

**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 05 EBRILL 2018
ON 05 APRIL 2018**

**I'W BENDERFYNU/
FOR DECISION**

***Ardal De/
Area South***



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:	05 APRIL 2018
REPORT OF:	HEAD OF PLANNING

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APPLICATIONS RECOMMENDED FOR APPROVAL

Application No	S/36380
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Application Type	Full Planning
Proposal & Location	THE PROPOSALS ARE TO CONSTRUCT 14NO NEW AFFORDABLE HOUSES ON A DERELICT SECTION OF LAND AT THE END OF THE EXISTING GARREGLWYD HOUSING ESTATE. MOST HOUSES WILL BE 2 BEDROOM 4 PERSON HOUSES BUT TWO HOUSES WILL BE 4 BEDROOM 7 PERSON HOUSES AT LAND AT GARREGLWYD, PEMBREY, BURRY PORT, SA16 0UH

Applicant(s)	CARMARTHENSHIRE COUNTY COUNCIL - JONATHAN MORGAN, EAST GATE, LANDMARK BUILDING, ISLAND PLACE, LLANELLI, SA15 3YF
Agent	CARMARTHENSHIRE COUNTY COUNCIL - HYWEL HARRIES, BLOCK 3, PARC MYRDDIN, RICHMOND TERRACE, CARMARTHEN, SA31 1HQ
Case Officer	Gary Glenister
Ward	Pembrey
Date of validation	01/11/2017

CONSULTATIONS

Head of Transport – Has no objection to the proposed development subject to the imposition of appropriate conditions.

Head of Technical Services (Drainage) – States that a detailed surface water scheme needs to be submitted as part of this application.

Pembrey & Burry Port Town Council – Has no objection.

Local Member - County Councillor H Shepardson supports the proposal.

Natural Resources Wales – Has no objection subject to the imposition of appropriate conditions.

Dwr Cymru/Welsh Water – Has no objection to the principle of the Foul and Surface water scheme however it needs more technical assessment so a condition should be imposed asking for a detailed scheme.

Neighbours/Public - The application has been publicised by the posting of two Site Notices and three responses have been received as a result raising the following matters:-

- More than LDP allocation proposed;
- Highways;
 - Only access is Garreglwyd;
 - Reference to larger housing allocation proposed to be served off the same road;
 - Access visibility onto A484;
 - Congestion;
- School capacity at Pembrey;
- Sewerage capacity;
- Queries over site notices;
- Alternative foul drainage proposal.

RELEVANT PLANNING HISTORY

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

D5/15585	Residential development Full planning permission	31 March 1994
D5/15563	Residential development Full planning permission	31 March 1994
D5/5258	Rebuilding of dilapidated Scouts Hall Approved	08 January 1981

APPRAISAL

This is an application in which Carmarthenshire County Council has an interest either as applicant/agent or in terms of land or property ownership.

THE SITE

The application site is a 0.46ha parcel of land to the West of the Garreglwyd housing estate in Pembrey. The site is an “L” shape and forms a continuation of the urban form by wrapping around the existing estate.

The site is within the settlement development limits and allocated as T2/1/H11 for 10 houses in the Local Development Plan.

The site is relatively flat but slopes gently down in a southerly direction and has the old canal and railway alignment to the South West which forms a cycle and pedestrian link back to the village.

The site currently accommodates a turning head at the end of Garreglwyd is currently mown grassland and does not provide any formal recreational use.

The proposal has been subject to a statutory Pre Application Consultation. This generated several objections from the local area, however there were no substantive issues raised by technical consultees that would affect the proposal.

THE PROPOSAL

The application seeks full detailed planning permission for fourteen two storey affordable dwellings and associated gardens and parking areas.

The proposal is accessed via the Garreglwyd estate which is a development of two storey former local authority houses centrally located in the village to the North of the A484. There is however a proposed bridge which provides pedestrian and cycle access onto the cycleway which runs along the old canal and railway alignment under the A484 so there are sustainable transport links to the wider village which is predominantly to the South of the A484.

The proposed development is for 12No. two bedroom houses and 2No. four bedroom dwellings. The dwellings are proposed to be two storey with saddle roofs and a mixture of brick and render external facing material.

The proposal includes a diversion of the foul and surface water mains to accommodate the layout. A drainage strategy has been submitted with the application which seeks to demonstrate that the site would be adequately served. As part of the strategy, an attenuation system is proposed so that discharge to the adjacent watercourse is at a controlled rate.

