

Application No	W/35655
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Application Type	Full Planning
Proposal & Location	CONSTRUCTION OF A TYRE RECYCLING WAREHOUSE WITH ASSOCIATED OFFICES, OPERATIONAL YARD, STORAGE COMPOUNDS AND ANCILLARY INFRASTRUCTURE AT LAND OFF ALLTYCNAP ROAD, JOHNSTOWN, CARMARTHEN, SA31 3QY

Applicant(s)	TD TYRE RECYCLING LIMITED, MID WAREHOUSE, OLD BRS DEPOT, ALLTYCNAP ROAD, JOHNSTOWN, CARMARTHEN,
Agent	JCR PLANNING LTD - RICHARD BANKS, UNIT2 CROSS HANDS BUSINESS WORKSHOP, HEOL PARC MAWR, CROSS HANDS, CARMARTHENSHIRE, SA14 6RE
Case Officer	Stuart Willis
Ward	Carmarthen South
Date of validation	12/06/2017

CONSULTATIONS

Head of Transport – Has responded recommending approval subject to a number of conditions.

Carmarthen Town Council – Has responded stating they have no objections to the proposal.

Local Member - County Councillor A Lenny is the Chair of the Planning Committee and has not commented to date

Local Member – Cllr G John has requested the Planning Committee carry out a site visit prior to determination of the application given the road safety concerns. The Local Member feels it is imperative that two fundamental issues are satisfactorily addressed:-

- Firstly that the proposed development fully respects the proximity of the existing residential properties and that stringent and enforceable conditions are put in place with regards maximum noise levels and stipulated operating hours.
- Secondly given the existing traffic issues along Alltynap Road there is a strength of feeling that consideration for planning permission for any industrial use on this site must be aligned with improved road safety and traffic calming measures involving

pavement etc. The need to simultaneously screen the proposed activities from view and provide an access that is in full view of traffic travelling up and down Alltynap Road will be problematic, especially as road safety is already such an issue. Access to and from the proposed site should therefore aim to enhance road safety at this location not increase concerns still further.

Land Drainage – Has commented that the front of the site and access is at risk of fluvial flooding. They acknowledge that as it is from a main river it falls within the remit of NRW. In relation to surface water drainage advice is given in the response and a condition recommended requiring full details of the drainage system to be submitted and agreed prior to construction.

Further to this response the applicant submitted additional information. They have confirmed that they are satisfied that the drainage design meets the necessary policy requirements. As such the condition requiring further details to be submitted and agreed is has been amended to one requiring the works to be carried out in accordance with the submitted details.

Dwr Cymru / Welsh Water – Has not raised any objection to the proposal. They have provided advice and details of the location of a pipe crossing the front of the site.

Natural Resources Wales – has responded confirming the applicants are registered as a T8 exemption with Natural Resources Wales for the Mechanical Treatment of End of Life Tyres. There is a limit on the number of tyres that can be stored and treated under this exemption. If the applicant wishes to increase the number of tyres handled or is unable to operate within the strict terms and conditions of the exemption, an environmental permit under The Environmental Permitting (England and Wales) Regulations 2010 will be required. The facility will require an environmental permit prior to operating.

Public Protection Division – Has commented in relation to a number of aspects of the proposal.

In relation to Air Quality the response has stated that the existing business premise is on the same industrial estate as the application site and whilst the business seeks to expand the increased vehicle movements associated with the business expansion is unlikely to be significant in terms of the existing vehicle numbers accessing the industrial estate. Llansteffan Road is the main access route to the estate and it is known to suffer severe congestion at peak periods with some vehicles travelling through the Carmarthen Air Quality Management Area (AQMA). The extra number of vehicles associated with the proposed development is unlikely to impact significantly on the AQMA, and it is hoped that the Carmarthen Western Link road will alleviate some of the congestion issues. The response also refers to environmental controls regulated by Natural Resources Wales. There is no objection and no conditions suggested.

In relation to noise there has been correspondence with the agent and their consultants regarding information provided in relation to noise and potential impacts from the development. Following this dialogue a number of planning conditions have been suggested.

