel routes in urban cities. The needs of the local people are very different. This is a leisure path that will not be used in the way it is being sold to the public and will not encourage the public to leave their car at home.

Funding

Since the inception of the idea to create the Tywi Valley off road path, the County Council have been seeking funding support from Welsh Government under the Active Travel Act which has been refused because it does not meet the Active Travel criteria. Lee Walters has said in media comments that this is predominantly a leisure path, and subsequently funding has been obtained by CCC under the Levelling Up Fund direct from UK Government and not as an Active Travel project.

Equestrians have sought access either wholly or in part to this path through previous consultations and members of the public continue to comment on social media asking if horses can be given access to it because of the lack of off road equestrian access in the county. Just 6% of the rights of way are available for horse riding compared to the national average of 22%. Previously the County Councils response has been that as equestrianism is predominantly a leisure activity and we are not covered under Active Travel funding, we are unable to be included in this project. However now this funding is being provided from a different source and not an Active Travel route, and it is being built from scratch, there is no reason why horses should be excluded from it. I accept that there may be challenges but Sustrans support the ethos of paths for everyone and British Horse Society and Cycling UK are working together to secure safe routes for cycles and horses as vulnerable road users. Carmarthenshire County Council should work with BHS to give something to equestrians now the funding focus has changed and this is clearly what they are hearing from the public.

A truly multi user path would be supported as a policy achievement in the Rights of Way Improvement Plan (ROWIP) under improved equestrian access and the Future Generations (Wales) Act by providing much needed access for horses in the county who are feeling discrimination with the loss of so much to development in their villages, towns and green space.

Economic benefits, Tourism, local business NTS 1.1.3

Councillor Edward Thomas seeks the engagement of the community and makes reference to tourism. Equestrian tourists pay to house themselves and their horse and cannot carry everything they need with them which provides an opportunity for local businesses and for diversification given that the TVP path runs through grazing land that could provide forage and accommodation for visiting long distance riders. This provides an additional opportunity for tourism in an area that is rural with opportunities for landowners to benefit from equestrian travellers that they wouldn't get from walkers and cyclists. There is nothing to encourage cycling tourists to stop between Carmarthen and Llandeilo to benefit these villages and the 14km Strava "time trial" is inevitable where cyclists aim to complete the trail in the fastest time.

The information provided in the pre consultation states that the path will be 3m wide with a 1m verge each side. A 5m corridor can easily accommodate all users with the usual width of a public bridleway being just 3m, many rural county roads currently shared with vehicles walkers and cyclists are this wide. Bridleways have been tarmacked for cycles in Swansea, Clyne valley (NCN Route 4) which is a popular leisure path used by all including horses and demonstrates that shared use is possible. The planned verge on the TVP also allows for users to respect each other, to pass or wait off the surfaced path. Discussions with British Horse Society are needed to assess the suitability of structures for equines as this is a specialised area and requires a qualified assessor. Assumptions are often made that are incorrect and discriminatory.

Access for walking, cycling and horse riding and is better value for public money. This is a very expensive, predominantly leisure project, for the tax payer and some benefit should be seen by all non motorised users which will benefit the local tourism industry and residents. Long distance trails for all users have increased in popularity following Covid lockdown as the public have explored local rights of way and horse riders seek to reduce their use of diesel transport for their horse. With 22,000 passported horses in Carmarthenshire (National Equine Database 2012) this encouragement to ride locally will have a significant impact on CO2 targets for the county. Providing access to this path would address the increasing need to transport horses many miles in order to access safe off road riding. This path can provide useful links to quiet lanes in the area and circular rides involving ORPAs and bridleways particularly around Llanarthne and to provide a safer link for long distance riders travelling to Brechfa Forest from Nantgaredig. I am also told that equestrians still ride parts of the railway line and these areas should be retained for riding.

LDP

Cycling & Walking

As per the LDP, the scheme will promote transport planning objectives, with cycling and walking playing a significant role in achieving the delivery of sustainable transportation within the County.

*Land required to facilitate the following improvements to the cycle network will be safeguarded. Proposed routes where known are shown on the proposals map. **The potential opportunity for horse riding should where appropriate be considered.** -This needs to be more than considered because the facilities for horse riding are not being safeguarded by the Authority when expanding towns and villages and riders are increasingly having to transport away, rather than ride locally which is certainly not a positive step for the environment or modal shift.*

Tywi Valley (between Llandeilo & Carmarthen) Whitland to Llanglydwen Ammanford to the Amman Valley

Developments should, where appropriate seek to incorporate, or where acceptable, facilitate links to the cycle, rights of way and bridleway network to ensure an integrated sustainable approach in respect of any site.

Yours faithfully

[Redacted signature block]

-----Original Message-----

From: [REDACTED]

Sent: 23 October 2022 14:18

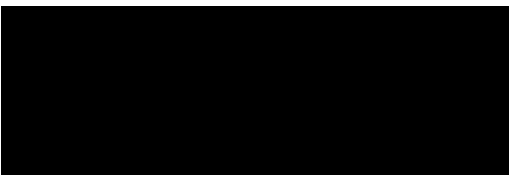
To: TVP PAC <tvp.pac@wsp.com>

Subject: Cycle path

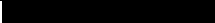
Great idea

Sent from my iPhone

From:
Sent:
To:
Subject:



Kind Regards,



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Cardiff,
CF10 4BZ.

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From: [Redacted]
Sent: 13 October 2022 19:12
To: TVP PAC <tvp.pac@wsp.com>
Subject: Cycle path Nantgaredig to Fairfach

Hello
I would use this path to ride my horses, if I could
Kind regards
[Redacted]

Dear Mr Borthwick

I have just heard of your plan to build Tywy valley bike path and think it is a great idea

First of all for are community to enjoy the lovely landscape and keep fit also people from other communities can enjoy are beautiful valley. I would also like to tell you that when you have built the Tywy valley path I could cycle to school and so could lots of other children it would create an aspect of independence for the community.

Last of all it would be really good for Carmarthen - there's eco development instead of using cars we would be using bikes because it goes past some popular buildings like Carmarthen Museum that would be great for the environment as so many people drive there.

So please build the cycle path

best wishes

[REDACTED]
([REDACTED])

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Dear [redacted],

Further to your email below, I can confirm receipt of your comments.

The matters raised will be addressed within the PAC report, which will be submitted with the formal planning application.

Kind Regards,

[redacted]

wsp [redacted]
[redacted]
[redacted]
[redacted]



in [redacted]
[redacted]
[redacted]
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Tyndall Street,
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From: [redacted]
Sent: 25 October 2022 10:59
To: TVP PAC <tvp.pac@wsp.com>
Subject: Twyi Valley Path

Dear Mr Borthwick,

We sent our representation, by email, on the 11th October and have yet to receive an acknowledgement of our message. A copy of which is attached below

Would you please confirm that our representation has been received.

[redacted]
[redacted]
[redacted]

Dear Mr Borthwick

We have no objection to the proposed Cycle/Pedestrian Path subject as follows:-

The only means of access to our property is via the former railway line track and there are vehicular and pedestrian rights of way in both directions from where our property access joins the former railway line to the public highway on the unnamed road between the B4300 and the A40.

We therefore request assurance that the following matters will be confirmed:-

- 1) Vehicular and pedestrian rights of way to be preserved to and from Towy Cottage along the new Path route to the highway in both directions, during and following construction of the Path.
- 2) That the Path will be adopted as a highway or a suitable agreement for maintenance is undertaken with no obligation on the owners of Towy Cottage.
- 3) That, if as is stated the level of the Path will be increased somewhat, that the access to Towy Cottage not be impacted and if necessary, any adjustments/works to adjoin the Path will be made without cost to ourselves.
- 4) Suitable road signage should be erected on the entrance to the Path from the unnamed highway (between B4300 and A40) to warn Cyclists and Pedestrians that the extent of the Path between that highway and Towy Cottage is affected by our rights of way and is subject to vehicular use.

