

DYDD LLUN, 17 AWST 2020

AT: HOLL AELODAU'R PWYLLGOR CYNLLUNIO

**YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD
RHITHWIR O'R PWYLLGOR CYNLLUNIO A GYNHELIR AM 10.00 YB,
DYDD MAWRTH, 25AIN AWST, 2020 ER MWYN CYFLAWNI'R
MATERION A AMLINELLIR AR YR AGENDA SYDD YNGHLWM**

Wendy Walters

PRIF WEITHREDWR

Swyddog Democrataidd:	Kevin Thomas
Ffôn (Ilinell uniongyrchol):	01267 224027
E-bost:	Democraticservices@sirgar.gov.uk

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
(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-
Gadeirydd) | Aelod o Gyngor Cymuned Bronwydd |

Y GRŴP ANNIBYNNOL NEWYDD – 2 AELOD

- | | |
|----|----------|
| 1. | Lle Gwag |
| 2. | Lle Gwag |

CANIATEIR EILYDDION TAN Y 30AIN O EBRILL 2021

A G E N D A

- 1. YMDDIHEURIADAU AM ABSENOLDEB**
- 2. DATGAN BUDDIANNAU PERSONOL**
- 3. RHANBARTH Y DWYRAIN - PENDERFYNU AR GEISIADAU CYNLLUNIO** 5 - 14
- 4. RHANBARTH Y GORLLEWIN - PENDERFYNU AR GEISIADAU CYNLLUNIO** 15 - 24

Mae'r dudalen hon yn wag yn fwriadol

*Ardal
Dwyrain/
Area East*

**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 25 AWST 2020
ON 25 AUGUST 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 yna 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.

COMMITTEE:	PLANNING COMMITTEE
DATE:	25 AUGUST 2020
REPORT OF:	HEAD OF PLANNING

INDEX - AREA EAST

REF.	APPLICATIONS RECOMMENDED FOR REFUSAL	PAGE NOS
E/40436	Change of use from informal vehicle parking to self-storage containers secure compound (B8 Use Class) re-submission of E/39180 at land adjacent to Station Road Workshops, Station Road, Ammanford, SA18 3SY	9 - 14

APPLICATIONS RECOMMENDED FOR REFUSAL

Application No	E/40436
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Application Type	Full
Proposal & Location	CHANGE OF USE FROM IN-FORMAL VEHICLE PARKING TO SELF STORAGE CONTAINERS SECURE COMPOUND (B8 USE CLASS) RE SUBMISSION OF E/39180 AT LAND ADJACENT TO STATION ROAD WORKSHOPS, STATION ROAD, AMMANFORD, SA18 3SY

Applicant(s)	MR STEVE AITKEN
Agent	DAVIES RICHARDS DESIGN LTD.
Case Officer	Andrew Francis
Ward	Ammanford
Date registered	16 April 2020

Reason for Committee

This application is being reported to the Planning Committee following a call-in request by Cllr. D. Harris.

Site

The application site is a rectangular flat area of land situated to the south of Station Road (C2130) which measures approximately 60 metres in depth by 23 metres in width for a total area of 1225 m² or 0.3 of an acre (0.12 Ha). The application site has an obvious step down to a lower level approximately half way along its depth. Both distinct levels are flat and gravelled with the area closest to Station Road used as an informal car parking area to serve the retail units and gym that occupy the adjacent buildings to the west. The lower level can also be used for parking, though this is less busy. Beyond this area to the south is a large flat field constrained on both sides, to the east by the River Loughor and to the west by train tracks that travel north to Llandeilo. These train tracks constrain the application site to the west also and necessitate a Level Crossing on Station Road approximately 33 metres from the access to serve the application site.

The area is in mixed use with retail units to the west, a further education college beyond these further to the west, residential units to the east and north east, and industrial units to the north. The applicant has a site of existing storage units off Shands Road to the north.

The application site is situated within a C2 Flood Zone, as defined by the Development Advice Maps associated with Technical Advice Note (TAN) 15.

Proposal

This planning application seeks to change the use of the land from informal vehicle parking to self storage containers within a secure compound, similar to what the applicant has at his site off Shands Road to the north.

In order to provide the security required, a 2 metre high green security fence set into a low level blockwork wall is proposed around the southern and eastern boundaries, with a 2.4 metre high blue palisade fence proposed along the northern boundary, with the pavement. The eastern fencing and mature boundary with the railway line is to be retained.