Neighbours/Public - The application has been publicised by the posting of Site Notices with 1 response having been received to date raising the following matters:

- Reference is made to a mature planted “buffer zone” to screen the estate and query over its retention
- Questions over whether there would be any burning of tyres done at the site and what the proposed use entails

The responded subsequently confirmed that this was not an objection and that they had found the details within the submission.

Cllr Schiavone who is a Member for the adjacent Carmarthen West ward has commented that the applicant resides in his ward and he is aware that there have been attempts to relocate the business for a number of years due to the lack of space in the current location. He wished to express his support for the application. He has also requested to address the Planning Committee.

RELEVANT PLANNING HISTORY

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

W/09102	Proposed new offices and workshops Full planning permission	13 April 2006
D4/22463	Siting of residential development (regulation 5) County permission under regulation 4	30 June 1992
D4/22462	Siting of residential development (regulation 5) County permission under regulation 4	30 June 1992
D4/22461 -	B1/B8 development - light industrial warehousing offices (Regulation 5) Full planning refused	30 June 1992
D4/22460	B1/B8 development - light industrial offices warehousing (Regulation 4) Full planning refused	30 June 1992
D4/6395	Erection of a factory for the manufactures of interlocking concrete blocks Full planning refused	6 August 1979
D4/5576	Access Approved with conditions	14 February 1979
D4/4912	Formation of dual access Approved with conditions	11 July 1978

APPRAISAL

The application is presented to the Planning Committee as Carmarthenshire County Council have an interested in the site in terms of land ownership

THE SITE

The application site is an area of land currently part of a larger field enclosure without any buildings at present. The site is located at the western end of the Cillefwr Industrial Estate. The site is located off the southern flank of Alltynap Road in Johnstown, Carmarthen. Land and premises associated with the industrial estate are located opposite to the site and to the east. The site does not extend to the whole of the field with the undeveloped areas being to the south and west. To the west of the field itself there are residential properties. The land slopes towards the road and there is an existing vehicular access at the eastern end of the road frontage. There are trees and hedgerows to the field boundaries with a grassed verge between the front of the site and the road.

The site is located within development limits as delineated by the Carmarthenshire LDP. The field as a whole, and land opposite it to the north, form part of an allocation as Proposed Employment Land in the LDP.

THE PROPOSAL

The application seeks full planning permission for the construction of a tyre recycling warehouse with associated offices, operational yard, storage compounds and infrastructure.

The proposal would create a new access to the field on the eastern side of the frontage but further from the eastern boundary than the current one. The building is located centrally in the application site with the internal road surrounding the building. The initial access road is 5.5m wide narrowing to between 4.6m-4.8m internally. There is a row of parking spaces to the front of the building between the access road and the hedgerow along the frontage boundary. An area for external storage is shown at the rear of the building. The proposal would require alterations to land levels to create a relatively level site. A landscape bund is proposed to the western side of the site. A new profiled bank to the rear of the site is also proposed. A weigh bridge is located to the east of the building.

The proposed building would have a maximum height of 6.8m with a catslide roof 3.5m to the eaves on the front elevation and 4.6m to the rear elevation. The rear elevation of the building has the larger vehicle access doors with the front of the building having smaller openings. The footprint of the building measures 30.5m by 18.3m. The floor plan shows a workshop area to the eastern boundary and main part of the building being a warehouse. The front element of the building would accommodate offices and staff facilities. The roof would be covered in steel cladding with polycarbonate rooflights. The walls would be coloured profile sheet cladding also.

The application was accompanied by a Phase 1 Habitat Survey. A drainage report was also submitted. A Noise Impact Assessment was submitted during the application. Additional information was submitted during the course of the application in relation to the existing landscape features and proposed details. The proposals include retention of the roadside hedgerow/trees with 2m palisade fencing behind and retention of other trees on the eastern boundary. Additional planting/landscape works are proposed with the bund on the eastern side and planting on the new profiled bank behind the building.