Please acknowledge receipt of this representation

[Redacted signature line]

[Redacted signature line]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

Many thanks for speedy response Michael, I was not around at the time of the original public consultations so may have missed the intent of some of this or mis-translated the various planning documents. Whilst the path looks to be innovative and exciting, I do have questions. Do please let me know if you prefer I submit signed form with these as attachment.

Please see potential concerns below. I look forward to further information and clarification, thanks.

Cosmetic concerns

- 1). Fencing - I believe the intent is to use chain link fencing on path boundaries ? We currently have original Welsh dry stone walling (which I believe dates back to the house build in 1700's) on the the roadside opposite Ynys Las and Bwythyn Ynys Las which extends to next two houses and it would be a great pity to lose it in favour of chain link.
- 2). Trees and foliage - the video footage indicated a path lined with greenery. The choice, height and ongoing management of these shrubs/trees whilst baffling noise and protecting privacy could likely have a detrimental effect on current view and flow of natural light. There are also a series of overground power and data cables directly above, vulnerable to anything fast growing.
- 3). Lighting - i assume the path will be lit somehow, particularly in Winter. Since the B4300 is not currently lit and given the cycle path proximity to the houses, it would be good to have clarity on type of lighting, lumens, permanent vs motion sensed, duration, potential pollution effect on evening and night sky.

Practical concerns

- 4). The culverts shown on the map at 8/9 do not seem to correlate to existing drainage through Ynys Las which captures the rain from hills above and routes to river?
- 5). Some concerns about loss of flood plain on river opposite happening at same time as replacing permeable earth on riverbank with tarmac or paved surfacing. Currently during Autumn my neighbours and I work quite hard to keep the B4300 outside free from water/flood which can build and pool to halfway across road overnight in extreme rains.
- 6). Was unable to clearly understand where access and egress points will be for users of the cycle path. If these are in close proximity to the houses I anticipate parking, privacy and litter issues. Currently one of my near neighbours regularly empties cyclists rubbish from their mailbox on Monday mornings and I routinely collect roadside rubbish, energy drink bottles, protein bar wrappers and the like on Summer Mondays; it would be good to understand how Carmarthen Council will maintain this vis a vis the increased users.
- 7). Parking and facilities, waste disposal etc; for path users - will there be designated areas along the route for those who do not intend to cycle all 12 miles, families, small children etc ? Where will this be.

Other

- 8). My understanding is that construction, mainly yellow metal machinery, for section E6/7/8/9, will take 12-14 months and work hours extend from 7:30am til 6pm weekdays, with further disruptions on Saturdays til 1pm ? This seems excessive and will certainly disrupt quiet enjoyment of nearby dwellers since this activity will be almost directly under our windows and presumably also affect road access over a prolonged period.
- 9). Might the path construction provide an opportunity liaise with infrastruvture providers to finally lay fibre broadband to this area to improve access to fast broadband speeds ?

Hope the questions are clear, I look forward to hearing next steps and opportunity to see any scale model at future stage.

Thank You

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

On 17 Oct 2022, at 16:13, [REDACTED] wrote:

Good Afternoon [REDACTED],
If you have any queries about the development, email them to us and we will address them in the Pre-Application-Consultation (PAC) Report.

Kind regards,
Michael

[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 14 October 2022 11:02
To: TVP PAC <tv.pac@wsp.com>
Subject: Proposed Development - Tywi Valley Path

Good Morning, just had some queries around the above exciting development. My home is sited at [REDACTED]. I did look through the various documents and picked up a feedback form but it is not adequate to capture all points. How can I submit queries, what is the current mechanism to answer location specific queries please ? Many thanks.

Kind Regards

[REDACTED]
[REDACTED]
[REDACTED]

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

Kind Regards,

[REDACTED]

wsp [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



in [REDACTED] [REDACTED]
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From: [REDACTED]
Sent: 06 October 2022 12:28
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley path

I am resident of Llandeilo and previously of Llanegwad and have lived in the Towy Valley for over 20 years now and completely support the project and development of the path, linking both parts of the valley.

I believe it will be a great addition to the area and assist with sustainability as many people are likely to use it to commute on bicycles or use them for leisure on or near the path.

Additionally it will become a tourist attraction bringing visitors to the towns and villages in the valley.

Thanks for the opportunity to contribute my views

[REDACTED]
[REDACTED]
[REDACTED]

From:

Sent:

To:

Subject:

Follow Up Flag:

Follow up

Flag Status:

Flagged

From:

Sent: 06 October 2022 19:45

To: TVP PAC <tvp.pac@wsp.com>

Cc:

Subject: Tywi Valley Cycle Path: please can this be completed as soon as possible!

Hi,

As a resident of [REDACTED], I've been regularly searching for articles on the progress of this project. I've been saddened and frustrated that it has taken so long to get off the ground. I feel it's been going on for years. I think I first saw posters for it in about 2017.

Whilst I applaud the progress with the western section as described in the Wales Online article of 6th Oct 2022, I really would like to see more happen with the section around Dryslwyn. As a keen jogger whose knees have seen better days, it would be lovely to have a traffic-free, flat route that could take me either upstream towards Llandeilo or downstream towards Nantgaredig. I also have a couple of holiday cottages here; it would be a real attraction to guests if I could advertise that they could safely take their children cycling without having to go onto the A40 or the (almost) equally dangerous B4300.

One thing that I haven't seen in any of the descriptions of the Cycle Path is how it would link to existing roads and villages. Would it be possible, for example, to get from the path to Pontargothi, Llanegwad or Llanarthne? It would be a shame if the only access points were at Abergwili, Nantgaredig, Dryslwyn, Golden Grove, and Ffairfach. I've often regretted how difficult it is to go for a walk that traverses the Tywi Valley without having to risk life and limb on the A40 and/or B4300. For example: it'd great to be able to walk down the lanes from Llanfynydd via Llanegwad, along the new Cycle Path to Llanarthne and then up to Paxton's Tower and then back via Dryslwyn or Golden Grove/Llangathen. This kind of joined-up approach would really make the Tywi Valley a destination of choice for walkers and cyclists.

Thanks for letting me have my say. I really do hope that it won't be another five years until we see more progress.

Kind regards - [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From:
Sent:
To:
Subject:



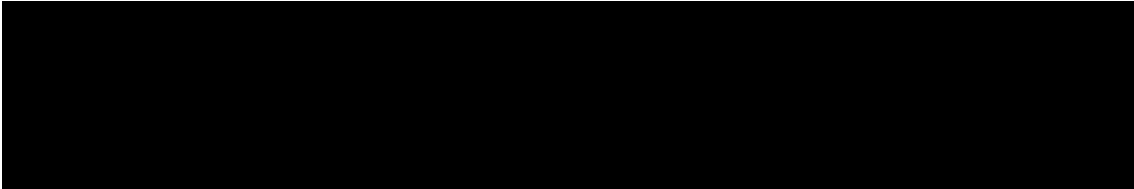
-----Original Message-----

From: 
Sent: 07 October 2022 11:50
To: TVP PAC <tvp.pac@wsp.com>
Subject: LDT adborth / TVP Feedback

Really interesting and a great method for showing the proposals

Sent from my iPad

From:
Sent:
To:
Subject:



Kind Regards,

[Redacted]



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From: [Redacted]

Sent: 19 October 2022 15:32

To: TVP PAC <tvp.pac@wsp.com>

Subject: T&C Country Planning Order 2012 - Development at Nantgaredig to Fairfach along the Towy Valley corridor - Pedestrian and cycle path

Dear Mr Borthwick,

I object to the referenced development on the grounds that:

1. The Council should meet their Statutory Duties first before embarking upon other developments. I give as one example, the missing footbridge at Ordnance Survey Grid Reference SN 7421 2815. There are others.
2. As an experienced walker and a longstanding member of the Ramblers Association I know that walking on a hard tarmacadamed surface for long periods produces unwarranted strain on the lower limbs and can be uncomfortable in hot weather. You may like to consider alternative surface provisions, which may be acceptable for all terrain cyclists, but not for Tour de France riders. My Rambler colleagues are in general agreement.

