

**DYDD MAWRTH, 18 CHWFROR 2020**

**AT: HOLL AELODAU'R PWYLLGOR CYNLLUNIO**

**YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD O'R  
PWYLLGOR CYNLLUNIO A GYNHELIR YN SIAMBR- NEUADD Y SIR,  
CAERFYRDDIN. SA31 1JP. AM 11.30 YB, DYDD IAU, 27AIN  
CHWFROR, 2020 ER MWYN CYFLAWNI'R MATERION A  
AMLINELLIR AR YR AGENDA SYDD YNGHLWM**

*Wendy Walters*

**PRIF WEITHREDWR**



**AILGYLCHWCH OS GWELWCH YN DDA**

<b>Swyddog Democrataidd:</b>	<b>Janine Owen</b>
<b>Ffôn (llinell uniongyrchol):</b>	<b>01267 224030</b>
<b>E-bost:</b>	<b>Democraticservices@sirgar.gov.uk</b>

Wendy Walters Prif Weithredwr, *Chief Executive*,  
Neuadd y Sir, Caerfyrddin. SA31 1JP  
*County Hall, Carmarthen. SA31 1JP*

# PWYLLGOR CYNLLUNIO

## 20 AELOD

### Y GRŴP PLAID CYMRU – 10 AELOD

- |     |                                       |                                     |
|-----|---------------------------------------|-------------------------------------|
| 1.  | Y Cyngorydd Mansel Charles            | Aelod o Gyngor Cymuned Llanegwad    |
| 2.  | Y Cyngorydd Tyssul Evans              | Aelod o Gyngor Cymuned Llangyndeyrn |
| 3.  | Y Cyngorydd Jeanette Gilasbey         | Aelod o Gyngor Tref Cydweli         |
| 4.  | Y Cyngorydd Ken Howell                |                                     |
| 5.  | Y Cyngorydd Carys Jones               |                                     |
| 6.  | Y Cyngorydd Alun Lenny<br>(Cadeirydd) | Aelod o Gyngor Tref Caerfyrddin     |
| 7.  | Y Cyngorydd Jean Lewis                |                                     |
| 8.  | Y Cyngorydd Dorian Phillips           |                                     |
| 9.  | Y Cyngorydd Gareth Thomas             | Aelod o Gyngor Cymuned Llanedi      |
| 10. | Y Cyngorydd Eirwyn Williams           |                                     |

### Y GRŴP LLAFUR – 4 AELOD

- |    |                           |  |
|----|---------------------------|--|
| 1. | Y Cyngorydd Penny Edwards |  |
| 2. | Y Cyngorydd John James    | Aelod o Gyngor Tref Pen-bre a Phorth Tywyn |
| 3. | Y Cyngorydd Dot Jones     | Aelod o Gyngor Cymuned Llannon             |
| 5. | Y Cyngorydd Kevin Madge   | Aelod o Gyngor Tref Cwmaman                |

### Y GRŴP ANNIBYNNOL – 4 AELOD

- |    |  |                                 |
|----|--|---------------------------------|
| 1. | Y Cyngorydd Sue Allen                      | Aelod o Gyngor Tref Hendy-Gwyn  |
| 2. | Y Cyngorydd Ieuan Davies                   |                                 |
| 3. | Y Cyngorydd Joseph Davies                  |                                 |
| 4. | Y Cyngorydd Irfon Jones (Is-<br>Gadeirydd) | Aelod o Gyngor Cymuned Bronwydd |

### Y GRŴP ANNIBYNNOL NEWYDD – 2 AELOD

1. Lle Gwag
2. Lle Gwag

NI CHANIATEIR EILYDDION MEWN CYFARFODYDD O'R PWYLLGOR YMA

# **A G E N D A**

- 1. YMDDIHEURIADAU AM ABSENOLDEB**
- 2. DATGAN BUDDIANNAU PERSONOL**
- 3. YSTRIED ADRODDIADAU'R PENNAETH CYNLLUNIO  
YNGHYLCH Y CEIS CYNLLUNIO CANLYNOL [YR YMWELODD Y  
PWYLLGOR A'U SAFLEOEDD YN FLAENOROL] A  
PHENDERFYNU AR Y CEISIADAU**
  - 3 .1 W/39590 - BWRIAD I NEWID DEFNYDD Y TIR O DIR PORI I  
WERSYLLFA - I GYNNWYS 1 CWT BUGAIL MOETHUS A  
PHUM PABELL YN PENRHIWSYCH, GLANTREN LANE,  
LLANYBYDDER, SA40 9SA** 5 - 12
- 4. RHANBARTH Y GORLLEWIN - PENDERFYNU AR GEISIADAU  
CYNLLUNIO** 13 - 40
- 5. LLOFNODI YN GOFNOD CYWIR GOFNODION Y CYFARFOD A  
GYNHALIWYD AR 30AIN IONAWR, 2020** 41 - 46

Mae'r dudalen hon yn wag yn fwriadol

<b>Application No</b>	<b>W/39590</b>
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<b>Application Type</b>	Full Planning
<b>Proposal &amp; Location</b>	PROPOSED CHANGE OF USE OF EXISTING PASTURE LAND TO A CAMPSITE - TO INCLUDE 1 SHEPHERD'S HUTS AND 5 TENTS AT PENRHIWSYCH, GLANTREN LANE, LLANYBYDDER, SA40 9SA

<b>Applicant(s)</b>	MRS DIANE LUCAS, PENRHIWSYCH, GLANTREN LANE, LLANYBYDDER, SA40 9SA
<b>Agent</b>	,
<b>Case Officer</b>	Helen Rice
<b>Ward</b>	Llanybydder
<b>Date of validation</b>	07/10/2019

## Reason for Committee

This application is being reported to the Planning Committee following the receipt of more than one objection from third parties.

## Site

The application site lies 1km south of the village of Llanybydder and is located off Glantren Lane which leads from the A485 up towards Llanllwni mountain. The site is in an elevated position and currently comprises part of a paddock area to the rear of the property currently known as Penrhiwsych. The grassed site comprises a generally level site that is bordered to the west and south by mature hedgerow and trees whereas the northern and eastern boundaries are delineated by an electrical fence and garden boundary respectively. The boundary of the wider field area lies adjacent to a public right of way along the north western boundary.

The site has operated as a camping site since July 2019 under the 28 day permitted development rule. Access to the site is via a gated entrance to the side of the host dwelling from Glantren Lane, the access lane leads into a courtyard area beyond which is a tracked area leading into the field.

## Proposal

The development seeks to obtain planning permission for a permanent camping site comprising 5 tents and 1 shepherds hut. When originally submitted the proposal also sought permission for up to two motorhomes, but following concerns from the highway department, this element of the proposal has been eliminated. The proposal does not include any works to create permanent pitches, with the proposed shepherds hut intended to be able to be moved if necessary.

## Planning Site History

There is no relevant planning history relating to the site.

## Planning Policy

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

SP1 Sustainable Places and Spaces

SP14 Protection and Enhancement of the Natural Environment

SP15 Tourism and the Visitor Economy

GP1 Sustainability and High Quality Design

TR3 Highways in Developments- Design Considerations

TSM2 Touring Caravan and Tent Sites

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

## Summary of Consultation Responses

**Head of Transportation & Highways** – No objections following removal of the motorhome pitches, subject to imposition of conditions to secure visibility improvements to the existing access.

**Llanybydder Community Council** – Raised concerns over the single track and road access that will prove difficult to negotiate.

**Local Member(s)** - Councillor Ieuan Davies is a member of the Planning Committee and has made no prior comment.

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

## Summary of Public Representations

The application was the subject of notification by way of a site notice. Two representations were received, objecting to the development on the following grounds:

- Neighbours have not been consulted by the applicant as indicated on the planning application form;
- Insufficient parking space for vehicles;
- Insufficient parking space for visitors with horses;

- No detail where residents of the existing bed and breakfast would park;
- Lane leading up to the site is very narrow with limited passing places;
- Lane users frequently use private entrances as passing places and the applicants have not approached owners of private entrances to ask whether visitors could use their entrances as a passing place;
- The applicants have no passing places or a splayed entrance into the site;
- Traffic generated by the proposal could obstruct private entrances;
- Other applications for planning permission have been refused on highway grounds or advised not to proceed due to highway concerns;
- Concern over proposed inclusion of campervans/motorhomes due to narrow lane;
- Concerns over intended use of cesspit and potential for sewerage to leak into watercourse network leading to a lake downstream;
- Concern over highway failures with collapsed drains and culvert that Highways Authority are aware of and if planning permission is to be granted these failures need to be prioritised.

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

## Appraisal

The main issues of the case are considered to be whether the principle of the development can be considered as acceptable, whether the development would have an unacceptable impact upon the character and appearance of the area and the living conditions of nearby residents and highway safety.