The existing compacted stone surface is to be retained and improved to provide a more level surface for the containers.

Planning Site History

The following previous applications have been received on the application site:-

E/39180	Change of use from informal vehicle parking to self storage containers secure compound (B8 Use Class) Full planning refused	19 December 2019
E/29054	Proposed change of use of an existing warehouse (Class B8) into a studio/gym (Class D2) Full planning permission	12 December 2013
AM/00143	Second hand car sales Full planning permission	11 December 2001
E/02889	Second hand car sales Withdrawn	4 January 2002

Planning Policy

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

SP1 Sustainable Places and Spaces

SP2 Climate Change

EMP2 New Employment Proposals

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.

[Technical Advice Note 15 - Development and Flood Risk - 2004](#)

Summary of Consultation Responses

Head of Transportation & Highways – Recommends the same refusal response as the previous application (E/39180) as the details submitted are exactly the same. The Head of Transport recommended that this application be refused

- The proposal seeks to construct self-storage containers on an existing car parking area which currently serves existing businesses such as:
 - Functional7 Strength & Conditioning Gym;
 - B+R Factors;
 - Amman Upvc;
 - ‘It Only Tickles’ (Tattoo Parlour).
- Planning history suggests that the gym (E/29054) and tattoo Parlour (E/19997) have conditions imposed securing the same area for purposes of car parking.
- There is a lack of supporting information with the application to mitigate for the loss of car parking provision.
- There is a lack of information relating to the number of containers, vehicular access within the site and car parking to serve the proposal.

Head of Public Protection - No objections to the proposal.

Ammanford Town Council – Fully supports the schemes that bring new business but have concerns regarding the aesthetic appearance of the storage containers should they be in full view. Would have no objection to a landscaping scheme to enhance the site.

Local Member - Councillor D. Harries has requested that this application be presented before the Planning Committee and wishes to address the Committee.

Natural Resources Wales – Advises that as no Flood Consequences Assessment (FCA) has been submitted, the advice given for the previous application (E/39180) remains the same. The application should be supported by a FCA to demonstrate the risks and consequences of flooding can be managed to an acceptable level, as the site is within a Zone C2, as defined by the Development Advice map referred to under TAN15 – Development and Flood Risk. Without this, TAN 15 requires that the application be refused.

Coal Authority – No objections to this proposal.

Network Rail – Initially raised queries regarding the proximity of the level crossing. On providing the requested information, no further comments have been received.

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 comments have been received as a result.

Appraisal

The application is proposed within a generally mixed use area and, as such, would not appear particularly incongruous, especially given the industrial land opposite to the north and industrial/retail units to the west. The addition of fencing would also be considered to be generally acceptable at this location, given the proximity of the railway line and set back from the highway. As the comments of Ammanford Town Council note, the site is on a gateway to the town and the visual aspect could be improved with some landscaping, but this would have to ensure that highway visibility would be retained.

As such, in general, it is considered that the development of this site to accommodate storage units would not be detrimental to the general character or appearance of the site or area, instead comfortably resting with the units to the west and north. The fencing may initially appear to be a harsh visual addition, though this can be mitigated with further landscaping if necessary and appropriate.

By virtue of the type of development and the existing site's location, there would be no issues surrounding loss of privacy or amenity for occupiers of any neighbouring buildings. Furthermore, there is no biodiversity value on the site currently.

However, the Head of Transport maintains his previous objection to the proposal stating that the proposed development does not make adequate provision for the parking of vehicles clear of the public highway. In making this objection, they advise that the planning permissions for the adjacent gym and tattoo parlour both have conditions imposed securing the current application site for the purposes of car parking. The other businesses also use the area for parking. Further to this, the application submitted does not include any supporting information to mitigate for this loss of car parking provision.

In addition to the parking issues, it is also noted that there is a lack of information relating to the number of containers, vehicular access within the site and car parking to serve the proposal, which relates to the lack of information supplied with the issue of flood risk, discussed below.

Related to the issue of Highways, Network Rail raised queries regarding this application and the potential impact regarding the level crossing. The agent provided the answers to these queries and Network Rail have not offered any further comments.