Regards,

[Redacted]

[Redacted]

Dear Mr Borthwick

Tywi Valley Path

I recently went to Carmarthen Museum with one of my friends and thought it was amazing! My friend's Mum said you were planning on putting a cycle path from Ffairfach to Carmarthen Museum. I thought it would be a great idea so that I could come again and enjoy all of the wonderful things about Carmarthen Museum. So I would love you to make a cycle path so that more people have the chance to enjoy Carmarthen Museum as much as I did. So please make a cycle path so that everybody in our community and others can enjoy cycling to Carmarthen Museum.

thank you

([REDACTED])

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Kind Regards,

[REDACTED]

wsp [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



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From: [REDACTED]
Sent: 15 October 2022 14:12
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

Dear Sirs

Re: Tywi Valley Path

In respect of the consultation, this is a project that is long overdue and will give a great boost to the local economy and well being of residents and visitors alike.

It will provide a positive image to people who do not know the Tywi Valley and the communities in it.

This project should proceed as soon as possible and make accessible the most beautiful Valley in Wales.

Yours faithfully

[REDACTED]
[REDACTED]

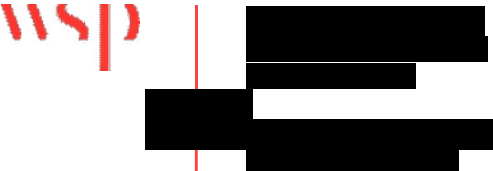
Sent from Android Phone

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

Kind Regards,

[REDACTED]



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From: [REDACTED]
Sent: 16 October 2022 00:23
To: TVP PAC <tvp.pac@wsp.com>
Subject: Towy Valley Path

Good evening

Is it possible to have a digital copy of the summary document for the public which is on display with the more technical papers at Carmarthen Museum, Abergwili.

I am a member of Carmarthen Ramblers and the matter and our response was discussed at the AGM a couple of days ago

<https://www.carmarthenramblers.org.uk/committee.html>

Look forward to your response

[REDACTED] (member of Carmarthen Ramblers)

[REDACTED]
[REDACTED]
[REDACTED]

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Kind Regards,

[redacted]

wsp [redacted]
[redacted]
[redacted]
[redacted]



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From: [redacted]
Sent: 18 October 2022 11:38
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi valley path

Hi

I have just been looking at the consultation for the proposed shared use path. It looks great, and certainly more pleasant and much safer than using the roads.
However it is a great shame, and missed opportunity, that equestrian use is not considered. A 3m path, with 1m verges is absolutely adequate for a truly shared use path, allowing horse riders the same opportunities for increased access to the valley.
Given how poor and disconnected the bridleways network is in large parts of Carmarthenshire, this would be a real opportunity to improve it, both for locals but also as a draw for tourists and visitors. Shared use trails do exist and work well in other places - the trans-pennine trail is a good example which springs to mind.

I also would like to question how equestrian use was considered at the outset - the creation of new active travel schemes is supposed to consider equestrian use if feasible but, looking in the ES, I can't see any consideration of it in any of the alternative options. On what grounds was shared use initially rejected, please?

I am very much in support of the scheme but without equestrian use being, at the very least, seriously considered it is a massive missed opportunity.

Yours sincerely

[redacted]



27 October 2022

Russell Borthwick
Principal Town Planner
WSP in the UK
1 Capital Quarter
Tyndall Street
Cardiff
CF10 4BZ

Tywi Valley Path

Dear Mr Borthwick

I am very excited to hear about the second stage of the Tywi Valley Path. I think it would be fantastic!

The roads around where I live have no pavements, I have 3 primary school age children and because I consider the roads too dangerous to allow my children to cycle on I am loathe to allow them on the road by themselves. I am unable to fit all the bicycles in my car and so we can't ride anywhere except just near the house. If the cycle path was constructed we would be able to join it locally and it would offer our whole family, (our whole village!) instant fresh air, exercise and freedom. All the children in our village would be able to ride to school along the path. We would all be able to easily walk or ride into Llandeilo.

I have observed similar paths in Devon where micro businesses spring up such as refreshment vans or bicycle hire outfits. It would bring additional family fitness tourism to the area, visitors arranging to come purely to ride along our beautiful valley alongside the river.

With a cycle path in place I would use my car less frequently, opting to ride or walk safely into town on a regular basis.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

A small black rectangular redaction box covering a line of text.

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

Kind Regards,

[redacted]
[redacted]
[redacted]
[redacted]

T + 44 (0) 2920 769 330
M +44 7785 732 279



in [redacted] [redacted]
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From: [redacted]
Sent: 16 October 2022 12:26
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tiwi Valley Path

I must object to the spending of so much public money on the tarmacking of The Tiwii Valley Path, especially as it means excluding horse riders, who regularly make use of parts of it for recreation. Why ban horse riders, who desperately need spaces off the roads and away from the traffic.
I strongly object to tarmacking this path.

[redacted]

Sent from my Galaxy

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Kind Regards,

[redacted]

wsp [redacted]
[redacted]
[redacted]
[redacted]



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From: [redacted]
Sent: 23 October 2022 11:28
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

The Tywi Valley Path scheme is an exciting, visionary scheme.

My family and I live in Nantgaredig and, although we love exploring the local area on foot and on bike, our lives are too car-dominated. Having the option of a cycle path to Ffairfach would be a tremendously beneficial to us. I can imagine using it to travel to and from Llandeilo on a weekly basis. I would not use the A40 to make a similar trip- it is far too dangerous for cyclists.

My impression is that public access countryside around Nantgaredig is surprisingly limited. Several public footpaths marked on O/S maps that I have tried are poorly maintained or seem to have vanished altogether. Opening up the Tywi Valley Path would be a remarkable step forward in enabling public access to some of the most beautiful countryside in Europe.

The fly-past video included in The Tywi Valley Path consultation material is breath-taking and gives a sense of how impressive and liberating the path will be- I think that the route would be of international appeal to cyclists and walkers.

It is, of course, a very ambitious (and no doubt controversial,) scheme but I think it is an inspirational one- Bendigedig!

Best Wishes,

[redacted]
[redacted]
[redacted]
[redacted]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

Kind Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



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From: [REDACTED]
Sent: 15 October 2022 16:06
To: TVP PAC <tvp.pac@wsp.com>
Subject: Re: TYWI VALLEY PATH CONSULTATION

PS

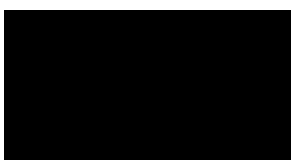
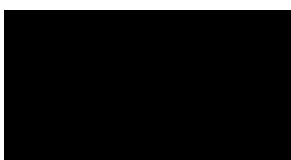
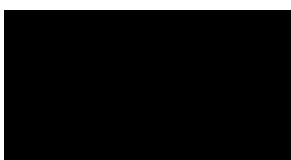
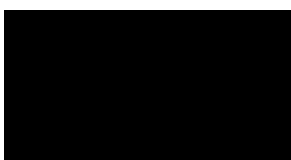
It is good to see that the beauty of the Tywi Valley landscape is being respected by the non-intrusive design of the new bridges needed for the path.

[REDACTED]

On Sat, Oct 15, 2022 at 2:10 PM [REDACTED] wrote:

I am very concerned about the safety of pedestrians on a path shared with cyclists who can behave these days as if they are participating in the Tour de France and do not give any. warning of their approach. And how can their better behaviour be be realistically enforced?. Also, why should shared use be acceptable in this case when it is not allowed on pavements? I suggest, therefore, that rather than be for shared use the Tywi Valley Path should be for cyclists only and that the public footpath network in the Tywi Valley should receive more attention to meet the expectations of walkers.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: 
Sent: 
To: 
Subject: 

Follow Up Flag: Follow up
Flag Status: Flagged

From: 
Sent: 07 October 2022 17:13
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path.