An ecological assessment has been carried out. This concludes "The amenity grassland area of the site has low biodiversity value and, as such, the development will have no adverse impact on the ecology."

A water vole assessment has been carried out given the ditch to the South West. This concludes that the watercourse is linked to the Ffrwd Fen SSSI approximately 750m away. The ditch is likely to be used by water voles however it is unlikely that it would be used as a breeding site given that there is more suitable habitat elsewhere.

The site is in Zone A as defined on the Development Advice Maps, however is close to the tidal flood zone which has complex characteristics. A Flood Consequence Assessment (FCA) has been submitted and this has been scrutinised by Natural Resources Wales (NRW). Even though the site is only in Zone A, it is recommended that the levels account for potential climate change and an appropriate condition is recommended in order to ensure the development is strictly in accordance with the recommendations of the FCA.

The site has been subject to a detailed Ground Investigation, Risk Assessment and Conceptual site model for contamination. The assessment does not identify any site constraints due to past uses or mining activities.

PLANNING POLICY

In the context of the current development control policy framework the site is within the settlement development limits of Pembrey as defined in the Carmarthenshire Local Development Plan (LDP) adopted December 2014.

Policy SP1 Sustainable Places and Spaces states:

Proposals for development will be supported where they reflect sustainable development and design principles by:

- a) Distributing development to sustainable locations in accordance with the settlement framework, supporting the roles and functions of the identified settlements;
- b) Promoting, where appropriate, the efficient use of land including previously developed sites;
- c) Integrating with the local community, taking account of character and amenity as well as cultural and linguistic considerations;
- d) Respecting, reflecting and, wherever possible, enhancing local character and distinctiveness;
- e) Creating safe, attractive and accessible environments which contribute to people's health and wellbeing and adhere to urban design best practice;
- f) Promoting active transport infrastructure and safe and convenient sustainable access particularly through walking and cycling;
- g) Utilising sustainable construction methods where feasible;
- h) Improving social and economic wellbeing;
- i) Protect and enhance the area's biodiversity value and where appropriate, seek to integrate nature conservation into new development.

Policy SP2 Climate Change states:

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:

- a) Adhere to the waste hierarchy and in particular the minimisation of waste;
- b) Promote the efficient consumption of resources (including water);
- c) Reflect sustainable transport principles and minimise the need to travel, particularly by private motor car;
- d) Avoid, or where appropriate, minimise the risk of flooding including the incorporation of measures such as SUDS and flood resilient design;
- e) Promote the energy hierarchy by reducing energy demand, promoting energy efficiency and increasing the supply of renewable energy;
- f) 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 GP1 Sustainability and High Quality Design states:

Development proposals will be permitted where they accord with the following:

- a) 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;
- b) It incorporates existing landscape or other features, takes account of site contours and changes in levels and prominent skylines or ridges;
- c) Utilises materials appropriate to the area within which it is located;
- d) It would not have a significant impact on the amenity of adjacent land uses, properties, residents or the community;
- e) Includes an integrated mixture of uses appropriate to the scale of the development;
- f) It retains, and where appropriate incorporates important local features (including buildings, amenity areas, spaces, trees, woodlands and hedgerows) and ensures the use of good quality hard and soft landscaping and embraces opportunities to enhance biodiversity and ecological connectivity;
- g) It achieves and creates attractive, safe places and public spaces, which ensures security through the 'designing-out-crime' principles of Secured by Design (including providing natural surveillance, visibility, well-lit environments and areas of public movement);
- h) 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;
- i) It protects and enhances the landscape, townscape, historic and cultural heritage of the County and there are no adverse effects on the setting or integrity of the historic environment;
- j) It ensures or provides for, the satisfactory generation, treatment and disposal of both surface and foul water;
- k) It has regard to the generation, treatment and disposal of waste.
- l) It has regard for the safe, effective and efficient use of the transportation network;
- m) It provides an integrated network which promotes the interests of pedestrians, cyclists and public transport which ensures ease of access for all;
- n) It includes, where applicable, provision for the appropriate management and eradication of invasive species.

Policy AH1 Affordable Housing states:

A contribution to affordable housing will be required on all housing allocations and windfall sites. The Council will seek a level of affordable housing contribution of 30% in the higher

viable areas, 20% in the middle viable areas, and 10% within the Ammanford/Cross Hands sub-market areas.

Where viability at the target levels cannot be achieved, variation may be agreed on a case-by-case basis.