### Principle of development

Whilst the application site lies outside of the defined settlement boundary of Llanybydder, Policy TSM2 of the LDP specifies that planning permission for camping sites will be permitted provided that the site is directly related to settlement which exhibit appropriate services and facilities. In this regard, the application site is within walking distance of the village of Llanybydder which has a full range of services and facilities. The site is accessible to the village either via Glantren Lane or via a network of footpaths and whilst it is appreciated that the walk back up to the site would be uphill it is not considered that this conflicts with the policy requirement. It is therefore considered that in principle use of the land at the application site as a campsite is acceptable subject to other material planning considerations.

### Impact upon character and appearance of the area

The site is situated to the rear of the existing dwelling and its associated wider garden area and therefore would be rather seen as an extension of the existing built form in the area. The existing field boundaries help screen the site from views and this, coupled with the intended low number of pitches and restriction to tents only and only 1 hut, it is not considered that the use of the site would have an unacceptable impact upon the character and appearance of the area or wider landscape. This is further the case given that the proposal will rely on the existing access into the site rather than the creation of a new access point.

## **Impact upon living conditions**

Glantren lane serves a number of properties and farms, with the nearest property to the application site located approximately 150m to the south east, with the next nearest being approximately 300m to the north. This distance, coupled with the low numbers of pitches proposed, is not considered to give rise to concerns regarding impact upon the living conditions of nearby residents. Whilst evidently, two residents have raised concerns over the impact of the development on use of the lane, and particularly the use of private entrances as passing bays, it is considered that the number of pitches proposed is low and with the omission of the motorhomes element from the proposal it is not considered that the traffic generated by the proposal would have a detrimental impact upon the living conditions of residents in terms of the use of private driveways as passing places.

## **Highway Safety**

The objections received on the application have centred around the narrow access lane that is Glantren Lane and the lack of passing bays along the road. The application has been the subject of consultation with the Highway Authority who did raise concerns regarding the access lane on the basis of the proposal as originally submitted which included the motorhomes. It was deemed that should motorhomes be proposed then additional passing bays would be required given the size of such vehicles. However, since the motorhomes element has been omitted from the scheme, the highway Authority are now comfortable with the proposal on the basis of only 5 tents and 1 shepherd's hut, and therefore raise no objections in terms of use of the access lane for the proposed use.

Turning to the existing access, the highway authority has requested improvements to the visibility to ensure that there are no obstructions over a height of 0.9m (including hedgerows, vegetation, fence). A condition securing this prior to the use of the site and subsequently in perpetuity has been suggested. On this basis, no concerns are raised in relation to the access proposal.

In terms of parking, there is ample space within the rear courtyard area and beyond for the parking and turning of vehicles for both the existing residents (including the limited bed and breakfast use) and the proposed use. This is therefore not raised as a concern.

Therefore, in terms of highway safety, whilst the concerns raised by objectors are acknowledged, on balance it is considered that the proposal, as revised, would not result in a significant increase in traffic generation that would attract a sustainable reason for refusal on highway safety grounds.

## **Other Matters**

Objectors have advised that despite the applicant stating in the application that they have consulted neighbours not all neighbours have been consulted. Whilst this is a matter for the applicants, the application has been the subject of the statutory requirements for publicising planning applications. In terms of concerns over the use of a cesspit, the installation and subsequent maintenance of cesspit is the responsibility of the applicant. Concerns regarding the state of the highway itself, including collapsed drains and culverts is a matter for the Highway Authority to address under separate legislation.



## Planning Obligations

No planning obligations are required.

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

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

## Conclusion

After careful consideration of the scheme as submitted it is concluded on balance that the proposed development represents an appropriate low impact development in the location which is well related to the village of Llanybydder via the road and public footpaths. The site is well screened by existing mature vegetation and given its intended scale, would not have an unacceptable impact upon the character and appearance of the area or the living conditions of neighbouring properties. Whilst concerns regarding the access road leading up to the application site are acknowledged, given the scale of the proposal it is not considered that the traffic generated by the development would have an unacceptable impact upon highway safety. The application is therefore recommended for approval subject to the below conditions.

### RECOMMENDATION – APPROVAL

## Conditions and Reasons

- 1 The development hereby approved shall be commenced before the expiration of five years from the date of this permission.
- 2 The development shall be carried out in accordance with the following approved plans and documents, unless otherwise stipulated by conditions:-
  - 1:1250 scale Location Plan received 2 October 2019
- 3 No more than 5 tents and 1 shepherds hut shall use the site hereby approved at any one time.
- 4 The shepherds hut accommodation hereby approved shall not be occupied as a person's sole or main place of residence or by any persons exceeding a period of 28 days in any calendar year. An up to date register shall be kept and be made available for inspection by the Local Planning Authority upon request. The register shall contain details of the names of all of the occupiers of the accommodation, their main home addresses and their date of arrival and departure from the accommodation.

- 5 There shall at no time be any growth or obstruction to visibility over 0.9 metres above the adjacent carriageway crown, over the application site's whole U5320 road frontage within 2.4 metres of the near edge of the carriageway.
- 6 The parking spaces and layout shown on the plans herewith approved shall be provided prior to any use of the development herewith approved. Thereafter, they shall be retained, unobstructed, for the purpose of parking only. In particular, no part of the parking or turning facilities is to be obstructed by non-motorised vehicles.
- 7 The access, visibility splays and turning area required, shall be wholly provided prior to any part of the development being brought into use, and thereafter shall be retained unobstructed in perpetuity. In particular, no part of the access, visibility splays, or turning area, is to be obstructed by non-motorised vehicles.

## Reasons

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2-3 In the interest of clarity as to the extent of the permission.
- 4 To clarify the nature of the development and avoid the creation of unencumbered residential unit in the open countryside that would be contrary to National and Local planning policies and guidance.
- 5-7 In the interests of highway safety.

## Notes

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

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

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

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

- 2 Comments and guidance received from consultees relating to this application, including any other permissions or consents required, is available on the Authority's website ([www.carmarthenshire.gov.uk](http://www.carmarthenshire.gov.uk)).
- 3 This application has been determined within the scope of the delegated authority granted to the Head of Planning by the Meeting of Carmarthenshire County Council on 12 October 2011 (Minute No 7 refers).

Mae'r dudalen hon yn wag yn fwriadol

*Ardal  
Gorllewin/  
Area West*

**ADRODDIAD PENNAETH  
CYNLLUNIO,  
CYFARWYDDIAETH YR AMGYLCHEDD**

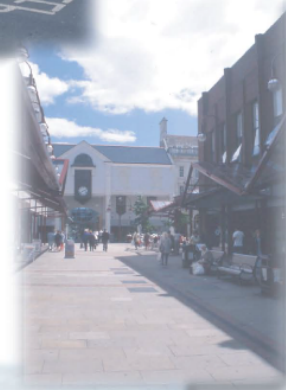
**REPORT OF THE  
HEAD OF PLANNING,  
DIRECTORATE OF ENVIRONMENT**

**AR GYFER PWYLLGOR CYNLLUNIO  
CYNGOR SIR CAERFYRDDIN/**

**TO CARMARTHENSHIRE COUNTY  
COUNCIL'S PLANNING COMMITTEE**

**AR 27 CHWEFROR 2020  
ON 27 FEBRUARY 2020**

**I'W BENDERFYNU/  
FOR DECISION**



**Mewn perthynas â cheisiadau y mae gan y Cyngor ddiddordeb ynddynt un ai fel ymgeisydd/asiant neu fel perchennog tir neu eiddo, atgoffir yr Aelodau fod yn rhaid iddynt anwybyddu'r agwedd hon, gan ystyried ceisiadau o'r fath a phenderfynu yn eu cylch ar sail rhinweddau'r ceisiadau cynllunio yn unig. Ni ddylid ystyried swyddogaeth y Cyngor fel perchennog tir, na materion cysylltiedig, wrth benderfynu ynghylch ceisiadau cynllunio o'r fath.**

**In relation to those applications which are identified as one in which the Council has an interest either as applicant/agent or in terms of land or property ownership, Members are reminded that they must set aside this aspect, and confine their consideration and determination of such applications exclusively to the merits of the planning issues arising. The Council's land owning function, or other interests in the matter, must not be taken into account when determining such planning applications.**

<b>COMMITTEE:</b>	<b>PLANNING COMMITTEE</b>
<b>DATE:</b>	<b>27 FEBURARY 2020</b>
<b>REPORT OF:</b>	<b>HEAD OF PLANNING</b>

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**APPLICATIONS RECOMMENDED FOR APPROVAL**



<b>Application No</b>	<b>W/39068</b>
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<b>Application Type</b>	Full Planning
<b>Proposal &amp; Location</b>	PROPOSED RESIDENTIAL DWELLINGS WITH INTEGRAL GARAGES AT PLOTS 7 AND 8, LAND OPPOSITE GOLWG Y DYFFRYN, CAPEL DEWI, CARMARTHEN, SA32 8AD

<b>Applicant(s)</b>	MR LEWIS WHITTALL, C/O 12 BRYNMEURIG, PENSARN, CARMARTHEN, SA31 3AX
<b>Agent</b>	IAGO CYMRU - GETHIN LLOYD JAMES, TROED Y BRYN, LLANARTHNE, CARMARTHEN, SA32 8JE
<b>Case Officer</b>	Gary Glenister
<b>Ward</b>	Llanddarog
<b>Date of validation</b>	01/07/2019

## Reason for Committee

This application is being reported to the Planning Committee following the receipt of more than one objection from third parties.