The Company currently trades from an existing premises at the eastern extremity of the Cillefwr Industrial Estate, approximately 600 metres from the application. The Planning Statement gives further details of the nature of the activities at the premises stating the company specialises in the collection and safe disposal of waste tyres, and has operated from a base in the town of Carmarthen for more than 6 years. Currently approximately

9600 tyres per week are currently collected from customers, and returned to the Carmarthen depot for sorting. Tyres are sorted into categories with “green” tyres (worst condition of used tyre) classed as contaminated and thus are exported to an out-of-county incineration site, which represents a process converting waste to energy. Waste tyres that have no wiring exposed are baled and used in the construction industry. Waste tyres with exposed wiring are baled into “scrap bales” and are shipped and exported to South Korea for shredding and mixed with tarmac for road surfacing. Other tyres with certain degrees of tread remaining, with certain specifications such as makes and sizes, are shipped to Germany to a remoulding processing plant. Lorry tyres are cut into three pieces, the sidewalls are sold by TDTRL to farmers and used on silage pits replacing old waste tyres. The resultant tread is shipped to Lithuania and used for construction of blast mats. Tractor and Earth mover tyres are cut and also exported to South Korea for shredding and mixed with tarmac for road surfacing. It is stated that the Company need immediate relocated premises to cater for the additional tyre demand, and in doing so will be looking to recruit an additional 10 employees to implement this project. It is proposed to operate the yard between the hours of 07:00 to 19:00 Monday to Friday, and 07:00 to 13:00 on Saturdays, and not at any time on Sundays and Bank Holidays.

Additional information in relation to drainage at the site has also been submitted. Originally a condition was suggested by the Land Drainage Officer however the applicant wished to provide the information prior to determination.

PLANNING POLICY

In the context of the current development control policy framework the site is located within the defined development limits as contained in the adopted Carmarthenshire Local Development Plan Adopted December 2014.

Policy EMP3 Employment – Extensions and Intensification states that proposals for extensions and/or intensification of existing employment enterprises will be permitted provided that the development proposals are not likely to cause environmental damage or prejudice other redevelopment proposals, the proposal does not extend and/or intensify a use or activity that might result in adverse amenity issues, or may not be compatible, with neighbouring uses and that the development proposals are of an appropriate scale and form compatible with its location.

Proposals for the expansion of existing rural enterprises will be supported subject to the above provisions and the policies and proposals of this Plan.

SP14 Protection and Enhancement of the Natural Environment states development should reflect the need to protect, and wherever possible enhance the County’s natural environment.

SP2 Climate Change states that development proposals which respond to, are resilient to, adapt to and minimise for the causes and impacts of climate change will be supported. In particular proposals will be supported where they comply with a number of criteria including adhering to the waste hierarchy and in particular the minimisation of waste, promote the efficient consumption of resources (including water), reflect sustainable transport principles and minimise the need to travel, particularly by private motor car, avoid, or where appropriate, minimise the risk of flooding including the incorporation of measures such as SUDS and flood resilient design, promote the energy hierarchy by reducing energy demand, promoting energy efficiency and increasing the supply of renewable energy and incorporate appropriate climate responsive design solutions

including orientation, layout, density and low carbon solutions (including design and construction methods) and utilise sustainable construction methods where feasible. Proposals for development which are located within areas at risk from flooding will be resisted unless they accord with the provisions of TAN 15.

Policy SP3 Sustainable Distribution – Settlement Framework states that the provision for growth and development will be at sustainable locations in accordance with the Settlement Framework identified in the LDP.

SP7 Employment - Land Allocations states that sufficient land is allocated for the provision of 111.13 hectares of employment land for the plan period 2006 – 2021 in accordance with the Settlement Framework.

Policy SP9 Transportation states that provision is made to contribute to the delivery of an efficient, effective, safe and sustainable integrated transport system in a number of ways including reducing the need to travel, particularly by private motor car, addressing social inclusion through increased accessibility to employment, services and facilities, supporting and where applicable enhancing alternatives to the motor car, such as public transport (including park and ride facilities and encourage the adoption of travel plans), and active transport through cycling and walking, re-enforcing the function and role of settlements in accordance with the settlement framework, promoting the efficient use of the transport network and the use of locational considerations for significant trip generating proposals, with design and access solutions within developments to promote accessibility by non car modes of transport.

Transport routes, improvements and associated infrastructural facilities which deliver the objectives and priorities of the Regional Transport Plan for South West Wales will be supported. Furthermore, maintaining and enhancing good traffic flows and the attractiveness and viability of more sustainable transport modes which support the strategy and its sustainable objectives will also be supported. Development proposals which do not prejudice the efficient implementation of any identified improvement or scheme will be permitted.