The main issue with this application, as it was with the previous application, which was refused under delegated powers, is the issue of Flood Risk. TAN 15 is explicit regarding what should be done in the case on Zone C2 areas, where no FCA is submitted to support the application. As the supporting plan shows, the site is clearly within the highest risk area. Part of the reason a FCA is required is not to save the containers and their contents from flooding as these are clearly low on the list of vulnerabilities. The FCA is required to assess what risk these containers might have in the event of a flood as they may displace water into the nearby residential properties which are highly vulnerable or, in the worst case scenario, what damage they may cause if they were to become untethered and float.

The River Loughor is situated less than 50 metres to the west and the large flat field directly to the south is part of the natural flood plain for this part of the river. This, the second application submitted without any means to assess the flood risk the proposal may have,

beyond what TAN 15 and the Development Advice Maps offer is clearly a departure from nationally established planning policy.

Planning Obligations

There are no planning obligations related to this application.

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 WCFG Act). The decision takes into account the ways of working set out at section 5 of the WCFG 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 WCFG Act.

Conclusion

After careful consideration of the scheme as submitted it is concluded on balance that whilst such businesses would generally be supported in suitable locations within Carmarthenshire, the lack of information submitted with relation to flood risk and the clear local and national policy objections that this creates in relation to TAN 15 – Development and Flood Risk. Approving this application would be a serious departure to national planning policy and as such, despite any merits this application may have, this application can only be recommended for refusal.

Recommendation – Refusal

Reasons

- 1 The proposal is contrary to the requirements of section 6, 7, and tests under Table A1.14 and A1.15 of Technical Advice Note (TAN) 15 Development and Flood Risk in that the proposal development is located within an area at risk of flooding (Zone C2), as defined by the development advice map referred to under TAN 15 (July 2004). The available flood map information confirms the site to be within the 1 in 100 year and 1 in 1000 year probability flood outline, and the applicant has declined to provide the necessary justification and assessment of consequences evidence. In the absence of such evidence, to demonstrate that the risks and consequences of the site flooding can be managed to an acceptable level, the development cannot be approved.
- 2 The proposal is contrary to the provisions of section 6.6.22 of Planning Policy Wales Edition 10 (December 2018) in that the proposal development is located within an area at risk of flooding (Zone C2), as defined by the development advice map referred to under TAN 15 (July 2004). The available flood map information confirms the site to be within the 1 in 100 year and 1 in 1000 year probability flood outline, and the applicant has declined to provide the necessary justification and assessment of consequences evidence. In the absence of such evidence, to demonstrate that the risks and consequences of the site flooding can be managed to an acceptable level, the development cannot be approved.

- 3 The proposal is contrary to SP2 Climate Change of the Carmarthen Local Development Plan in that the proposal development is located within an area at risk of flooding (Zone C2), as defined by the development advice map referred to under TAN 15 (July 2004). The available flood map information confirms the site to be within the 1 in 100 year and 1 in 1000 year probability flood outline, and the applicant has declined to provide the necessary justification and assessment of consequences evidence. In the absence of such evidence, to demonstrate that the risks and consequences of the site flooding can be managed to an acceptable level, the development cannot be approved.

- 4 The proposal is contrary to TR3 Highways in Development – Design Considerations of the Carmarthen Local Development Plan in that the proposed development does not make adequate provision for the parking of vehicles clear of the public highway. The lack of information relating to the number of containers; vehicular access; and proposed parking to serve the proposal as well as mitigate for the resulting loss of previously designated car parking spaces dictates that planning permission should be refused.

*Ardal
Gorllewin/
Area West*

**ADRODDIAD PENNAETH CYNLLUNIO,
CYFARWYDDIAETH YR
AMGYLCHEDD**

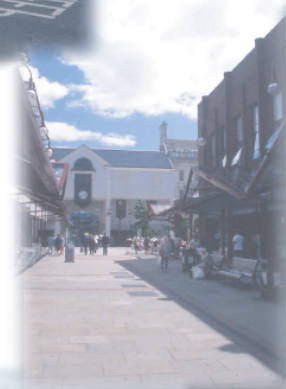
**REPORT OF THE HEAD OF PLANNING,
DIRECTORATE
OF ENVIRONMENT**

**AR GYFER PWYLLGOR CYNLLUNIO
CYNGOR SIR CAERFYRDDIN**

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

**AR 25 AWST 2020
ON 25 AUGUST 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.

COMMITTEE:	PLANNING COMMITTEE
DATE:	25 AUGUST 2020
REPORT OF:	HEAD OF PLANNING

INDEX - AREA WEST

REF.	APPLICATIONS RECOMMENDED FOR REFUSAL	PAGE NOS
W/40014	Shed for agricultural purposes and storage/maintenance of vintage and classic vehicles (hobby personal use), access track, hardstanding and associated engineering works at Llety Teg land, Pencader, SA39 9BU	19 - 23