## Site

The site is an undeveloped parcel of improved agricultural pasture land which is within the settlement development limits of Capel Dewi as defined in the Local Development Plan (LDP). The site is part of an allocated site in the LDP, which is being developed on a plot by plot basis rather than as a single development.

The site slopes down to the village of Capel Dewi which lies immediately to the North within the Towy Valley. There is a natural hedge boundary along the highway. To the rear of the hedge is a land drain which has been used by highways as a surface water sewer which takes water to a water course beyond the village. There are no defined boundaries to the rear of the plot as it forms part of a larger field enclosure.

The site has modern bungalows to the east and north with one under construction at Plot 6 immediately adjacent to the North.

## Proposal

The application seeks full planning permission for the development of 2No. detached single storey dwellings on the site. The dwellings are proposed to be of a hip roofed design and are replicated on each plot. The bungalows are proposed to be a mix of render and timber cladding walls with brick plinth under a natural slate roof.

Each dwelling is proposed to have an access turning and integral garage to the front of each plot and a private garden to the rear.

There is no mains sewer serving the site and the private treatment plants for the foul drainage are shown within the front driveway areas with outfall into an existing private surface water sewer which runs within the hedgeline across the fronts of the plots in a northerly direction and discharges into a water course beyond the main village. The applicant has the necessary consent from NRW for the outfall into a water course. In terms of non mains drainage, the outfall is clean from the treatment plan and in any case, is not likely to have an impact on ground water as it is not being proposed for soakaway. The plots are subject to sustainable drainage approval so the surface water scheme is subject to further scrutiny outside the planning system.

The site is not flat, with the cross section showing the floor and ridge levels stepping up in a way consistent with the other plots closer to the village with a variable step up, but in the region of 1m per plot.

A unilateral undertaking has been submitted in respect of the affordable housing contribution which is applicable in this location.

## Planning Site History

The following planning application has been received on the application site.

D4/905	Siting of Residential Development Refused	24 October 1974
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## Planning Policy

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

SP1	Sustainable Places and Spaces
GP1	Sustainability and High Quality Design
GP2	Development Limits
H2	Housing within Development Limits
AH1	Affordable Housing
TR2	Location of Development - Transport Considerations
TR3	Highways in Developments - Design Considerations

[Carmarthenshire Supplementary Planning Guidance](#)

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

## Summary of Consultation Responses

**Head of Transportation & Highways** – Had queries regarding visibility onto the County Road given a bend in the highway to the South, however the applicant has extended the red line to ensure the visibility can be secured. The plans originally showed a 1.8m pavement along the front of the plots in line with earlier Highway recommendations on other plots, however, the applicant challenged this and it has been agreed that a 2m highway improvement line should be conditioned instead. This improvement line will be kept free of built development so will allow the highway department to install a pavement or widen the road in the future if it is needed.

**Sustainable Drainage Approval Body (SAB)** – a full drainage scheme has been submitted for approval and is currently being assessed.

**Llanddarog Community Council** – has not commented to date

**Local Member(s)** - Councillor A Evans has no objection, however highlights local concern regarding flooding and drainage issues down the street.

**Dwr Cymru/Welsh Water** – Has no adverse comments as a private system is proposed to treat foul water.

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

## Summary of Public Representations

The application was the subject of notification by way of neighbour letters on receipt of the application.

One representation has been received from 9 residents of Heol Hafod objecting to the submission and the matters raised are summarised as follows:

### Surface water

- History of Flooding
- Adverse Ground Conditions
- Climate Change

### Foul Water

- Discharge from treatment plants

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

## Appraisal

### Surface Water

There is concern that the proposed development would result in increased surface water and flooding to properties further down Heol Hafod. It is noted that there is a private surface water pipe running along the front of the properties and it is understood that there

is also a highway surface water sewer present. It is understood that there is a degree of flow both ways so there is overflow both ways at different times for mutual benefit. Both the highway and private pipe discharge into a water course near the church hall.

Part of the surface water was proposed to go to soakaway and part to the surface water pipe. However ground conditions are not favourable so all surface water is proposed to flow to the surface water pipe at an attenuated rate. Third parties state that the ground conditions do not support soakaways and this is confirmed by the detailed surface water scheme. Given the amendment to the proposal, it is recommended that a condition be imposed seeking a full surface water scheme before commencement of development so that the final scheme as approved by the SAB team can be submitted.

The proposal would be subject to SAB approval, so surface water runoff from the land would have to be dealt with sustainably and any discharge from the site would be at a controlled rate. If there is a pre-existing problem with water flowing from elsewhere, residents need to address the source of the problem. If the water is being generated on the site, the SAB submission is likely to make the situation better as there will be controlled run off from the land as it would be diverted to the Sustainable Drainage Scheme and attenuated to minimise peaks in run off which would increase the likelihood of flooding. The results of climate change would need to be considered as part of the SAB process.

#### Foul Water

The site is not served by a foul sewer so a private treatment plan is proposed for each plot. The applicant has consent from NRW for discharge into a water course. In terms of the tests for private drainage, the system is not proposed to discharge into a soak away so there is no risk to ground conditions or potable water as it is in a sealed system. The discharge to a water course is controlled and uses a surface water culvert that already serves the locality.

## Planning Obligations

A unilateral undertaking has been submitted to secure an affordable housing contribution.

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

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

## Conclusion

After careful consideration of the scheme as amended, it is concluded on balance that the site offers an opportunity to develop two infill plots within the settlement development limits of Capel Dewi. Whilst concern has been raised by third parties, the applicant has responded with amended plans and a comprehensive surface water scheme which demonstrates that the site is able to accommodate the two dwellings without unacceptable adverse impacts on

flooding, amenity or highway safety, therefore the proposal is considered to comply with the above policies and is recommended for approval.

## **RECOMMENDATION – APPROVAL**

### **Conditions**

- 1 The development hereby permitted shall be commenced before the expiration of five years from the date of this permission.
- 2 The development hereby permitted shall be carried out strictly in accordance with the following schedule of plans dated 21 June 2019.
  - 1:100 scale Floor Plans and Elevations. Drawing No. PA/01
  - 1:100 scale Site Section. Drawing No. PA/01

the following plan dated 5 February 2020

  - 1:1250 & 1:500 scale Location and Block Plan. Drawing No. 0619/10 PA/02
  - 1:200 scale Surface Water Drainage Plan. Drawing No. 0619/10 PA/03
- 3 The new vehicular accesses serving plot 7 shall be laid out and constructed strictly in accordance with Carmarthenshire County Councils (Highways and Transport services) Typical Layout No. 2 (specification for which is attached to this planning permission), and shall be located to the north-east boundary prior to the commencement of any other work or development. Thereafter it shall be retained, unobstructed, in this form in perpetuity.
- 4 The new vehicular access serving plot 8 shall be laid out and constructed strictly in accordance with Carmarthenshire County Councils (Highways and Transport services) Typical Layout No. 3 (specification for which is attached to this planning permission), prior to the commencement of any other work or development. Thereafter it shall be retained, unobstructed, in this form in perpetuity.
- 5 Any access gates shall be set back a minimum distance of 5.0 metres from the highway boundary, and shall open inwards into the site only.
- 6 Prior to any use of the accesses by vehicular traffic, a visibility splay of 2.4 metres x 4.3 shall be formed and thereafter retained in perpetuity, either side of the centre line of the access in relation to the nearer edge of carriageway. In particular there shall at no time be any obstruction above 0.9 metres within this splay area.
- 7 The access, visibility splays and turning area required, shall be wholly provided prior to any part of the development being brought into use, and thereafter shall be retained unobstructed in perpetuity. In particular, no part of the access, visibility splays, or turning area, is to be obstructed by non-motorised vehicles.
- 8 The parking spaces and layout shown on the plans herewith approved shall be provided prior to any use of the development herewith approved. Thereafter, they shall be retained, unobstructed, for the purpose of parking only. In particular, no part of the parking or turning facilities is to be obstructed by non-motorised vehicles.

- 9 The private access shall be hard surfaced in a bonded material for a minimum distance of 5.0 metres behind the highway boundary, prior to any part of the development approved herewith being brought into use and thereafter maintained in perpetuity.
- 10 The development shall be related to a Highway Improvement Line set back 2.0 metres from the existing nearer edge of carriageway. Any permanent structures such as forecourt walls, etc should be erected on or behind the Improvement Line.
- 11 No development shall be commenced until details and/or samples of facing brick, cladding and boundary treatment have been submitted to and approved in writing by the Local Planning Authority.
- 12 No development shall be commenced until full details of sustainable surface water drainage have been submitted to and approved in writing by the Local Planning Authority.