Policy SP17 Infrastructure states that development will be directed to locations where adequate and appropriate infrastructure is available or can be readily provided. The LDP therefore supports the economic provision of infrastructure by allocating sites in identified settlements and in accordance with the Settlement Framework. Renewable energy generation and associated utility connections will be encouraged, in appropriate locations, subject to other Plan policies. Planning Obligations relating to developer contributions towards necessary infrastructure improvements may be sought subject to policy GP3.

Policy EP1 is Water Quality and Resources. This states that proposals for development will be permitted where they do not lead to a deterioration of either the water environment and/or the quality of controlled waters. Proposals will, where appropriate, be expected to contribute towards improvements to water quality. Watercourses will be safeguarded through biodiversity/ecological buffer zones/corridors to protect aspects such as riparian habitats and species; water quality and provide for flood plain capacity. Proposals will be permitted where they do not have an adverse impact on the nature conservation, fisheries, public access or water related recreation use of the rivers in the County.

Policy EQ4 Biodiversity states proposals for development which have an adverse impact on priority species, habitats and features of recognised principal importance to the conservation of biodiversity and nature conservation.

Policy EQ5 Corridors, Networks and Features of Distinctiveness requires proposals for development which would not adversely affect those features which contribute local distinctiveness/qualities of the County, and to the management and/or development of ecological networks (wildlife corridor networks), accessible green corridors and their continuity and integrity will be permitted.

Policy EP2 Pollution states that proposals for development should wherever possible seek to minimise the impacts of pollution. New developments will be required to demonstrate that they:

- a. Do not conflict with National Air Quality Strategy objectives, or adversely affect to a significant extent, designated Air Quality Management Areas (permitted developments may be conditioned to abide by best practice);
- b. Do not cause a deterioration in water quality;
- c. Ensure that light and noise pollution are where appropriate minimised;
- d. Ensure that risks arising from contaminated land are addressed through an appropriate land investigation and assessment of risk and land remediation to ensure its suitability for the proposed use.

Policy EP3 Sustainable Drainage states proposals for development will be required to demonstrate that the impact of surface water drainage, including the effectiveness of incorporating Sustainable Drainage Systems (SUDS), has been fully investigated. The details and options resulting from the investigation must show that there are justifiable reasons for not incorporating SUDS into the scheme in accordance with section 8 of TAN 15.

Policy GP1 of the Local Development Plan (LDP) sets out the general requirements of the Local Planning Authority to ensure sustainability and high quality design through new development. In particular, that *“it conforms with and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing, elevation treatment, and detailing”*, *“it would not have a significant impact on the amenity of adjacent land uses, properties, residents or the community”* and *“an appropriate access exists or can be provided which does not give rise to any parking or highway safety concerns on the site or within the locality”*.

Policy TR3 Highways in Developments - Design Considerations outlines a number of matters to be considered included suitable access and parking and to ensure highway safety is not adversely affected for users of the roads/streets.

Policy SP1 Sustainable Places and Spaces states that proposals for development will be supported where they reflect sustainable development and design principles. This relates to a number of factors including by distributing development to sustainable locations in accordance with the settlement framework, supporting the roles and functions of the identified settlements; promoting, where appropriate, the efficient use of land including previously developed sites; integrating with the local community, taking account of character and amenity as well as cultural and linguistic considerations; respecting, reflecting and, wherever possible, enhancing local character and distinctiveness; creating safe, attractive and accessible environments which contribute to people’s health and

wellbeing and adhere to urban design best practice; promoting active transport infrastructure and safe and convenient sustainable access particularly through walking and cycling; utilising sustainable construction methods where feasible; improving social and economic wellbeing; and protect and enhance the area's biodiversity value and where appropriate, seek to integrate nature conservation into new development.

Policy GP4 Infrastructure and New Development states that proposals for development will be permitted where the infrastructure is adequate to meet the needs of the development. Proposals where new or improved infrastructure is required but does not form part of an infrastructure provider's improvement programme may be permitted where it can be satisfactorily demonstrated that this infrastructure will exist, or where the required work is funded by (or an appropriate contribution is provided by) the developer.