APPLICATIONS RECOMMENDED FOR REFUSAL

Application No	W/40014
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Application Type	FULL
Proposal & Location	SHED FOR AGRICULTURAL PURPOSES AND STORAGE/MAINTENANCE OF VINTAGE AND CLASSIC VEHICLES (HOBBY PERSONAL USE), ACCESS TRACK, HARDSTANDING AND ASSOCIATED ENGINEERING WORKS AT LLETY TEG LAND, PENCADER, SA39 9BU

Applicant(s)	BRYAN EVANS
Agent	CARTREF DESIGNS LIMITED – Daryl Thomas
Case Officer	Helen Rice
Ward	Llanfihangel-Ar-Arth
Date registered	27 December 2019

Reason for Committee

This application is being reported to the Planning Committee following a call-in request by Cllr Linda Evans.

Site

The application site lies in an elevated position to the west of the settlement of Pencader. The site is accessed via a single lane c-class road that meanders its way up the steep hill from Pencader, up passed the site and up onto the hill beyond in a westerly direction. The site is accessed via an agricultural gate from one of the sharp turns from the road and has its own access track leading up onto the site which includes a large hardstanding area and existing building. Long distant views towards the north, east and south are attainable from the site due to its elevated and open position. The building is associated with a nearby dwelling known as Llety Teg which is located approximately 200m due south of the site, accessed off the same c-class road. Separate dwellings are located in closer proximity to the site namely Penrhiw & Haulfan (90m to south east) and Pant y Bwdran Mawr, Pant y Bwdran Bach a Pant y bara (100 – 150m to the east). The application site adjoins agricultural fields defined by a mix of hedgerows and agricultural style fencing.

Proposal

The development is retrospective in nature and seeks planning permission to retain the erected shed for mixed agricultural and hobby use, along with retention of the access track and created hardstanding area. The shed comprises a steel framed building finished with

metal cladding with a single large roller shutter entrance door along its main principal elevation and a side access door. The shed has a footprint of 12.2m by 11.1m with a ridge height of 5.2m and eaves height of 3.9m. the shed is set within a cutting that was engineered into the site to accommodate the building. To the east of the building is a large hardstanding area with the external storage of vehicles, machinery and plant. A hardstanding access track leads down from the hardstanding area to the agricultural gate entrance onto the c-class road. It is evident that field boundaries and hedgerows have been removed to accommodate the works that have been undertaken with the field to the north of the site remaining open on to the site, and at the time of the site visit sheep and a horse were grazing the land.

Planning Site History

The following previous application has been received on the application site:-

W/31984	Steel framed agricultural storage building Agricultural Notification, Prior Approval Not Required	27 May 2015
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Planning Policy

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

SP1 Sustainable Places and Spaces
SP3 Sustainable Distribution- Settlement Framework
GP1 Sustainability and High Quality Design
GP2 Development Limits
TR3 Highways in Developments- Design Considerations

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

Valuations Manager – There is no farm business justification for a shed of this size or type relative to the extent of agricultural land owned/available to the applicant. The shed is not suitable for housing livestock during lambing as suggested and therefore cannot be supported.

Llanfihangel-Ar-Arth Community Council - No observations received to date.

Local Member(s) - Councillor Linda Davies Evans is supportive of the application in that it is for a mixed agricultural and hobby use personal to the applicant. It is considered that the proposal complies with the policies of the LDP and if it is intended to refuse the application it is requested that the application is referred to the Planning Committee for consideration on the above grounds.

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 were received as a result.

Appraisal

Principle of Development

This application was submitted as a result of enforcement investigations. Planning permission for the erection of an agricultural shed was granted in May 2015 under an agricultural prior notification application. Such applications are only granted on the basis that there is an agricultural justification and that upon erection they can only be used for agricultural purposes. Upon investigation, it was apparent that what had been erected differed from that which was granted planning permission and that the use appeared to be only partially for agricultural purposes with the main use relating to the storage/repair of car vehicles.