## **Reasons**

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2&11 In the interests of visual amenity in accordance with Policy GP1 of the LDP.
- 3-10 In the interests of highway safety in accordance with Policy TR3 of the LDP.
- 12 To ensure sustainable surface water drainage in accordance with Policy SP2 and EP3 of the LDP.

## **Notes/Informatives**

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

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

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

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

- 3 The applicant/developer's attention is drawn to the signed unilateral undertaking which secures a contribution of £67.08 per square metre internal floor area towards affordable housing.
- 2 Comments and guidance received from consultees relating to this application, including any other permissions or consents required, is available on the Authority's website ([www.carmarthenshire.gov.uk](http://www.carmarthenshire.gov.uk)).

<b>Application No</b>	<b>W/39148</b>
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<b>Application Type</b>	Full Planning
<b>Proposal &amp; Location</b>	CONSTRUCTION OF A SHOWROOM WITH OFFICES, AND FORMATION OF PARKING AREA AT LAND AT PENTOP FARM, NEWCASTLE EMLYN, SA38 9NW

<b>Applicant(s)</b>	FFENESTRI KEVIN THOMAS WINDOWS LIMITED, LLECHWEDD, CAPEL IWAN, NEWCASTLE EMLYN, SA38 9NW
<b>Agent</b>	JCR PLANNING LTD - RICHARD BANKS, UNITS 1-3 BUSINESS WORKSHOPS, HEOL PARC MAWR, CROSS HANDS, CARMARTHENSHIRE, SA14 6RE
<b>Case Officer</b>	Helen Rice
<b>Ward</b>	Cenarth
<b>Date of validation</b>	15/07/2019

## Reason for Committee

This application is being reported to the Planning Committee following the receipt of more than one objection from third parties and the application is recommended for approval.

## Site

The application site lies in an elevated open countryside location 3.5km due south of Newcastle Emlyn and 2.5km east of the village of Capel Iwan. Situated on a southern facing slope with far reaching views over the countryside to the south, Pentop comprises a former farmstead which is no longer an active farm in terms of having livestock buildings on the site. There is a converted residential barn and foundations for a new dwelling as a replacement of the former farmhouse.

The site is accessed via an unclassified single track rural road that connects the B4333 to the east with the village of Capel Iwan. The road serves a number of rural properties and farms along its length including the applicant's farm at Llechwedd located 1.5km to the west (as the crow flies). There are two accesses to the site from this road each side of the main former farm complex area, with a farm track connecting both.

The application site itself relates to a raised and levelled hardstanding area to the east of the converted barn where once stood a range of agricultural buildings which have since been demolished and the resultant land levelled. The site is bordered with existing



hedgerows along its northern, eastern and southern boundaries with an open boundary towards the converted barn to the west. Access to this site area is via the farm track.

## Proposal

The proposal seeks planning permission for the erection of an agricultural style building to be used in association with the applicant's windows, doors and kitchen business which is principally located at the applicant's other farm at Llechwedd to the west.

The building is designed to reflect a Dutch barn with a rounded roof and cladded walls with various wide openings, with an overall height of 6.7m falling to an eaves height of 5.2m, 20m in length and 8m in depth. The elongated building would be located towards the western end of the application site and set back towards the site's northern boundary to provide space towards the front to enable vehicles to pass by into the proposed car parking area located to the east of the new building. Due to the site topography, only the first floor of the building would be viewed from the adjacent unclassified highway, with the full two storey height facing out onto the countryside. Access to the site would be via the existing access from the unclassified highway. All hedgerows are proposed to be retained.

In support of this application, it is stated that the business currently operates from Llechwedd with a converted barn providing office space with a small showroom with the fabrication, assembly and warehousing of the window and door products accommodated within a range of former agricultural buildings at Llechwedd. The business has recently expanded its offer to include kitchens and therefore there is a need for a larger showroom to support the expanding business. The information supplied indicates that the site at Llechwedd has reached capacity with limited opportunities to expand due to limited suitable land for extensions and no further room for expansion within the existing buildings.

The proposed new building would therefore provide showroom space at ground floor and office space on the first floor. The proposal seeks to support the expanding business which is said to generate an additional 6 jobs in addition to the existing workforce being retained at Llechwedd. The supporting information explains that all available floorspace at Llechwedd is occupied with no remaining undeveloped areas capable of accommodation the necessary floorspace for a showroom with ancillary offices.

## Planning Site History

W/35897	Replacement of existing dwelling and agricultural building Full Granted	09 November 2017
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This permission has been implemented following the demolition of the former dwelling and creation of the foundations for the replacement dwelling and demolition of the former agricultural building. This permission included replacing the former dutch barn and lean-to agricultural building with one pitched roof agricultural building measuring 27m by 12m with a ridge height of 4.3m.

W/08429	Conversion of redundant barn to 1 no residential unit Full Granted	24 December 2004
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This permission has been implemented and the residential property is now known as Cysgod y Foel.

## Planning Policy

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

SP1 Sustainable Places and Spaces  
SP3 Sustainable Distribution- Settlement Framework  
SP7 Employment- Land Allocations  
SP14 Protection and Enhancement of the Natural Environment  
GP1 Sustainability and High Quality Design  
GP2 Development Limits  
EMP2 New Employment Proposals  
EMP3 Employment- Extensions and Intensification  
EMP4 Farm Diversification  
TR3 Highways in Developments- Design Considerations

[Carmarthenshire Supplementary Planning Guidance](#)

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

## Summary of Consultation Responses

**Head of Transportation & Highways** - No observations received to date.

**Sustainable Drainage Approval Body** – has confirmed that a Sustainable Drainage Approval Body approval will be required for the development.

**Cenarth Community Council** – has confirmed that they fully support the proposal as the business currently employs approximately 50 local people and this development should be supported in a rural area.

**Local Member(s)** - Councillor Hazel Evans has not commented to date.

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

## Summary of Public Representations

The application was the subject of notification by way of a site notice.

3 representations were received from 2 households, all objecting on the following grounds:

- Current level of commercial traffic is tolerable and is at its busiest between 6.30am and 5.30pm Monday to Friday leaving weekends largely free. The prospect of a showroom to be built on the site would increase the traffic.
- Already suffer from a higher than numeral volume of traffic for a rural single track road due to existing business in Llechwedd additional development would exacerbate this.
- Existing traffic are travelling at inappropriate speeds.
- Existing passing place identified on the plans is in private ownership and will be obstructed to ensure that it cannot be used as a passing place
- Opening times of showroom would include evenings and weekends leading to more traffic.

- Increased traffic will impact on views, invade privacy and cause disturbance
- Increased traffic would adversely affect safety, particularly due to existing substandard accesses serving existing dwellings. Will substandard access improvements on adjacent property be allowed should planning permission be granted?
- Traffic generation and pedestrian access has been raised as a concern in relation to a pre-application query by a neighbouring property but is not a matter of concern covered in the application.
- An existing passing place indicated on the plans does not exist and is rather a field entrance which is not correctly shown on the plans.
- Field entrance is required for access to septic tank.
- Use of field entrance as passing place could damage pipework to the septic tank.
- The proposal would set precedent for further development.
- The proposal would destroy the natural habitat of the area.
- Adverse effect on the value of existing properties.
- There are other similar businesses within the area.
- Drawings submitted are poor and do not properly show nearby properties, their outbuildings and boundaries.
- Incorrect siting of a shed on neighbouring property.
- No mention of Pant y Coed in application.
- Site Notice was not obvious and was only made aware when a neighbour mentioned the application, nearby properties should have been written to direct.
- Assumption that Trefonnen is a two storey cottage and converted barn, but Trefonnen is detached barn only and the two storey cottage is Pant y Coed.

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

## Appraisal

The main considerations of this case are considered to be whether the principle of development can be considered acceptable, the impact of the development on the character and appearance of the area, the impact of the development on the living conditions of nearby properties and impact upon highway safety due to traffic generation.

### ***Principle of development***

The application site is located within the open countryside where there is a general presumption against new development unless there is a justifiable need for the development to be located in the countryside e.g. agricultural development. The proposed development, whilst comprising an agricultural style building, is required in association with an existing business and comprises a showroom and offices. A showroom and office use is not an use that requires a countryside location and in fact is a use which generally requires to be located within a built up area, easily accessible to users and complementary businesses. Such uses are therefore commonly found within or on the outskirts of existing towns and within industrial estates. This also means that they are sustainably located close to populated areas and existing public transport routes. Such locations are encouraged in the Council's LDP which, under Policy EMP2 requires new employment development to be located within, adjacent or directly relates to existing settlements. The application site clearly does not comply with such attributes and as such is at odds with the general locations that businesses seek to site their showroom/office establishments. The applicant has advised that a search of any available premises was undertaken within a 10km radius of the application site that included Newcastle Emlyn along with smaller settlements in both Carmarthenshire and

Ceredigion. Whilst small scale commercial premises within these locations were available, e.g. public houses these were discounted on the basis of their small scale. The nearest available premises would be based in Carmarthen and at Cillefwr Industrial Estate, located in excess of 19km (directly) away which was discounted purely down to the distance and the disconnect that would occur as a result.