The following TAN's are also applicable along with Planning Policy Wales:

- Technical Advice Note (TAN) 23: Economic Development (2014)
- Technical Advice Note (TAN) 12: Design (2016) are also of relevance.
- Technical Advice Note (TAN) 5: Nature Conservation and Planning (2009)
- Technical Advice Note (TAN) 11: Noise (1997)
- Technical Advice Note (TAN) 15 Development and Flood Risk (2004).
- Technical Advice Note (TAN) 18 Transport (2007);

THIRD PARTY REPRESENTATIONS

Turning to the representations received to date. No objections from any members of public or nearby residents have been received.

The one response that was received from the public—This raised questions over buffer vegetation and the nature of the activities at the site rather than objecting to the proposal. The respondent later confirmed that they did not wish for this to be treated as an objection and that they were satisfied that the questions had been answered in the documents submitted. The application is before the Planning Committee as the site is in the ownership of the Authority.

As noted above, concerns have been raised by one of the Local Members, Cllr G John. These relate to impacts on amenity of nearby residents and highways safety concerns.

In relation to the highway safety concerns the Head of Transport has requested amendments to the scheme as originally submitted. Several variations of the scheme have been submitted to overcome initial concerns with the latest revisions having been considered acceptable. The recommendation from the Head of Transport is that conditions be imposed on any permission. These are outlined later in the addendum. It should be noted that the vegetation to the roadside boundary is to be behind the required visibility splays to allow sufficient views for drivers. The existing levels of traffic along Alltynap Road are acknowledged however this is an area of land allocated for employment use in the Carmarthenshire LDP. The impacts on this development are what needs to be considered and assessed. Therefore what additional impacts would this development have on the road network which already serves the industrial estate, sports facilities and residential and farming sites further west. Overall it is not felt that this development would give rise to impacts of a scale to warrant refusal of the application.

Turning to impacts on amenity the report refers to consultation with Public Protection who have no objection to the proposal. The site is located at the western end of the estate and in within the last field between the estate and the residential properties further along Alltynap Road. Therefore the potential for impacts on amenity from noise and disturbance need to be taken in to consideration. A noise assessment was provided and the Public Protection Division have responded. There have been subsequent discussions regarding noise levels and hours of opening. The conclusion of these are that conditions are suggested. A bund is proposed along the western boundary of the site to screen the development in part and also to reduce noise. The layout of the access arrangements also directs traffic to the east rather than further west towards the residential properties. A condition is recommended limiting the external storage to the rear of the building as shown on the plans. The site is allocated for employment use and therefore the location considered to be acceptable in principle as part of the LDP process. The development is also located to the eastern part of the field, rather than the whole of it. This adds to the separation between the commercial and residential uses.

There may be some level of disturbance from the creation of the new premises however it is considered that the nature of the proposed use, in an allocated site, with the conditions suggested would prevent any significant impacts on amenity. The site is also set in from the western boundary closest to the residential properties.

Due to the changes in the layout of the site to attempt to address the issues raised from the Highways Officer amended plans have been submitted reflecting the impacts of these changes on the ecology and landscape considerations.

The site is located on land which is allocated as Employment Land in the Local Development Plan. The nature of the commercial use is one that sites within the LDP definition of employment uses. The use is considered to be a B1/B8 use being light industry and storage. The tyres are batched and stored at the site and no other works or treatments carried out at the site. There is no reference to tyres being burnt or other activities taking place. Therefore in principle the nature of the use is considered acceptable and complying with the LDP allocation.

The proposal sought pre-application advice where the need for supporting information was alluded to. This included information/details relating to highways considerations, drainage, landscape and ecology.

The scale of the building has increased in size since the pre-application. However it is still considered acceptable. The site does not comprise the whole of the field. The building is set back from the road frontage and set in from the western boundary of the site where the nearest residential properties are located. Overall the design of the building is considered appropriate and typical of such commercial buildings and of the wider industrial estate.

The proposal would involve works to land levels. Details have been provided in relation to ecology, landscape features and the change in levels required. It is indicated that the existing roadside hedgerow is to be removed and new planting to take place behind the visibility splay for the new access. Trees/hedgerow to the eastern boundary are located close to the proposed internal road. Details have been provided in relation to the works in this area. Planting is proposed on the new banks that would be created from the excavation works to the south and western ends of the site. A landscape bund is proposed along the western edge of the site. The development does not cover the whole of the field

and therefore the trees along the western boundary of the field are not affected or within the application site.