Dear Russell

I am writing to you regarding the proposed Tywi Valley path to encourage you to consider the inclusion of horse riders in the plans. Even though they are vulnerable road users, horse riders were not included in the active travel definitions and as such are either having to use roads more and more or invest in polluting, heavy vehicles for parts of journeys.

In 2021 there were 100,000 horses in the UK and 118 horses injured on the roads, 130 human injuries and 46 horse deaths.

In 2021 there were 6.5 million cyclists on the roads in the UK of which 111 pedal cyclists killed on the roads in the uk, with 4,215 injured.

I'm sure you can do the maths on the percentages, but it is very clear that the risks to horse riders on the roads in the UK is very high.

The type of surface that horse riders can use is identical to that of walkers and cyclists and given that the recommendations for bridlepath width is 1.5m to 3m, and the plans for the proposed path specify a 3m width path with a 1m verge either side, it seems almost obvious that horses should be included within the design and scope.

On a personal note , my wife and I regularly travel up to the area in question and stop at the businesses there. We have mentioned to some that it would be fantastic to visit them with our horses, however both the A40 and the B4300 are either too fast or too narrow and unsafe to ride horses along. There is a short stretch of bridleway that runs from the B4297 and does not join up to anything so the ability to travel from Carmarthen to Llandeilo in safety would be made use of, be amazing and much appreciated.

The benefits listed in the online plans all align perfectly with allowing horses, namely:

Encourage Active Travel and healthier lifestyles - A study commissioned on behalf of the British Horse Society found that horseback riding is indeed a good cardiovascular workout. Even just a half hour of riding is considered "moderate exercise,". Horse riding has been proven to reduce blood pressure, builds core strength and is know to provide great mental health benefits (happy to share studies)

Tourism attraction and associated revenue generation for local businesses - BETA state that equestrian tourism is worth £4.3 billion to the UK, the rural tourism sector in the UK is worth £23 billion so equestrian tourism is a significant contributor to this.

Better connect settlements along the whole route- Any horse rider will tell you that people love to see horses travelling through their villages and settlements, horse riders are used to greeting people and stopping to chat as they go.

Potential to spot wildlife along the route. Horses do not pollute areas they pass and do so in a far less disturbing way than cyclists or dog walkers. Where a dog may slip its lead and harm wildlife, this does not happen with a horse.

Many of the local rider groups on Facebook are discussing the plans and it would be a huge positive step if horse riders were specifically included within this project. I do appreciate that there are complexities involved, however it is definitely worth considering the long term future in these plans and at the very least planning gates and entrances that are horse friendly from the start as well as taking steps to ensure that horses are not specifically excluded.

I have read through the plans and can see nothing in them that would preclude the inclusion of horses within them, my main concern is that there is no mention that I could find of the inclusion of horse riders in them, and as a rider, I have many times seen that this is then taken to mean that horses are therefore excluded.

I can see that there are a number of bridges and boardwalks on the route, however given that they all will need to bear the weight of heavy e-bikes and a typical horse weighs no more than 3-4 people this would not be an issue.

My request would be that a line should be included within the plans to say something along the lines of "where safe and appropriate, horse riders should be permitted to share the proposed path"

Thank you for taking the time to read this and considering feedback.

Should you require anything further please let me know.

Yours sincerely

[Redacted Signature]

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Follow Up Flag: Follow up
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Kind Regards,

[redacted]

wsp [redacted]
[redacted]
[redacted]
[redacted]



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From: [redacted]
Sent: 13 October 2022 19:25
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

Dear Sir
I would like to request that equestrian usage is considered as part of this path development. We are woefully short of safe places to ride in Carmarthenshire and this path has adequate width to accommodate all users safely together. As well as a welcome addition for local riders, such a facility could also boost tourism from visiting riders to our beautiful countryside.
Yours sincerely

[redacted]
[redacted]
[redacted]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Kind Regards,

[REDACTED]

wsp [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



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From: [REDACTED]
Sent: 28 October 2022 10:29
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

I write to object to the above proposed cycle track as one of the land owners in this scheme. I now understand that they are proposing to put this path which crosses our field up on stilts as the land that they have earmarked floods! What an eyesore this is going to be from our house and in this beautiful Towy Valley.

I would like to know if a survey has been done as to how many people are going to be using this path as I am pretty sure that the serious cyclists of whom I have spoken to will not be using it.

I also object that the money being spent to create this path and the monstrosity being put on our land would be better spent repairing the council roads, and other facilities of the County Council that they claim that they have no money to sustain. As an example our road which is full of potholes!!.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: 07 October 2022 10:35
To: TVP PAC <tvp.pac@wsp.com>
Subject: Twyi valley path

Hiya

Id like to give some feedback on the path from Carmarthen to Llandeilo, I cant see anywhere on the plans where it says that horse riding will be allowed on the path. We have a tiny amount of bridlepaths in the area and we desperately need access to off road paths to ride on. Will this be addressed?

[REDACTED]

From:
Sent:
To:
Subject:

Follow Up Flag:
Flag Status:

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-----Original Message-----

From:

Sent: 07 October 2022 15:17

To: TVP PAC <tvp.pac@wsp.com>

Subject: Twyi valley path

I am deeply disappointed that this route so far is not strictly railway line. I feel the long term cost of maintaining a river bank path should have been offset by compulsory purchase of the old line which is the ideal route . Not to mention the cost of starting diversions from scratch. Flattish , hardcore there on old lines Straight? bridges intact usually enough for the light footpath cycle path traffic . Using compulsory purchase on one landowner would facilitate easier purchase on others . Yes one always wants to work with people but there are some strategic projects that just need the right thing to be done and it's about time WAG passed policy not to sell off AND not to build anything on old lines to keep route for future use as safe corridors for cyclists bikes etc THE PLANET needs us to cycle safely in more rural areas as it's really too late. Firm action needed.

Sent from my iPhone

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Kind Regards,

[REDACTED]

wsp [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



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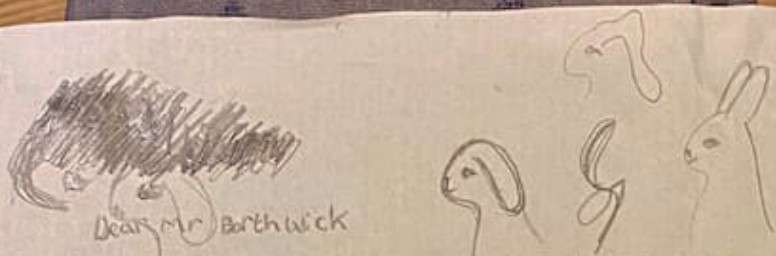
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From: [REDACTED]
Sent: 23 October 2022 08:45
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi valley cycle path

Good morning,

I support the plan to provide a safe route for multiple users and suggest it should be expanded to include horse riders.

[REDACTED]



Dear Mr Borthwick

I have three nieces in Wales that have heard of your great idea of having a cycle path from Nantgaradig to Carmarthen. I haven't been to Carmarthen before so I thought it would be a great idea so that I can take my Nieces on the cycle path. My Nieces live close to Fairfach so I was wondering if you could join it up there? Lots of other people in our community were also hoping to cycle to Carmarthen. It would definitely be a great idea so that my Nieces can show me around Carmarthen and maybe have a look at the Carmarthen museum. I have heard it is great. I also think it would be great for our community's well-being. Please make a cycle path so that our community can be happier and be healthier.



(I do not know Welsh)

Sent from my iPhone

From: [REDACTED]
Sent: 27 October 2022 21:37
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

Dear Mr Borthwick

I have forwarded a letter that my niece [REDACTED] wrote for me which got across what I was wanting to say about the proposed cycle path.

With many thanks

Yours sincerely [REDACTED]

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: [redacted]
Sent: 06 October 2022 19:40
To: TVP PAC <tvp.pac@wsp.com>
Subject: Tywi Valley Path

Hi,

I've been reading with great interest about the Tywi Valley Path between Carmarthen and Ffairfach, it will undoubtedly become a well-enjoyed tourist attraction as well as being both popular and useful for the locals.