Nevertheless, in this instance the proposed new building is to compliment and support an existing business that is already established on a neighbouring farm. Policy EMP3 of the LDP recognises that proposals for extensions or intensification of existing employment enterprises can be considered acceptable irrespective of their location provided they do not cause environmental damage, prejudice other redevelopment proposals, result in adverse amenity issues, result in incompatible uses and are appropriate in terms of scale and compatible in terms of location. Furthermore, the policy specifically states that the expansion of rural enterprises will be supported subject to meeting the above requirements.

Evidently, whilst not specifically stated in the policy, this would normally apply to the same site area, however it is considered equally applicable to locations near to the existing principle business where there is a justifiable reason to place the new development in a different location albeit remaining associated with and complementary to the existing main business.

In this case, the principle business is located at a nearby farm in Llechwedd some 1.5km to the west. The application states that there is no further capacity at this site to provide for an additional building and given the recent expansion of the business into kitchens a larger showroom is now required along with office space which is currently housed within a small converted barn on the Llechwedd site. The new development therefore is an extension to an existing business and whilst not located immediately adjacent to the principle business, is only a short drive away. Furthermore, the site is classed as a previously developed area where there was a former agricultural building located prior to its demolition preceding its replacement with another agricultural building. It is therefore considered, that this development can be considered under Policy EMP3 of the LDP and is acceptable in principle subject to complying with the other criteria of the policy and any other material planning considerations.

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

Policy EMP3 requires developments to be of an appropriate scale and form compatible with its location and similarly Policy GP1 requires developments to conform with and enhance the character and appearance of the site, in terms of siting, appearance, scale, height massing, materials and detailing along with incorporating existing landscape features. It is the case that there were previous agricultural style buildings on the application site prior to their relatively recent demolition to make way for a replacement agricultural building. The former buildings comprised a Dutch barn with lean to extension (110sqm) and a further dilapidated single storey building (50sqm) finished in concrete block and corrugated metal sheeting. A permission for a single replacement pitched roof agricultural building (325sqm) on the application site remains extant. The proposed building would be 160sqm in terms of ground floor cover and 320sqm in total floorspace (due to the first floor office space area) and therefore would reflect both the previous buildings and the replacement building granted planning permission in terms of floorspace. In terms of height, the building would be higher than previous and what was previously proposed, however, it is considered that this can be accommodated due to the change in topography and the presence of the existing hedgerows which are to be maintained. Views of the building from the highway will be

available but it is not considered that just because a building can be seen is a sufficient reason to warrant a refusal. In this instance, it is considered that the building would be viewed within the context of the former farmstead, against the backdrop of the rising land to the north which is also characterised by wind turbines and therefore its addition into the landscape would not be so apparent to cause visual harm.

The proposed building, albeit not for agricultural purposes, has sought to reflect a Dutch barn with a curved roof and proposed cladding. Floor to ceiling openings have been grouped together to reflect the single large scale openings of agricultural style buildings. The proposed materials include uPVC wood effect/embossed grained cladding with uPVC windows and doors finished in either green or grey. Therefore whilst evidently the building is not to be used for agricultural purposes, it is considered that the overall appearance of the building would reflect similar style buildings that are common in the rural area.

In summary therefore, it is considered that sufficient attempts have been made to create a building that reflects its rural surroundings through appropriate balance between a design that works for the intended use whilst reflecting agricultural design and detailing. It is therefore considered on balance that the proposed development would not have an unacceptable impact upon the character and appearance of the area and therefore complies with the relevant criteria of policies EMP3 and GP1.

### ***Impact upon the living conditions of nearby properties***

Both policy EMP3 and GP1 require all developments to ensure that there are no significant impact upon the amenity of adjacent land uses, properties, residents or community and that developments remain compatible with neighbouring uses.

The nearest residential properties to the application site are known as Trefonnen and Pantycoed which are located 100m to the east of the application site. The residents of these properties have raised concerns about the development but principally on grounds of the increased traffic and the effect of that on their amenity. This is discussed further below. With regards other impacts on amenity, it is considered that the proposal is of a sufficient distance away from the properties and not within direct line of sight from their principal elevations to give rise to any impacts from the use of the building in terms of privacy and overlooking. Furthermore, given the intended use of the building, there are no concerns in terms of noise impacts. It is therefore considered that the development would not have an unacceptable impact upon the amenity of neighbouring properties in terms of its physical presence and use.

### ***Impact upon highway safety***

Policy TR3 of the LDP requires all developments to have due consideration for the impacts on highway safety and to ensure that proposals meet highway standards in terms of access and parking. This development, despite it being an extension of an existing business, will due to the increased floorspace, use as a larger showroom and ancillary offices will increase traffic to and from the site. This is particularly the case given the site's remote location within the countryside and therefore it will be the case that everyone working and visiting the building would have to use the private car. The sustainability of the development site in this regard is therefore questionable given the reliance on the private car. However, this needs to be balanced against the complementary nature of the development in association with the already established business at Llechwedd. There is certainly an argument that the co-location of the showroom and offices near to the main fabrication business would better

support the business and means that there would be limited “internal” traffic movements in comparison to whether the building would be located within a settlement. The Council’s Highways Department has raised concerns regarding the sustainability of the site and the traffic generation. These concerns are acknowledged, however, on this occasion given the unique circumstances of the situation with the proposal intended as an extension of an existing established rural business in close proximity, on balance it is considered that the proposal can be considered acceptable.

The applicant has proposed additional passing places along the road on land with their ownership. Objectors have mentioned that reference to an existing passing place on the submitted drawings is incorrect and rather refers to a field entrance opposite the dwellings of Trefonnen and Pantycoed. It appears that the initial drawing put forward does incorrectly indicate the location of an existing passing bay. The correct location is further east of the dwellings near again on land within the control of the applicant. This is clearly visible on site. Nevertheless, the provision of two additional passing bays in addition to the existing bay along a length of 800m between the application site and the unclassified junction with the highway near the Moelfryn caravan site would reduce the traffic impacts of the development on the use of the road.

Following concerns raised by the Highways Officer regarding traffic generation, the agent on behalf of the applicant has confirmed that a total of 4 staff and 7 visitor parking spaces are proposed to serve the development which complies with parking standards. It is also stated that car sharing by staff will be encouraged and that customers would visit on an intended, often by appointment visit and therefore the number of parking spaces provided are considered acceptable. This explanation goes some way to understand the desired business use of the building and to an extent alleviates concerns regarding traffic generation due to relatively low numbers of trips generated by staff and that customers will often be visiting the building by appointment. On this basis, it is considered that whilst there will be an increase in traffic as a result, the level would not be so significant to have a detrimental impact on highway safety. However, in order to ensure that the applicant’s explanation of the traffic impact is controlled suitably worded conditions are recommended to advise that customers can only visit the building by appointment only and that a travel plan for staff is submitted for approval.

The concerns raised by objectors are recognised in terms of the increase in traffic. However, as mentioned above, the proposals include the provision of additional passing bays and the traffic generated by the development is not considered to be so significant to have a detrimental impact on highway safety. The submission confirms that the use would only operate between the hours of 9am to 5pm on weekdays and 9am to 1pm on Saturdays. Therefore there will be additional traffic on Saturday mornings associated with the showroom element however as explained by the applicant such visits are to be intended and by appointment only and a condition is recommended to ensure this is maintained.

Therefore, on balance, subject to the imposition of conditions, it is considered that the proposal would not lead to an unacceptable impact upon highway safety to warrant a refusal of the application on such grounds.

### ***Third Party Representations***

Objectors have raised various concerns regarding the accuracy of information submitted with the application including correct delineation on the plans of the extent of property. Whilst this is acknowledged, Officers have visited the site and assessed the proposals based on a

knowledge of the existing built form in the area facilitate by up-to-date aerial photography of the site and its environs. In terms of concerns regarding site notice placement, a site notice was erected on a telegraph pole on the public highway opposite the application site. It is the case that the legislative requirement is either notification by way of letters to all owners or occupiers of land adjoining the application site or a site notice. On this occasion given that there are no other properties adjoining the application site a site notice was erected. Concerns regarding impact on house values are not material planning considerations.

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

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

## **Conclusion**

After careful consideration of the scheme as submitted it is concluded, having regard to the unique circumstances of this particular case, that the proposed development can be classed as an extension to an existing nearby established enterprise that would serve to support the continued expansion of the business. The proposal has sought to design a building that would not have an unacceptable impact upon the character and appearance of the area nor the living conditions of nearby residents. Whilst it is the case that the site is not sustainably located and will generate traffic, on balance, given the nature of the intended use that is recommended to be controlled by condition and the resultant level of traffic generated it is not considered to amount to an unacceptable level to warrant a refusal of the application. The application is therefore considered to comply with the principle LDP policies GP1, EMP3 and TR3 and is recommended for approval subject to the following conditions.