The land drainage section have responded requesting a condition to provide full details of the drainage scheme. Further details have been provided and the Land Drainage Section have confirmed these are acceptable.

The Head of Transport had not responded at the time of the report and therefore the recommendation is subject to a favourable response.

CONCLUSION

After careful consideration of the site and its surrounding environs in the context of this application, together with the representations received to date it is considered that on balance the proposal is acceptable.

As such the application is put forward with a recommendation of approval subject to a favourable response from the Head of Transport and the receipt of appropriate details relating to ecology/landscape.

RECOMMENDATION – APPROVAL

CONDITIONS

- 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 strictly in accordance with the following approved plans and documents, unless otherwise stipulated by conditions:-
 - 1:500, 1:200 and 1:25 scale Proposed Landscaping and Fencing Plan (0072G)
 - 1:250 scale Hedgerow Survey (0078A)
received on 19th July 2017
 - Noise Impact Assessment
received on 15th June 2017
 - 1:200 scale Section (GENPL/RB/0078AR1)
 - Phase 1 Habitat Survey – May 2017
received on 1st June 2017
 - 1:500 scale Topographical Survey
 - 1:50 scale Ground Floor Plan (A101 B)
 - 1:100 scale Elevations (A102 B)
received on 22nd May 2017
 - Letter reference D/WD/P/1650 Francis Sant
received 26th September 2017

- Drainage Report (July 2017 Final Revision A)
 - Drainage Report Addendum received 9th August 2017
- 1:500 scale Vehicle Swept Path for 16.5m Articulated Lorry Plan ref AP01 received on 10th November 2017
 - 1:1250 and 1:2000 scale Site Location and Layout (007DRS5) received on 15th November 2017
- 3 There shall be no external storage at the site other than on the area annotated as “external yard” on the 1:250 scale Site Layout Plan (007DRS5) received on 16th November 2017
 - 4 The rating level of the noise emitted from the proposed development shall not exceed the existing background noise level. The noise levels shall be determined at the nearest noise sensitive premises or at another location that is deemed suitable by the authority. Measurements and assessments shall be made in accordance with BS 4142: 2014 Methods for rating and assessing industrial and commercial sound. Where the background noise levels shall be expressed as LA90 1hr and the ambient noise levels shall be expressed at Laeq 1hr.
 - 5 If the authority receives a justified complaint with respect to the development, the operator within a period of 1 month shall undertake and submit to the authority a noise assessment based upon the methodology of BS 4142: 2014 ‘Methods for Rating and Assessing Industrial and Commercial Sound’ to determine whether noise arising from development exceeds the level specified in condition 4 above. The assessment shall be undertaken under the supervision of the Local Authority. In the event that Condition 4 is exceeded then the submitted survey shall also include mitigation measures to ensure compliance with the noise level specified in condition 4. The development shall then be undertaken in accordance with the approved details.
 - 6 The earth bund as shown on the 1:500, 1:200 and 1:25 scale Proposed Landscaping and Fencing Plan (0072G) received on 19th July and the 1:2000 and 1:250 scale Site Location and Layout Plan (007DRS5) received on 16th November 2017 shall be put in place prior to the beneficial use of the building hereby approved and shall be retained in perpetuity.
 - 7 No felling and vegetation removal shall take place outside of the months September-February.
 - 8 The drainage scheme shall be implemented in accordance with the details provided in the reply from Francis Sant received 26th September 2017, Drainage Report (July 2017 Final Revision A) and Drainage Report Addendum received 9th August 2017 and be fully implemented prior to the beneficial use of the development hereby approved.
 - 9 Prior to its use by vehicular traffic, the new access road (one way system) shall be laid out and constructed as shown on submitted the 1:500 scale Vehicle Swept Path for 16.5m Articulated Lorry Plan AP01 Rev F received on 10th November 2017.