I would like to ask about access for horse riders. The off road riding around Carmarthenshire is extremely limited which means that riders are having to travel many miles by car/lorry to access these routes. Having access to the Tywi Valley Path would be an invaluable asset to this community.

In addition, it will provide riders with a local safe route on which to ride. The amount of accidents and 'near misses' on our roads is increasing daily, so having somewhere safe for us and our children to ride is paramount.

The width of the proposed path is more than enough to allow pedestrians, cyclists and horse riders to safely use it together. Surely the creation of the path is to attract as many users as possible?

And finally, I believe by allowing horse riders to access the path you will be increasing tourism to the area. There are a lot of local camping/holiday destinations locally that allow riders to bring their horses. At the moment they have to travel further to access desirable routes (Pembrey for example) by having access to this path it will keep them more local- spending their money locally too.

Kind regards

[redacted]

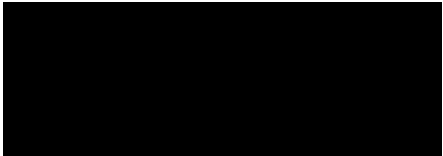
From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW:

Follow Up Flag: Follow up
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From: [REDACTED]
Sent: 06 October 2022 20:02
To: TVP PAC <tvp.pac@wsp.com>
Subject:

I have a view on the proposed cycle/walk path, why is it there's never any new bridleways? The dangers we face on the roads is massive but even though there is a huge equine following in carmarthenshire we are all forgotten about, maybe a mass ride through carmarthen Town center to stop the entire movement of cars might get us noticed??
Look forward to your view on this
[REDACTED]

From:
Sent:
To:
Subject:



Follow Up Flag: Follow up
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-----Original Message-----

From: [Redacted]
Sent: 10 October 2022 16:45
To: TVP PAC <tvp.pac@wsp.com>
Subject: LDT Adborth / TVP Feedback

Sent from my iPhone

1	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I am a keen cyclist and regularly visit west WALES so looking forward to the being built as it could be a great tourist destination and great for the local economy !	I hope this scheme get built and operational as fast as possible
2	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Mid Carmarthenshire has very little for family recreation. More of theses schemes should be considered. I.e Gwilli valley how about similar scheme Carmarthen to Newcastle Emlyn. Providing safe cycle routes between county towns.	The speed of this projects is painfully slow please expedite.
3	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Everyone can benefit from safe off road paths and the ability to enjoy fresh air and exercise in a safe place	The path should be kept accessible to ALL non-motorised users, especially wheelchair users and equestrians who are excluded from many supposed shared use paths. Easy to do by taking care with what sort of barriers exist at entry points. It would also be nice to have a softer surface included. Tarmac and concrete are good for wheeled users but can be quite wearing on feet and boring for animals as well as slippery. A softer surface or perhaps a natural grassed margin either side would give plenty of choice, passing space and appropriate footing for all.
4	Yr wyf erbyn y datblygiad arfaethedig. / I am against the proposed development.	It is an excellent idea, but in its current form it has not taken into account equestrian use. Had it done so, I would be in favour.	This would be perfect for equestrian use. Why have they not been considered?
5	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	As you have stated the benefits of such schemes are unarguable in economic, health and environmental terms. The success of other such schemes in Carmarthenshire (most notably for myself Route 4 from Loughor to Kidwelly and Route 47 Llanelli to Cross Hands) shows the viability and desirability of this scheme. I wholeheartedly support the proposals.	I also wish to note how comprehensively and accessibly these plans have been presented. Thank you.
6	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	It encourages greater health and wellbeing for residents and provides a safe path to walk and cycle in wonderful landscape. It will also generate greater tourism visits	
7	Nid wyf o blaid nac yn erbyn y datblygiad arfaethedig./ I am neither in favour nor	I would be in favour with the inclusion of all vulnerable road users/active transport methods. ie include horse riders and ideally carriage drivers too	

	against the proposed development.		
8	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Thus looks a wonderful project . However it should be for ALL vulnerable users inc equestrians . We need more multi user paths throughout Wales	Why have you not mentioned equestrians ? Are we being excluded ? Why are you using tarmac and concrete ? Not environmentally or user friendly is it ? Equestrian tourism is a big and growing market , it would be lovely to visit this lovely part of Wales with my family on our horses .
9	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Mae gwir angen llwybr seiclo yn yr ardal hon. Mae'r traffig ar yr hewl fawr (A40) yn drwm iawn, ac mae'n beryglus i seiclo arni. Mae angen llwybr seiclo er mwyn hybu iechyd a lles y bobl lleol, ac i leihau llygredd.	Mae angen dechrau'r gwaith mor gloi a phosibl.
10	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	It will be fantastic as a local resident to have safe off road option and will create so many more opportunities to enjoy the surroundings	
11	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Hwyluso teithio ar feic gan fod y ffordd fawr yn beryg bywyd i bobl ar feic. Rhoi cyfle i deuluoedd allu mwynhau amser hamdden pleserus yn ddiogel.	Dyw'r llwybr gafodd ei greu o Amgueddfa Abergwili ar hyn o bryd ddim yn mynd i unman! Rwy'n cerdded y llwybr yn amal ond yn gorfod troi nôl cyn cyrraedd Felin Wen. Bydde parhau â'r llwybr hon yn wych ac yn sicrhau y byddai cerddwyr s seiclwyr yn saff ac yn datblygu iechyd a msynhâd y gymdeithas.
12	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Safe area for cyclists and young children and families to ride their bikes .	
13	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	The construction of a cycle path connecting the two towns with a safe and sustainable link is a fantastic idea, it can't come soon enough!	I followed the route on the video and just wondered why the path does not follow the old railway line in some sections, this seems a shame, since that land is already built up and level to accept a new surface. There are probably logistical reasons for this, but it not using it must surely increase the total length and cost of the path.
14	Yr wyf o blaid y datblygiad arfaethedig. /	I walk and cycle around the Abergwili area, more so over the last two years. I found I could cycle a small distance on	I am more likely to cycle and walk along this route. I do horse ride and would do that

	I am in favour of the proposed development.	a cycle path then it ends and connects to a busy road where I do not feel safe cycling on. It would be great if the path went on further.	occasionally on the path if that was factored in.
15	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I've been told of how nice the railway route used to be. I want to see that. We need interesting new ideas, that can bring health benefits to the local residents, and money in to the economy. This is something that all in the area needs.	You're 3D website is appalling. Aside from being confusing, and pointless to have in 3D. It falls in to the trap of "Mystery meat" navigation. A simple list of links would have met the needs better. Build the path though, that's good we need it.
16	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Great cycling opportunity	
17	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Syniad gwyh ar gyfer iechyd meddwl, ymarfer corff yn ogystal â'r amgylchedd . Pobol yn ddefnyddio beic yn hytrach na cheir.	
18	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Would love to be able to use safe traffic free cycle path	
19	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I like the idea of an off road area for people to use. However there is no provision for horse riders or carriage drivers . Both of these encourage a healthier life style and can be also for active travel between village There are few places for safe riding on horse and I think you should include horses on this track especially as you are using existing public rights of way. Walkers and cyclist can use bridleway so horse riders w=should have access to this planned proposal	Access for horse riders and Carriage drivers to support a healthier lifestyle
20	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Better access to the countryside for all with associated health benefits	ALL users should be given access. Horse riders should be included. This major project should be MULTI USER
21	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	This is a beautiful area, and this proposal has the potential for improving safe access to the countryside and healthy physical activity both for local people and visitors to the area.	The boardwalk must be made of sturdy, treated timber with a non-slip surface, so that it is safe in wet weather. Use of high-quality materials will also reduce the frequency with which slats have to be replaced. Missing or damaged slats are dangerous, as can be seen at boardwalk-