### **RECOMMENDATION – APPROVAL**

## **Conditions**

- 1 The works hereby granted consent shall be commenced before the expiration of five years from the date of this permission.
- 2 The development shall be carried out in accordance with the following approved plans and documents, unless otherwise stipulated by conditions:-
  - 1:1250 scale Location Plan [PL01] received 2 July 2019
  - 1:1250 scale Proposed Site Layout Plan [PL09] dated June 2019 received XX
  - 1:100 scale Proposed Elevations [PL07] received 2 July 2019
  - 1:100 scale Proposed Floor Plans [PL11] received 2 July 2019
  - 1:1250 scale Proposed Passing Places [PL08] (proposed passing bays locations only) received 2 July 2016

- 3 The hedgerows bordering the application site as detailed on the 1:1250 scale Proposed Site Layout Plan [PL09] dated June 2019 shall be protected through all construction phase operations and thereafter retained, and maintained at a minimum height of 0.9 metres. Existing individual trees within the hereby defined hedge line shall be likewise protected and retained; and managed as individual specimens to maturity. Prior to any management works to the hedgerows, which would result in laying or coppicing to a height below the hereby specified minimum height, a method statement for the works shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved method statement.
- 4 Notwithstanding the details referred to in the application, prior to their installation, samples and/or full details of the materials to be used on all windows, doors and external walls and the roof shall first be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.
- 5 Prior to the first beneficial occupation of the building hereby approved by staff and/or customers, a detailed travel plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted travel plan shall explain how staff will be encouraged to car share or use alternative methods of transport to the development as appropriate. The development shall thereafter be carried out in accordance with the approved Travel Plan.
- 6 No other development shall take place on the application site until the two passing bays as identified on the 1:1250 scale Proposed Passing Places [PL08] (proposed passing bays locations only) received 2 July 2016 have been created in accordance with details first submitted to and approved in writing by the Local Planning Authority. Such details shall provide detailed drawings of the proposed passing bays in terms of location, dimensions and the translocation of existing hedgerows.
- 7 The building hereby approved shall only be open to customers and/or members of the public on an appointment basis only. A register shall be kept of each individual customer's name, date and time of appointment and the register shall be made available for inspection by the Local Planning Authority by request.
- 8 The building hereby approved shall only be open between the hours of 09:00 and 17:00 Monday to Friday and 09:00 and 13:00 on Saturdays and not on Sundays, Bank/Public Holidays.

## **Reasons**

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2 In the interest of clarity as to the extent of the permission.



- 3 To ensure that the development retains, incorporates and makes provision for the appropriate management of existing landscape features which contribute to local qualities and distinctiveness.
- 4 To ensure that the development harmonises with the surrounding area in the interests of visual amenity.
- 5 – 8 In the interests of highway safety.

## Notes/Informatives

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

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

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

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

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

**APPLICATIONS RECOMMENDED FOR REFUSAL**

<b>Application No</b>	<b>W/39684</b>
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<b>Application Type</b>	Full Planning
<b>Proposal &amp; Location</b>	CHANGE OF USE OF OUTBUILDING TO HOLIDAY LET AT OUTBUILDING OPPOSITE BRYNBEDW, EFAILWEN, CLUNDERWEN, SA66 7UT

<b>Applicant(s)</b>	MR AND MRS R DAVIES, RHYDYMERYDD FARM, EFAILWEN, CLUNDERWEN, SA66 7XG
<b>Agent</b>	GERALD BLAIN ASSOCIATES LIMITED - MR GERALD BLAIN, 15 ST JOHN STREET, WHITLAND, SA34 0AN
<b>Case Officer</b>	Charlotte Greves
<b>Ward</b>	Llanboidy
<b>Date of validation</b>	22/10/2019

## Reason for Committee

This application is being reported to the Planning Committee following a call-in request by Cllr Dorian Philips, Local Member for the Llanboidy ward and member of Planning Committee.

## Site

The application site comprises an existing agricultural outbuilding which immediately fronts the A478 on its western side. The site is located approximately 500m south of the settlement of Efailwen and is currently has accesses to the immediate south and north of the building directly off the A478.

The agricultural building is constructed of a combination of concrete block and corrugated metal sheeting over a timber frame. The previous uses of the building include a milking parlour, cattle shed and more recently storage. The building previously formed part of Brynbedw Farm until the sale of the adjacent farmhouse immediately opposite the site to the east of the A478. As such the building is currently part of the holding known as Rhydymerydd located some 1.5km to the east of the application site.

In addition, and located to the rear and slightly north of the metal outbuilding there is a further metal corrugated outbuilding.

## Proposal

The development description for this full planning application is give as “the change of use of an outbuilding to a holiday let”.

The completed development would contain two bedrooms, one with ensuite bathroom, a large kitchen and dining space and communal bathroom at ground floor and a mezzanine living area provided at first floor. The application form indicates that the materials to be used would match those on the existing building.

The proposal also includes the erection of a timber carport to the immediate north of the proposed holiday accommodation and a new access is to be provided off the A478 some 75m to the north of the building. A curved gravel driveway would extend through the existing field from the new access to the car port and accommodation where a turning head is proposed to be provided.

The metal building to the north of the proposed holiday accommodation is proposed to be demolished as part of the development.

## Planning Site History

There is no relevant planning history for this site.

## Planning Policy

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

Policy SP3 Sustainable Distribution – Settlement Framework

Policy SP15 Tourism and the Visitor Economy

Policy GP 1 Sustainability and High Quality Design

Policy H5 Adaptation and Re-use of Rural Buildings for Residential Use

Policy TSM4 Visitor Accommodation

Policy EMP4 Farm Diversification

Policy TR2 Location of Development – Transport Considerations

Policy TR3 Highways in Developments – Design Considerations

[Carmarthenshire Supplementary Planning Guidance](#)

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

## Summary of Consultation Responses

**Natural Resources Wales** – No objection.

**Llanboidy Community Council** - No observations received to date.

**Local Member(s)** – Cllr Dorian Phillips, Local Member and Member of the Planning Committee, has requested that the application be heard by the Planning Committee if it is to be recommended for refusal as he feels that the agent has highlighted in the supporting information the policies in support of the proposal.

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

## Summary of Public Representations

The application was the subject of notification by way of a site notice. No representations have been received as a result.

## Appraisal

### Principle of the development

Policies TSM4 together with H5 are the main policies relevant to the consideration of this proposal. Policy TSM4 allows for permanent serviced or self catering visitor accommodation outside of settlements where it consists of the re-use and adaptation (including conversion) of existing buildings and where the development complies with criteria d) and e) as set out in Policy H5. Criteria d) states that such proposals are required to demonstrate the building is structurally sound, substantially intact and is of sufficient size to accommodate the proposed use without extensive alteration, extension and re-construction. Furthermore, Criteria e) states that the building subject to the development should demonstrate and retain sufficient quality of architectural features and traditional materials with no significant loss of the character and integrity of the original structure. The supporting text of Policy H5 expands upon Criteria e) at paragraph 6.2.30 and states that only those buildings which are of an appropriate architectural quality and which incorporate traditional materials will be considered...proposals for buildings of a modern utilitarian construction such as portal framed units, temporary structures or those which utilise materials such as concrete block work, metal or other sheet cladding finishes will not generally be considered appropriate for conversion.

With regard to the building subject to this application, it is described in the Condition and Structural Report submitted in support of the application as being a “disused single storey agricultural building largely of timber frame construction, clad, for the most part, in grey corrugated metal sheeting. The building is subdivided into three sections by concrete blockworks walls”. The building is stated to have been in agricultural use for approximately 70 years and possibly in existence since approximately 1950 or possibly earlier. It is accepted that the building is constructed of materials that are similar to other such examples of rural buildings constructed in Carmarthenshire and neighbouring Pembrokeshire during the early to mid 20<sup>th</sup> Century. The building is considered to have a particular character owing partly to its age and its prominent roadside location but it is not considered to demonstrate nor does it retain sufficient quality of architectural materials and limited information has been

provided with the application to demonstrate how the proposal would comply with criterion e) of Policy H5 in this regard.

Nevertheless, Policy H5 also requires that the building is structurally sound and can be successfully converted without significant re-construction, alteration, extension and no significant loss of the character and integrity of the original structure. The Condition and Structural report submitted in support of the application concludes that the building will have to be re-clad and thermally upgraded before it can be brought into habitable use. This is stated to entail “upgrading the property for habitable use with insulated walls and new insulated floor and roof”. It is considered that the submitted structural survey of the building fails to give sufficient confidence that the existing structure will not be substantially re-constructed. The works as proposed are considered to be substantial, and would comprise extensive alteration and re-construction and there is a possibility that, should further defects be identified during the course of the development, further re-building works other than those indicated in the report would be required. For these reasons, it is considered that the works would result in significant loss of the integrity of the original structure and would therefore be tantamount to the erection of a new building as opposed to the conversion or re-use of an existing one. Furthermore, the proposed design in particular the alteration and extension proposed to the west elevation through the addition of the dormer window and changes to fenestration and new openings are considered to comprise extensive extension and alterations that would significantly alter the simple character of the existing building. Similarly, the proposed timber carport, to be erected in lieu of the existing metal outbuilding and to in part provide bat mitigation, is considered would introduce a detached domestic outbuilding that would be unjustified in this rural setting and appear at odds with the character of the site and surroundings. Further adding to this impact, and as required by the re-location of the new access off the A478, is the proposed driveway which, by reason of its scale, would in itself have a visual impact in this countryside location.