- 10 Prior to commencement of any part of the development, the Allt y Cnapp road fronting the entire site shall be widened as shown on 1:500 scale Vehicle Swept Path for 16.5m Articulated Lorry Plan AP01 Rev F received on 10th November 2017.
- 11 The existing means of vehicular access into the site shall be permanently stopped up, and the public highway reinstated prior to the new means of vehicular access herein approved, being brought into use.
- 12 The gradient of the vehicular accesses serving the development shall not exceed 1 in 10 up to the proposed gates, from the nearside edge of the carriageway.
- 13 Prior to any use of the access by vehicular traffic, a visibility splay of 2.4 metres x 59 metres shall be formed and thereafter retained in perpetuity, either side of the centre line of the access road in relation to the nearer edge of carriageway. In particular there shall at no time be any growth or obstruction over 0.9m within this splay area.
- 14 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
- 15 The site access road shall be hard-surfaced for a minimum distance of 25.0 metres behind the nearside edge of carriageway. The hard surfacing shall be fully carried out prior to any part of the development approved herewith being brought into use.
- 16 All vehicles shall enter the site via the northern access only and exit the site via the southern access only.
- 17 Prior to any use of any part of the development herewith approved, a 1.8 metre wide footway shall be provided along the entire site frontage with the Allt y Cnapp Road. This work shall be completed to the written approval of the Local Planning Authority and to the specification of the Local Highway Authority.
- 18 The approved Detailed Landscape Design Scheme, as defined in the following submitted documents: 1:500, 1:200 and 1:25 scale Proposed Landscaping and Fencing Plan (0072G), 1:250 scale Hedgerow Survey (0078A) received on 19th July 2017 and 1:1250 and 1:2000 scale Site Location and Layout (007DRS5) received on 15th November 2017 shall be fully implemented in the first available planting and seeding seasons following the commencement of development.

Any new landscape elements constructed, planted or seeded; or existing landscape elements retained; in accordance with the approved Detailed Landscape Design Scheme which, within a period of 5 years after implementation are removed; die; become diseased; damaged or otherwise defective, to such extent that, in the opinion of the Local Planning Authority, the function of the landscape elements in relation to this planning approval is no longer delivered, shall be replaced in the next planting or seeding season with replacement elements of similar size and specification.

- 19 Prior to the commencement of any works associated with the development hereby approved, a Construction Exclusion Zone (CEZ) shall be established to protect the existing hedge line identified for retention to the eastern site boundary

The CEZ shall be defined by a barrier of a specification appropriate to exclude the degree and proximity of all construction phase operations. The barrier shall form a continuous length, aligned as follows: 4m of the edge extent of the hedge.

Any construction operations and access within the CEZ shall be limited to those undertaken in compliance with the recommendations of BS5837. The CEZ shall be enforced throughout the duration of all development works and until all equipment, machinery and surplus materials have been removed from the site.

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 In the interest of visual amenity.
- 4-6 In order to protect amenity levels for occupants of nearby dwellings.
- 7 To reduce any impacts on species or their habitats.
- 8 In order to prevent the increased risk of flooding and pollution by ensuring the provision of a satisfactory means of suitable surface water disposal.
- 9-17 In the interest of highway safety.
- 18 To ensure that the development respects, reflects, and enhances local character, distinctiveness; and gives due consideration to features which contribute to local distinctiveness and the landscape.
- 19 To ensure that existing trees and landscape elements of suitable quality and condition are retained and effectively accommodated and protected as part of approved development Hence, ensuring that the development retains, incorporates, and makes provision for the appropriate management of, existing landscape and important local features which contribute to local qualities and distinctiveness.

REASONS FOR GRANTING PLANNING PERMISSION

The decision to grant planning permission has been taken in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise.

- The proposed development complies with Policy GP1, TR3, EQ4, EQ5, SP17, SP1, SP14, GP4, EP1, EP2, EP3, SP9, SP14, SP3, and EMP3 of the Carmarthenshire Local Development Plan, 2014 (LDP) in that on balance the proposal is acceptable. The site is located on land allocated for employment in the LDP. The proposal is to

relocate business currently operating from elsewhere on the estate to allow its expansion. It is not considered that the proposal would have a significant impact on the amenity of adjacent land uses, properties, residents or the community. There are no highway safety concerns. There are no objections in relation to ecology and sufficient information is provided in relation to landscape. The design and scale of the development is considered appropriate.

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).