			type cycle paths elsewhere in South Wales. The boardwalk should extend several metres beyond the boggy areas, so that it remains passable even with high rainfall. Some sections of the path are deep into open countryside. Signs telling riders how far they have to travel to the nearest intersection with the road network would be useful. Also information on where they can get help with a puncture. Basic puncture repair materials could be made available at staff facilities that are on the way, such as Dinefwr Park. Also clear signage about where people can park before starting their ride not just at either end, as some people may only do part of the route if they are a beginner.
22	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Great for attraction for tourists and locals.	
23	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Hugely beneficial to the community it's self and an attraction to tourists	Please get on with it soon ! It's been talked about for years already!
24	Yr wyf erbyn y datblygiad arfaethedig. / I am against the proposed development.	Waste of time money and resources. Loss of good quality farm land. To risky with flood damage.	
25	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	The path will be free from motor vehicles and enables access to beautiful countryside.	Car parking at or near access points to the path need to be ascertained and publicised so visitors can plan their visit and park knowing they are not disturbing or disrupting local residents and farmers.
26	Nid wyf o blaid nac yn erbyn y datblygiad arfaethedig. / I am neither in favour nor against the proposed development.	Expanding Rts of Way in any form is to be applauded but to then deliberately exclude sectors of society /possible users when using public funding of any sort or percentage is inexcusable and discriminatory especially when the majority of that sector is vulnerable ie female and horse riders.	There is countrywide evidence that multi user trails are vaunted as best practice for access, financial considerations and upkeep. All users can and do co- exist amicably and feedback from established routes is distinctly positive. More thought should have been put into inclusive usage of this route and this should now be the way to move forward.
27	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour	Good for tourism and local businesses, excellent for improving access to safe cycling for better fitness	

	of the proposed development.		
28	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Healthy exercise for all abilities is very important. This scheme will give access to areas of our countryside that many people with mobility issues are unable to enjoy (wheelchair/mobility scooter/electric bike friendly)	
29	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Fydd yn dod a gwaith ir ardal ac arol ir ffordd feni fydd yn ffordd arbennig I pobol weld y wlad.	Hen bryd!
30	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I think that in this motorised traffic busy world it is good to get away from the danger & stress of being in traffic. Traffic free is good for people's mental and physical health. I ride horses and so would love to ride this off road route.	Ridden and driven horses are a joy to see on these routes please allow them on too?
31	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I love cycling, but am too nervous to ride on the road. I regularly (at least once a month) utilise the path from Pembrey to Llanelli, plus the Amman Valley path. They are wonderful resources.	Please can we have this asap.
32	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Very positive to encourage outdoor activity . Much safer than cycling on the roads. Will attract vivitors to the area	
33	Nid wyf o blaid nac yn erbyn y datblygiad arfaethedig./ I am neither in favour nor against the proposed development.	I am generally in favour of the proposal, however have some concern that the proposed route is in several places in the river Towy flood plain and could be flooded at several points in the year. How will it be possible to ensure this does not happen	It will be great to have a route from Llandeilo to Carmarthen, how will the authority ensure that once it is constructed it is maintained regularly, and where will the budget for this come from
34	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Safe environment for the public for health and leisure activities.	I would be keen to know if there has been discussions regarding toilet facilities, business opportunities for eg mobile cafe etc, public meeting spaces, education information and disability access.
35	Yr wyf o blaid y datblygiad arfaethedig. /	I already enjoy using the initial western phase of the development and I am looking forward to using the proposed	My concerns are the robustness of the path to survive the inevitable flooding that will occur. I would also be concerned

	I am in favour of the proposed development.	path. There are not enough areas where it is safe to walk/cycle traffic-free. The Tywi valley is beautiful and to be able to enjoy it on foot and or cycle without risking life and limb would be amazing. I can also see the benefits to tourism. I would advocate that once this project is complete, the next step would be a Carmarthen - Aberystwyth Cycle/walking route following the route currently being advocated as a train route.	if the path was not fenced against the incursion of farm animals and to prevent dogs being able to attack farm animals.
36	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I am both a walker and cyclist	
37	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	This is a good use of public money that will provide a great service to the local community and tourism in the area.	
38	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	It is somewhere I would use. I have already walked the first section from Abergwili to Whitemill and from Cefneithin to Nantgaredig and Cefneithin to Llandeilo. I also live on Sustrans Route 47 and walk on it regularly to Tumble and even to Llanelli.	
39	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I am looking forward to cycling on this safe and scenic route between two lovely towns	I have found this website cumbersome and difficult to navigate
40	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	The potential benefits for people's physical health and mental health are obvious. The educational opportunities especially for schoolchildren, both in relation to environmental studies especially the flora and fauna of the different areas as the seasons progress as well as the historical features of that part of Carmarthenshire which are many . This scheme will not only benefit local individuals but also local businesses especially in the tourism industry, it will attract walkers and cyclists from afar to the County.	As I said in the previous box this scheme will be of benefit to all.
41	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the	I think this is an amazing opportunity to finally link up communities via the path safely. Encourage safe access to cy King routes which me and my family will definitely use.	I admire the plans. Bringing others to our beautiful valley and county. We need this to put ourselves on the map.

	proposed development.		
42	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Good for tourism Health benefits for walkers Improved safety of cyclists	Excellent concept, can't wait for it to develop and hopefully it will be a much quicker rollout than it has been so far.
43	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	A way for more families to enjoy spending time cycling or walking together in a safe way. Offering a safer way to commute from one village to another. I personally hope there will be many pit stop or safe areas along route as a lot of the track seems quite a distance from the road	
44	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	This would be an amazing development for cyclers like myself would also be amazing for kids as the roads are rather dangerous for them along these routes..also the ability to stop off for food etc to village pubs to bring money to the local economy.Totally for this brilliant idea	
45	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Keen cyclist, will encourage more people to cycle - so help preserve the planet a little bit, ease road congestion, reduce pollution, be a great way to see the river up close, promote tourism, reduce the number of cyclists on the Carmarthen Llandeilo loop which will reduce conflicts/road rage, reduce RTAs with cyclists.	Excellent plan,👍 but will need links to Llanegwad improving. At the moment, residents of Llanegwad have to either walk or cycle along the A40 to get to Cothi Bridge to gain access to this development, which is just terrifying and very dangerous. Also on your Structures map, you have Structures 3, 4, & 5 mixed up! 🤖
46	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I will be able to cycle to Llandeilo to shop and my children can cycle to school. Currently we must drive to get to Llandeilo. Also a Fantastic recreational opportunity, to go cycling as a family and also to get fit and to see areas of the valley that we have not visited before. I am very excited about the path being open and ready to use.	Please hurry up and make this happen. It will be fantastic for the area, both for local residents and for bringing tourism to the area. Don't let the views of a few landowners or those with vested interests ruin it for the vast majority that will benefit. I fully support the route and propsals. Diolch yn fawr iawn.
47	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Myself and the family will definitely use it, as it will be a safe way cycle,walk or run without the worry of vehicles. Encouraging a healthier lifestyle. Can only be a good thing for Carmarthenshire to have a safe cycle/walkway between Llandeilo and Carmarthen.	
48	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Carmarthenshire needs more maintained footpaths.	I don't want a tarmac surface, I would like to see natural and more environmentally friendly surface such as compressed stone, this will also reduce the speed that cyclists can travel at. I also wish to see a space for horse riders to use, this is the oldest form of transport and Carmarthenshire has a large number of horse owners but very limited bridleways. Please see North Yorkshire Moors and how they combine walking, cycling and riding on one track.