In response to investigations and in support of this application to retain the building the following justification/explanation has been put forward:

- The shed was constructed slightly larger than permitted due to a foreseeable future need for the storage of agricultural and other vintage classic vehicles.
- The majority of vintage and classic vehicles are currently stored at Ashvale garage which is located approximately 600 yds south of application site. There is currently a small number of vehicles at the application site.
- The property owner intends retiring in the next 12 months and will need to vacate the garage at Ashvale as a new proprietor will be taking over the business. This will leave him with nowhere to store and maintain his mix of agricultural and other vintage and classic vehicles.
- The applicants' current residency at Llety Teg has insufficient land space to construct a new building for the storage of these vehicles.
- The vintage and classic vehicles are for the applicant's own personal enjoyment. There will be no commercial activity at this site.
- The agricultural questionnaire provides full details of existing and proposed agricultural activity. It is proposed that sheep stocking levels will substantially increase at retirement as more time will be available at this time to dedicate to farming activity.
- A location within settlement limits for this shed would not be feasible due to the agricultural activity needed adjacent to fields. This will include shearing, lambing and shelter during poor weather conditions.

The application is supported by an agricultural questionnaire that confirms that the applicant has a total of 16 acres (6 acres owned and 10 acres rented) of grazing agricultural land, with 3 sheep and one horse. It is anticipated that the sheep numbers will increase to 43 in the future.

This differs to the agricultural questionnaire that was submitted with the prior notification application which advised at that time the applicant had 18 hectares (5ha owned, 13ha rented) (44 acres – 12 acres owned and 32 acres rented) with anticipated sheep numbers of 50.

Whilst the above justification is noted, the application site is located within the countryside where there is a general presumption against unjustified forms of development. One exception to this presumption is agricultural development, which evidently is justified to be located in the open countryside. It was indeed on this basis that the original application was considered acceptable.

However, what has transpired differs significantly from that originally proposed and the circumstances of the applicant has changed significantly to the extent that the agricultural justification for the shed is significantly diminished with a significantly lower agricultural area than previous. The building and the wider hardstanding area is currently used more for the storage and repair of the applicant's vintage vehicles than for agricultural purposes. Such an use is not a justified form of development in the countryside and is rather an use that should be co-located with a host dwelling or within a suitable building within settlement limits. This is currently the case where the applicant currently stores his vehicles at a garage a short distance to the south within the defined settlement limits of Pencader and is thus viewed within the context of the surrounding built form.

It is appreciated that there may be limited space at the applicant's property of Llety Teg to house the applicant's vehicles. But this is not considered sufficient justification to allow the use of a building that is visually and physically divorced from the host dwelling in the open countryside for such an use. Furthermore, the elevated position of the site exposes the site to long distant views and the potential for the external storage of vehicles is considered to have an unacceptable impact upon the character and appearance of the area. In terms of the agricultural use of the building, as set out above the application has been reviewed by the Council's Valuations department who have concluded that there is no agricultural justification for the building in this location and the building itself is not designed to be suitable for the accommodation of livestock. Indeed, the design of the building is more akin to a commercial garage with garage paraphernalia already accommodated within and adjacent to the building. Whilst it is appreciated that it is not intended to use the building for commercial purposes, the appearance nevertheless is not of a domestic scale.

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 there is no justification for the retention of the building for the intended mix use to overcome the general presumption against development in the countryside. The building is both visually and physically divorced from the host dwelling and is rather in an open exposed area with far reaching views. It is considered that the use of the building and land for the storage of the applicant's cars would have an unacceptable impact upon the character of the area contrary to policy GP1 of the Carmarthenshire LDP and is therefore recommended for refusal.

Recommendation - Refusal

Reason

- 1 The proposal would result in the retention of an unjustified form of development in the open countryside that would represent a sporadic form of development that is both visually and physically divorced from the host dwelling at Llety Teg. Furthermore, by reason of the intended part use for the storage/repair of the applicant's vintage vehicles/machinery, the development would have an unacceptable impact upon the character and appearance of the area contrary to Policy GP1 of the Carmarthenshire Local Development Plan 2014.

Mae'r dudalen hon yn wag yn fwriadol