Policy TSM4 does allow for the new build serviced or self-catering holiday accommodation however such accommodation is only permitted within the development limits of defined settlements. Whilst the site is not within the settlement limits of Efailwen, the nearest settlement, the close proximity of the site to Efailwen has been considered. Efailwen is part of the sustainable community as identified in the LDP together with Glandy Cross and Llanglydwen. Whilst the site is within 500m of Efailwen, which is served by a bus stop, the settlement exhibits limited services to serve the development and would only be accessible from the site by walking along a main road (the A478) which has no footpaths. Furthermore, there are no public rights of way linking the site to the settlement. Given the absence of adequate pedestrian facilities and the limited services available within the settlement to serve the development, it is almost inevitable that most journeys to and from the proposed holiday accommodation would be made by private modes of transport. As such, it is concluded that the proposal would not result in a sustainable pattern of development contrary to PPW Edition 10 which states that development in the countryside should be located within and adjoining those settlements where it can best be accommodated in terms of infrastructure and access and where proposals are accessible to non-car modes of transport to promote the interests, cyclists and public transport.

For the reasons as set out above, it is therefore considered that, on balance, the principle of the proposed development would not be in accordance with Policies H5 and TSM4 of the LDP.

The applicant’s agent has also referred to Policy EMP4 of the LDP which is relevant to proposals for farm diversification projects. It is stated that the proposal would contribute to

the function of the working farm of 70 acres however limited information has been submitted to support this. Furthermore and as stated above, priority should be given to the conversion of suitable existing buildings on the working farm which for the reasons above is not considered to be the case here. The policy also states that in terms of any new building, where justified, should be integrated with the existing working farm complex. The farm complex of Rhydmydd is located some 1.5km east of the site and is therefore considerably divorced from the main farm complex itself. It is unclear how the proposal would operate in conjunction with and support the existing working farm and it is therefore not considered to accord with Policy EMP4 of the LDP.

### **Biodiversity**

A bat survey has been submitted with the application which identifies bat use within the building subject to the development. Mitigation measures are set out within the report and detailed on the proposed plans and a European Protected Species Licence is also required as confirmed by Natural Resources Wales in their consultation reply.

A condition will be included on any planning permission requiring the development to be carried out strictly in accordance with the mitigation measures set out in the report and as detailed on the plans. The proposed development is considered to accord with Policy EQ 4 of the LDP with regard to biodiversity issues.

### **Highway safety**

A new access is proposed to serve the development further to the north of the site. The plans detail the new access and visibility splays that would be provided in both directions from the access, necessitating the re-alignment of part of the roadside hedgerow. The plans also detail that the existing access to the north of the building would be stopped up and infilled with native species hedgerow. The Head of Highways and Transportation has responded to consultation on the application and has commented that whilst the new access and visibility splays proposed do come under the standard required for a 60mph road it is considered that the stopping up of existing accesses and ceasing of the agricultural use of the site would result in an overall improvement to highway safety.

A condition would be included requiring the permanent stopping up of the existing accesses as part of any planning permission. The proposal is therefore considered to accord with Policy TR3 having regard to highway safety.

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

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

## Conclusion

After careful consideration of the scheme as submitted it is concluded on balance and for the reasons set out above that the proposed development does not accord with the relevant planning policies and therefore planning permission should be refused for the proposed development.

### RECOMMENDATION – REFUSAL

## Reasons

- 1 The proposal is contrary to Policies TSM4 and H5 of the Carmarthenshire Local Development Plan (10<sup>th</sup> December 2014) in that the works to the building subject to the application as proposed are considered to be substantial, and would comprise extensive alteration and re-construction. The submitted structural condition report fails to give sufficient confidence that, should further defects be identified during the course of the development, further re-building works other than those indicated in the report would not also be required. As such, it is considered that the works would result in significant loss of the integrity of the original structure and would therefore be tantamount to the erection of a new building as opposed to the conversion or re-use of an existing one. Furthermore, the proposed design, in particular, the alteration and extension proposed to the west elevation through the addition of the dormer window and changes to fenestration and new openings are considered to comprise extensive extension and alterations that would significantly alter the simple character of the existing building. Similarly, the proposed timber carport, to be erected in lieu of the existing metal outbuilding and to in part provide bat mitigation, is considered would introduce a detached domestic outbuilding that would be unjustified in this rural setting and appear at odds with the character of the site and surroundings. Further adding to this impact, and as required by the re-location of the new access off the A478, is the proposed driveway which would in itself have a visual impact in this countryside location.
- 2 The proposed development is contrary to Policy TSM 4 of the Carmarthenshire Development Plan (10<sup>th</sup> December 2014) in that whilst this policy does allow for the erection of new build serviced or self catering holiday accommodation given the absence of adequate pedestrian facilities to the nearest settlement which exhibits limited services and facilities to serve the development, it is almost inevitable that most journeys to and from the proposed holiday accommodation would be made by private modes of transport. As such, it is concluded that the proposal would not result in a sustainable pattern of development contrary to PPW Edition 10 which states that development in the countryside should be located within and adjoining those settlements where it can best be accommodated in terms of infrastructure and access and where proposals are accessible to non-car modes of transport to promote the interests, cyclists and public transport.
- 3 The proposed development is contrary to Policy EMP4 of the Carmarthenshire Local Development Plan (10<sup>th</sup> December 2014) in that insufficient information and justification has been provided to demonstrate how the proposal would operate in conjunction with and in support of the existing working farm which is located some 1.5km away from the site.



**PWYLLGOR CYNLLUNIO**

Dydd Iau, 30 Ionawr 2020

**YN BRESENNOL:** Y Cynghorydd A. Lenny (Cadeirydd)**Y Cynghorwyr:**

J.M. Charles, I.W. Davies, J.A. Davies, P.M. Edwards, W.T. Evans, S.J.G. Gilasbey, J.K. Howell, J.D. James, C. Jones, D. Jones, H.I. Jones, A. Lenny, M.J.A. Lewis, K. Madge, B.D.J. Phillips and G.B. Thomas

**Hefyd yn bresennol:**

Y Cynghorydd K. Davies mewn perthynas â chais cynllunio E/39463;  
Y Cynghorydd D. Williams mewn perthynas â chais cynllunio W/36925;  
Y Cynghorydd J. Tremlett mewn perthynas â chais cynllunio S/39678;  
Mr G. Morgan, Cynlluniwr Trafnidiaeth gyda Fframwaith Atkins;

**Yr oedd y swyddogion canlynol yn gwasanaethu yn y cyfarfod:**

T. Boothroyd, Swyddog Rheoli Datblygu ar gyfer Mwynau a Gwastraff  
J. Edwards, Rheolwr Datblygu & Treftadaeth Adeiledig  
Z.A. Evans, Uwch-dechnegydd (Cyswllt Cynllunio)  
S. Murphy, Uwch-gyfreithiwr  
G. Noakes, Uwch Swyddog Rheoli Datblygu (y Dwyrain)  
H. Rice, Swyddog Rheoli Datblygu  
J. Thomas, Uwch Swyddog Rheoli Datblygu (y De)  
K. Thomas, Swyddog Gwasanaethau Democraidd

**Siambr- Neuadd Y Sir, Caerfyrddin. SA31 1JP. - 10.00 yb - 12.50 yp****1. YMDDIHEURIADAU AM ABSENOLDEB**

Derbyniwyd ymddiheuriadau am absenoldeb gan y Cynghorwyr S.M. Allen a J.E. Williams

**2. DATGAN BUDDIANNAU PERSONOL**

Y Cyngorydd	Rhif y Cofnod	Y Math o Fuddiant
G.B. Thomas	4.2 – Cais W/39625 - Datblygiad preswyl arfaethedig o 6 o unedau tai fforddiadwy. Mae'r cais hefyd yn cynnwys, seilwaith, gwaredu perth yn rhannol, gwelliannau i'r dirwedd, cynllun lliniaru a gwella bioamrywiaeth; ac unrhyw waith atodol ar dir oddi ar Heol Fawr, Abergwili, Caerfyrddin, SA31 2JA	Yn adnabod y gwrthwynebydd
D. Phillips	4.1 – Cais W/39586 – Estyniadau a newidiadau yn Fronafon, Login, Hendy-gwyn ar Daf, SA34 0TN	Yn adnabod y perchennog

### 3. RHANBARTH Y DWYRAIN - PENDERFYNU AR GEISIADAU CYNLLUNIO

#### 3.1 PENDERFYNWYD YN UNFRYDOL ganiatáu'r ceisiadau cynllunio canlynol yn amodol ar yr amodau yn Adroddiad/Atodiad y Pennaeth Cynllunio a/neu y rhoddwyd gwybod amdanynt yn y cyfarfod:-