49	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Mae angen mwy o lwybrau beicio diogel a gwastad i fwynhau seiclo yn yr ardal. Rydym fel teulu yn mwynhau beicio ac yn gorfod teithio ymhell ar hyn o bryd i gael llwybr da. Byddai'n braf cysylltu y ddwy dref trwy lwybr llesol.	
50	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	This project is a fantastic opportunity to promote wellbeing for the local communities, to provide a much needed active/ cost effective travel route and considerable commercial and leisure opportunities. I cycle to work along the valley and it is dangerous- both roads are very fast with relatively narrow lanes and poor visibility and almost no footpath.	Having used other similar trails (especially the Tissington trail in the Peak) this project will offer a much better visitor experience in terms of aesthetics and cultural highlights. Good parking and other amenities- toilets, cafes, bike hire etc will increase use but also potential for local business. There is also potential to link via Carmarthen with the proposed dual use route to Llansteffan and in the other direction to the sustrans route across the Brecon Beacons and the Heart of Wales Line.
51	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Sustainable travel is the future. It is environmentally sound and funding through levelling up has been secured. It will be a wonderful addition to the area.	
52	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I don't let My children cycle on the roads around me because they are too dangerous, I can't fit all their bikes in my car to drive them to a cycle path but this one would be accessible almost from the door. It would be brilliant, we could all cycle to Llandeilo or they could cycle to their school. On days when we had more time we could ride to Carmarthen Museum or one of the beautiful spots on the route. It would give my children a sense of freedom, a whole new understanding of the geography of the area. We would have exercise and fresh air. Friends of mine would come and stay locally just to cycle on such a beautiful route. It would boost tourism in the area.	Please go ahead with this project and as speedily as possible. Even though our school is within walking distance there is no safe path or way to walk there. It would be brilliant to be able to walk or cycle without fear. I would use my car less frequently. My family would all relish the exercise, fresh air and freedom.
53	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Fantastic plan. Nothing worse cycling on the road from Llandeilo to carmarthen with heavy traffic	
54	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	It will be good off-road cycle path to Carmarthen. The back roads are not sufficiently safe.	At certain points the proposed route seems to unnecessarily divert away from the old railway line, for example approaching Nantgeredig (as well as at a couple of other places along the route, but can see no obvious reason why. The

			changing course of the river doesn't seem to be a factor.
55	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Commuting to work in Carmarthen by bike. Commuting to school in Llandeilo by bike. Increased health and wellbeing. Economic benefit to Llandeilo and Carmarthen. Bringing communities together by taking us out of the bubbles that occur when we are forced to travel by car or bus. Tourism.	I can see no reason NOT to do this.
56	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	More sustainable transport and a healthier lifestyle	
57	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	This would be a great addition to the cycling and walking network in the area and I would certainly use it	
58	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Provides safe environment for cyclists away from road traffic. Less annoyance for inconsiderate drivers. Encourages use of cycles for many journeys, work etc. Enhances health and well being.	See above
59	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	It would be a way of accessing the area on foot (or by bike) at the moment the road in the area is too busy and dangerous for that sort of use	
60	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I will use for regular exercise.	Looking forward to it's opening.
61	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Will be a great amenity for the area. It will pull in more visitors to improve the local economy. Will be brilliant for the Grandchildren to cycle in the countryside safely and traffic free. Hopefully it will be built before I'm too old to enjoy it!	
62	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	We have holidayed in the Towy valley before and already love it, but this would be a real asset to the area, and ensure we, and many other tourists, return again! The valley is so beautiful, and while the B4300 is a popular cycling route, it is not suitable for families, or less confident riders. Having	We look forward to bringing our family and bikes to enjoy the cycle path once it is open!

		a safe, traffic free cycle route, so all could enjoy this beautiful valley, makes it accessible for all and will encourage healthy habits.	
63	Yr wyf erbyn y datblygiad arfaethedig. / I am against the proposed development.	I am against the proposed development as it stands, as I believe that the proposed path surface of tarmac and concrete is totally unsuitable for a rural environment and if installed would detract from what should be an unspoilt, natural rural route. Better surfaces than tarmac and concrete are available, which would still allow cyclists and wheelchair users to travel along the path with ease. Tarmac and concrete encourage excessive speeds by cyclists which could cause conflict with other users. The use of tarmac means that the path surface is likely to freeze in the winter unless salting occurs. Using a porous surface would increase rainwater absorption, reduce run off and the risk of flooding and reduce the change of the surface becoming icy and dangerous in the winter. I also strongly object to the fact that horse riders do appear to be included as users of this route. I would support this scheme if horse riders were allowed on it AND a porous surface was used.	It is claimed that this scheme will be a major leisure and tourism attraction yet there is no specific reference that horses will be able to use the route. There are numerous examples of multi-user routes throughout the county eg Monsal Trail, Derbyshire that successfully accommodate horse riders, walkers and cyclists. Inclusion of horse riders would add value to the scheme as it would provide a well needed safe off road riding route where few exist in the area, along with additional health & economic benefits eg equestrian tourism, liverys, horse B&B etc. Very large sums of money are going to be spent on the project and tax payers money should not be used to benefit only walkers and cyclists. Inclusion of horses on the route would also go some way to addressing the lack of safe off road riding; horse riders in Carmarthenshire only have access to 6.7% of the PRow network with much of it being fragmented and linked to busy and dangerous roads. Inclusion of horse riders would also assist with Rights of Way Improvement Policy Actions 4a, 4b and 17, 35, 43 & 45. The LDP policy TR4 states the potential for horse riding should be considered, yet there appears to be no indication in the consultation documentation published that there has been any consideration of including horse riders. This is a purpose built route so there is no justifiable reason why the design of the path can not accommodate all users including horse riders. As there is no justifiable reason why horse riders should not be allowed on the route it can only be assumed that their exclusion is based on the opinions of ill informed policy/decision makers who allow their personal prejudices to discriminate against one particular user group and failed to follow the guidelines in the Council's own policies. Horse riders should be allowed on the route, the council should not be developing new routes that discriminate against horse riders. If the council decide not to include horses then they should provide a detailed public statement explaining and evidencing their decision.
64	Yr wyf o blaid y datblygiad	I am currently working at Aberglasney Gardens on a 12-month trainee	I am fully supportive and hope this will be the beginning of many active travel

	arfaethedig. / I am in favour of the proposed development.	placement and would love to be able to easily cycle into Llandeilo to do my shopping. At the moment it's more convenient to drive, which I don't like doing for what I consider to be a short journey. I prefer cycling as it is better for my physical and mental health and better for the environment, plus I'm more likely to relax when I'm in Llandeilo and spend time looking in the shops, perhaps go to a cafe, etc and not worry about rushing off because of parking. I've seen first hand the benefits such active travel schemes can bring to local businesses and visitor attractions. Previously, I worked at Ness Botanic Gardens in Cheshire for another traineeship. The gardens there are very close to a similar active travel route which follows a former railway line to Chester (about 10 miles away). This brought many visitors who liked to make a day out of cycling or walking in order to travel to the gardens.	schemes within the county, plus improvements to infrastructure such as signage or racks for cycle parking. Of course, I realise and accept that a car is necessary for many journeys in rural areas. However, for shorter journeys walking or cycling is a positive choice for our future.
65	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Fantastic benefit for the valley. Will encourage more exercise and will enable access to long sections of the beautiful riverbank	If all goes ahead when will it be open as I couldn't sera timeline?
66	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	This path would be a fantastic asset to the area. We regularly visit the area on holiday visiting Camarthen, Llandeilo, Dinefwr and Dryslwyn castles. The ability to cycle or walk between these, and to get closer to the river would be wonderful. The B4300 and A40 are far too fast and busy for us to consider cycling with our children, but this new route would allow us to do that.	
67	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I think this will benefit the local community and provide safe space to be outdoors	
68	Nid wyf o blaid nac yn erbyn y datblygiad arfaethedig./ I am neither in favour nor against the proposed development.	It would make more sense to re-open the railway line as it may be cheaper and of use to more people rather than a niche minority.	A waste of peoples money. Councils are very adept at that.
69	Yr wyf o blaid y datblygiad arfaethedig. /	Very important both as a tourist attraction and to increase access to green spaces close to home -	I would like to see horses being able to use the path too.

	I am in favour of the proposed development.	especially at this time of high cost of living, rising healthcare costs and climate & ecological emergencies.	
70	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	Local to us and would often take the dog for walk along this section. Also believe it could benefit local business's.	
71	Nid wyf o blaid nac yn erbyn y datblygiad arfaethedig./ I am neither in favour nor against the proposed development.	I would like to see it upgraded to bridleway or restricted byway to allow equestrian access. See comments.	I am disappointed to see it only refers to pedestrian and cycle way, where is the access for equestrians please, this would make a good route for them and the equestrian access network is already depleted and fragmented so any suitable chance to enhance it should be taken and upgrade the route to bridleway or even better restricted byway to allow access for carriage drivers also. Thank you
72	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	It helps to encourage greater and safer off-road use by some off-road users, but not all (it appears to esclude horse riders and carriage drivers).	Why have you not included horse riders and carriage drivers to have access to this route please?
73	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	The Carmarthenshire Local Access Forum (LAF) supports the creation of the multi user route as it will increase off tarmac access within the County.	Members of the LAF would like to raise concerns regarding flooding and request that the project takes into account rising water levels when finalising designs for the project and structures. The LAF would like to see more mention regarding 'all ability' and disabled access to the route and requests that this is considered when putting together the final designs. The LAF would like the authority to consider other products instead of tarmac and concrete when finalising the surface design. There are currently other more user-friendly surfaces available, which cost similar amounts to tarmac and concrete. The LAF would be happy to discuss this with the team in greater detail. The LAF would like to see the inclusion of horse access to the scheme and is happy to discuss this in more detail with the team. A width of 3 metres is deemed as suitable for multi-user access including horses and is the norm on many routes that allow this type of access so the LAF cannot see why horses can't be included. An issue has been brought to the attention of the LAF from a member of the public regarding the potential for cyclists to 'race' along the route. The LAF would like to comment that the route must be

			implemented for all users and recommends that signage is placed along the route reminding people to 'share' the route with other users. Similar signage is used on canal towpaths and should be put in place along the route. The LAF would like to meet with the project team to discuss the project in more detail.
			The majority of the path is along the former railway line. This line has been returning to the natural environment for over 50 years. This has allowed local fauna to depend on this habitat to sustain current populations. Any loss of habitat must reduce the populations of fauna dependent on the environment provided by this uncultivated and undisturbed land. For example supplying Bat Boxes to compensate for felled potential roosting trees will not prevent a decline in bats given their food supply has been reduced by the destruction of the trees that produced their food. The estimated time for landscaping to mitigate the loss is over 15 years and upto 50 years a considerable gap. The Arboreal Report fails to describe the true extent of the tree destruction, it uses Arboricultural Features. Arboricultural Features contain categories such as Trees, Woodlands, Linear Groups and Hedges. The last 3 being Groups of trees with the number of mature trees not being quantified. I looked at Linear Group 4 a series of Oak Trees described as "early mature in good physiological and structural condition with an expected life span of a further 40 years". These are scheduled for "partial removal". Partial removal is described as most trees being retained. I walked the LG4 feature there are over 15 Oak trees all very close to where the path will run. Nowhere are the public informed of the total number of trees to be felled. Without this information how can the public look at these documents and make an informed estimate of the cost benefits of this scheme.
74	Yr wyf erbyn y datblygiad arfaethedig. / I am against the proposed development.	My concern is the habitats	
75	Yr wyf o blaid y datblygiad arfaethedig. / I am in favour of the proposed development.	I think it will be excellent to have such a facility, providing the opportunity for off road access for people (both local and visitors) to enhance their health and wellbeing by immersing themselves in the stunning landscape of the Towy valley.	Can't wait for the path to be completed!! If there are any future development/maintenance voluntary groups/roles, I would definitely be interested.
76	Yr wyf o blaid y datblygiad	It will enhance the leisure and tourism facilities in our area. There will be	The path does need to be accessible and safe for walkers as well as cyclists. The

arfaethedig. / I am in favour of the proposed development.	increased business opportunities in the villages touched by the route.	Millenium coast trail in Llanelli shows the advantages and the problems of multi-use paths e.g. parents with kiddies on bikes as well as faster cyclists.
77 Yr wyf erbyn y datblygiad arfaethedig. / I am against the proposed development.	Reasons to object: 1. Disruption to daily farm activities 2. No access to livestock in a flood; 3. Could be dangerous when farmers needing to move cattle across/along path; 4. High risk to members of the public using the path in winter/spring months, the Tywi is notorious for flooding and i fear that if the path is left open when there is heavy rainfall/likely good of flooding then they will still use the path and could get caught out and stranded along the path, leading to the emergency services or local farmers having to rescue them. We have had this with people trying to drive along the main road in a flood a number of times. 5. Flooding will heavily damage the path (parts of path will flood several times a year) 6. Money better spent on maintainnng roads (which are already in a poor state of repair 7. I fear the majority of Cyclist won't use the path. Road cyclists will use the road, mountain bikers will use forestry land 8. There is an impending economic crisis - govt funds better spent elsewhere - homelessness and food/fuel poverty. 9. Money is always easily found to create new paths etc but where will the money and recourses come from to maintain the whole path on a yearly basis.	In the proposal it states that the path will have a surface of either tarmac or concrete, where large farm vehicles have a right to cross who will repair the path when over time it deteriorates? It states in the proposals that gates will be erected as part of the construction, are these where there are already gates? Would it be possible to have a map showing the locations of these gates please?

		I am concerned that 10/15 years post construction of the path that the path will end up like a number of our roads, accessing funding to create new paths is easy in comparison to having to find funds and resources to maintain a path or such scale such as this. The council's public rights of ways/highways etc are already stretched with funding budgets as well as staff resources. Who and where will the money come from to maintain such a length of path. Also due to the path being quite close to the river and as we own/farm land along the Tywi we see every year the amount of river bank that gets washed away following numerous floods throughout the year, what will happen to sections of the path that end up having erosion by them, such as what's happened by the Halfway and also by Capel Dewi. We are concerned that during periods where the Tywi floods members of the public will still try and use the path and there is a high risk of them getting stranded where then emergency services or farmers will need to help get them to safety. We have seen this a number of times and had to help a number of times with people trying to drive/walk through flood water. Also along the whole path there are farmers that travel with large farm machinery along and going across the path, who will be liable when the tarmac or concrete starts to wear? And when farmers are moving stock both along or across the path what will be in place to safeguard members of the public ? We see it daily where members of the public ignore signage or ignore when asked to wait when moving stock. It is a difficult enough job as it is moving stock let alone having users cycling/walking through stock, it is also highly dangerous for both us and them.	
78	Yr wyf erbyn y datblygiad arfaethedig. / I am against the proposed development.	We feel that it is a lovely thing on paper to have for the area but practically the full dangers have not been thought of and it will be the landowners and local residents along the path that will suffer.	What will be in place to help manage access when needing to move stock along/across the path? Where will funding/resources come from to maintain the path year on year? Who will be liable when the path starts degrading from large farm machinery crossing? What will be in place to ensure that users are aware of the dangers during periods of flooding?
79	Nid wyf o blaid nac yn erbyn y datblygiad arfaethedig./ I am neither in favour nor	Does not sit well with the Welsh Government's drive to decarbonize and does not comply with the requirements of the Well Being and Future Generations Act 2015. It does very little to level up the area in any meaningful sense and therefore is	Will be e mailed separately, some of which will support my statements in Section 5 of this form.

against the proposed development.

a waste of circa £20m which should go to the more serious problems that exist locally.

A lot of the statements in the documents produced to date are disingenuous particularly with regards to climate change, decarbonization, well being and Active Travel.

From: [REDACTED]
Sent: 30 September 2022 09:42
To: [REDACTED]
Subject: RE: Tywi Valley Path Planning Application Consultation

Follow Up Flag: Follow up
Flag Status: Flagged

[REDACTED]

Many thanks for the e mail and for informing me of the consultation. I am personally hugely supportive of the development. Should any constituents raise any concerns in relation to the proposals I will point them towards the consultation as a means of expressing their viewpoints.

Good luck with the work and I look forward to seeing the project getting completed.

Yn gywir iawn

[REDACTED]

[REDACTED]
[REDACTED]
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