E/39097	Amrywio amod 2 o'r caniatâd cynllunio E/18750 er mwyn caniatáu mynediad diwygiedig ar gyfer Plot 3 ar dir a arferai fod yn rhan o Heddfryn, Llansadwrn, Llanwrda
E/39543	Annedd menter wledig ar dir ym Mryngwyn Uchaf, Gelli Aur, Caerfyrddin SA32 8NB
E/39661	Cynnig i godi un annedd gyda garej fach ar wahân yn y llain ger The Gables, (Rhif 10), Heol Saron, Saron, Rhydaman, SA18 3LG

#### 3.2 PENDERFYNWYD YN UNFRYDOL ohirio'r cais cynllunio canlynol er mwyn i'r Pwyllgor ymweld â'r safle:-

E/39463	<p><b>Bwriad i ddymchwel a chodi estyniad deulawr yng nghefn yr eiddo. Gosod to garej yn lle'r un presennol gan osod to trumiog traddodiadol gyda brenhinbost o bren yn 29 Heol Cwmfferws, Tycroes, Rhydaman, SA18 3TU</b></p> <p>Cafwyd sylw gan yr Aelod Lleol yn gofyn i'r Pwyllgor ymweld â'r safle er mwyn asesu graddfa'r datblygiad arfaethedig yng nghyd-destun yr eiddo cyfagos.</p> <p>Y RHESWM: Galluogi'r Pwyllgor i asesu graddfa'r datblygiad arfaethedig yng nghyd-destun yr eiddo cyfagos.</p>
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#### 3.3 PENDERFYNWYD YN UNFRYDOL gohirio'r cais canlynol i alluogi'r Pennaeth Cynllunio i asesu gwybodaeth ychwanegol :

E/39091	Uned storio amaethyddol ar dir i'r de o Heol Grenig (i'r gorllewin o Bantyyffynnon), Glanaman, Rhydaman
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### 4. RHANBARTH Y DE - PENDERFYNU AR GEISIADAU CYNLLUNIO

#### 4.1 PENDERFYNWYD caniatáu'r ceisiadau cynllunio canlynol yn amodol ar yr amodau y manylwyd arnynt yn Adroddiad/Atodiad y Pennaeth Cynllunio a/neu y rhoddwyd gwybod amdanynt yn y cyfarfod:-

S/37370	Dwy breswylfa ar ffurf tai pâr ar dir ger 63 Heol Culla, Trimsaran, Cydweli, SA17 4DA
S/38652	Amrywio amodau 1 ac 8 ar S/19824 (cais am estyniad amser a ganiateir er mwyn echdynnu mwynau) yn Chwarel Pennant, Heol Herberdeg, Pont-iets, Llanelli, SA15 5UP

<b>S/39157</b>	<b>Preswylfa ar wahân a garej ddwbl ar dir wrth gefn 45 i 53 Heol Pemberton, Pemberton, Llanelli, Sir Gaerfyrddin</b>
<b>S/39712</b>	<b>Dymchwel y strwythurau presennol a chais am dŷ 5 ystafell wely, 2 garej a gwaith cysylltiedig ar dir y tu ôl i 5, 7 a 9 Heol y Fforest, Hendy, Llanelli, SA4 0TN</b>
<b>S/39814</b>	<b>Troi eiddo presennol yn ddau fflat ac adeiladu tŷ 3 ystafell wely ar dir gwag cyfagos yn 2 Cilgant Great Western, Llanelli, SA15 2ND</b>

**4.2 PENDERFYNWYD YN UNFRYDOL** y dylid rhoi caniatâd i'r cais cynllunio canlynol ond na ddylid rhyddhau'r hysbysiad o benderfyniad hyd nes bod y cyfnod rhybudd 21 diwrnod perthnasol wedi dod i ben mewn perthynas â'r Tystysgrif B diwygiedig a roddwyd i'r Awdurdod Cynllunio Lleol a bod yr hysbysiadau angenrheidiol yn cael eu cyflwyno i'r parti/partïon perthnasol

<b>S/38805</b>	<b>Amrywio amod 4 o ganiatâd cynllunio S/11960 (er mwyn galluogi gwerthu bwyd a diod o Uned 2A) yn TK MAXX, 2A Parc Adwerthu Trostre, Llanelli, SA14 9UY</b>
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## **5. RHANBARTH Y GORLLEWIN - PENDERFYNU AR GEISIADAU CYNLLUNIO**

**5.1 PENDERFYNWYD YN UNFRYDOL** ganiatáu'r ceisiadau cynllunio canlynol yn amodol ar yr amodau yn Adroddiad/Atodiad y Pennaeth Cynllunio a/neu y rhoddwyd gwybod amdanynt yn y cyfarfod:-

<b>W/39586</b>	<p>Cais am newid defnydd rhandy yn breswylfa yn Hafod Hill, Llanboidy, Hendy-gwyn ar Daf, SA34 0ER</p> <p>(Roedd y Cynghorydd D. Philips wedi datgan buddiant yn y cais hwn yn gynharach a gadawodd y Siambr tra oedd y cais yn cael ei drafod gan y Pwyllgor ac ni wnaeth gymryd rhan yn y penderfyniad yn ei gylch)</p>
<b>W/39678</b>	<p><b>Adeiladu annedd a garej yn yr ardd yn Sŵn y Môr, Llansadurnen, Talacharn, SA33 4RJ</b></p> <p>Daeth sylwadau i law gan yr Aelod Lleol a gwrthwynebydd i'r cais a oedd yn ail-bwysleisio'r gwrthwynebiadau y manylwyd arnynt yn adroddiad y Pennaeth Cynllunio gan gynnwys:</p> <ul style="list-style-type: none"> <li>• Effaith ar yr olygfa o'r eiddo preswyl cyfagos a'r dirwedd o'i gwmpas</li> <li>• Arolygwyr yn gwrthod apêl cynllunio yng Nghasnewydd sy'n debyg i'r cais dan sylw</li> <li>• Sefyllfa amlwg ar y dirwedd a dylid ei osod ar lefel is</li> <li>• Dim manylion penodol am y math o annedd fydd yn cael ei adeiladu</li> <li>• Effaith ar y briffordd leol o ran cynnydd mewn traffig a phryderon am ddarparu'r llain welededd, yr oedd rhan ohoni yn cynnwys mynediad blaen yr eiddo cyfagos</li> <li>• Dim system garthffosiaeth gyhoeddus</li> <li>• Effaith cynaliadwyedd</li> </ul>

	Ymatebodd yr Uwch-swyddog Rheoli Datblygu, yr Uwch-dechnegydd (Cyswllt Cynllunio) a'r ymgeisydd i'r materion a godwyd.
<b>W/39825</b>	<b>Estyniadau a newidiadau yn Fronafon, Login, Hendy-gwyn ar Daf, SA34 0TN</b>

## 5.2 PENDERFYNWYD YN UNFRYDOL ohirio ystyried y cais cynllunio canlynol er mwyn i'r Pwyllgor ymweld â'r safle:-

<b>W/39625</b>	<p><b>Datblygiad preswyl arfaethedig o 6 o unedau tai fforddiadwy. Mae'r cais hefyd yn cynnwys, seilwaith, gwaredu perth yn rhannol, gwelliannau i'r dirwedd, cynllun lliniaru a gwella bioamrywiaeth; ac unrhyw waith atodol ar dir oddi ar Heol Fawr, Abergwili, Caerfyrddin, SA31 2JA</b></p> <p>Cafwyd sylwadau gan yr Aelod Lleol a gwrthwynebydd yn ail-bwysleisio rhai o'r pwyntiau'r gwrthwynebu yn yr adroddiad gan gynnwys:</p> <ul style="list-style-type: none"> <li>• Cais am leihau graddfa'r datblygiad o 6 i 3 uned fforddiadwy</li> <li>• Effaith ar amwynder trigolion lleol</li> <li>• Effaith bosibl ar y rhwydwaith priffyrdd a achosir gan draffig ychwanegol, yn enwedig drwy Heol Fawr Abergwili yr effeithir arni gan y parcio presennol ar y stryd</li> <li>• Roedd damweiniau traffig ar y ffyrdd wedi digwydd yng nghyffiniau'r safle</li> <li>• Lleoliad yr orsaf bwmpio a'r posibilrwydd y gallai arogleuon gwael effeithio ar drigolion lleol.</li> </ul> <p>RHESWM: i alluogi'r Pwyllgor i edrych ar y safle mewn perthynas â'r pryderon a fynegwyd ynghylch dwysedd y datblygiad arfaethedig a'i effaith bosibl ar y rhwydwaith priffyrdd lleol</p> <p><b>(Sylwer: Roedd y Cynghorydd G.B. Thomas, yn ystod y cyfarfod wedi dod yn ymwybodol ei fod yn adnabod y gwrthwynebydd, felly roedd wedi datgan diddordeb a gadael y cyfarfod.</b></p>
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CADEIRYDD

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DYDDIAD

Mae'r dudalen hon yn wag yn fwriadol