On Site Contributions

The affordable housing will be required to be provided on proposals of 5 or more dwellings in all settlements. Where adjacent and related residential proposals result in combined numbers meeting or exceeding the above threshold, the Council will seek an element of affordable housing based on the affordable housing target percentages set out above.

Proposals will be required to ensure that the dwelling remains affordable for all subsequent occupants in perpetuity.

Commuted Sums

Where an open market residential site falls below the above thresholds, a contribution through a commuted sum towards the provision of affordable housing will be sought. The level of contribution sought through a commuted sum will vary based upon its location within the high, medium and low viability sub-market areas as set out above. Commuted sum charges will be based on floor space (cost per sq.m.).

Proposals will also be considered in light of the policies and provisions of this Plan and National Policy (PPW: Edition 9 November 2016 and TAN12: Design (2016)).

Policy TR3 Highways in Developments - Design Considerations states:

The design and layout of all development proposals will, where appropriate, be required to include:

- a) An integrated network of convenient and safe pedestrian and cycle routes (within and from the site) which promotes the interests of pedestrians, cyclists and public transport;
- b) Suitable provision for access by public transport;
- c) Appropriate parking and where applicable, servicing space in accordance with required standards;
- d) Infrastructure and spaces allowing safe and easy access for those with mobility difficulties;
- e) Required access standards reflective of the relevant Class of road and speed restrictions including visibility splays and design features and calming measures necessary to ensure highway safety and the ease of movement is maintained, and where required enhanced;
- f) Provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water run-off from the highway.

Proposals which do not generate unacceptable levels of traffic on the surrounding road network and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted.

Good design is encouraged at all levels and national policy contained in Planning Policy Wales Edition 9 – November 2016 provides the following guidance.

Paragraph 4.11.1 states “Design is taken to mean the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings.”

Paragraph 4.11.2 states “Good design can protect and enhance environmental quality, consider the impact of climate change on generations to come, help to attract business and investment, promote social inclusion and improve the quality of life. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales, from the construction or alteration of individual buildings to larger development proposals. These objectives can be categorised into five key aspects of good design”.

Paragraph 4.11.3 states “The design principles and concepts that have been applied to these aspects should be reflected in the content of any design and access statement required to accompany certain applications for planning permission and listed building consent which are material considerations.”

Paragraph 4.11.4 states “Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and provides buildings and environments that are convenient and enjoyable to use for everyone (see Section 3.4).”

Paragraph 4.11.8 states “Good design is essential to ensure that areas, particularly those where higher density development takes place, offer high environmental quality, including open and green spaces. Landscape considerations are an integral part of the design process and can make a positive contribution to environmental protection and improvement, for example to biodiversity, climate protection, air quality and the protection of water resources.”

Paragraph 4.11.9 states “The visual appearance of proposed development, its scale and its relationship to its surroundings and context are material planning considerations. Local planning authorities should reject poor building and contextual designs. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions.”

Paragraph 2.2 of Technical Advice Note 12 Design (March 2016) states:

2.2 The Welsh Government is strongly committed to achieving the delivery of good design in the built and natural environment which is fit for purpose and delivers environmental sustainability, economic development and social inclusion, at every scale throughout Wales – from householder extensions to new mixed use communities.

Paragraph 2.6 & 2.7 of Technical Advice Note 12 Design (March 2016) states:

- 2.6 Design which is inappropriate in its context, or which fails to grasp opportunities to enhance the character, quality and function of an area, should not be accepted, as these have detrimental effects on existing communities.
- 2.7 A holistic approach to design requires a shift in emphasis away from total reliance on prescriptive standards, which can have the effect of stifling innovation and creativity. Instead, everyone involved in the design process should focus from the outset on meeting a series of objectives of good design (Figure 1). The design response will need to ensure that these are achieved, whilst responding to local context, through the lifetime of the development (from procurement to construction through to completion and eventual use). This analysis and the vision for a scheme can be presented in a design and access statement where one is required.

THIRD PARTY REPRESENTATIONS

The numbers proposed are more than LDP allocation, however the LDP is a notional figure and each case is looked at on its merits at application stage. In this case, the layout and design has been assessed and is considered to be acceptable.

There is third party concern over highway safety and highway capacity. The access is proposed via Garreglwyd, and has been assessed on its merits and in conjunction with a larger housing allocation which is proposed to be served off the same road. The larger allocation has a pending application and will be determined on its merits also. It is understood that a new road layout is necessary to accommodate the extra traffic, but that is not subject to this proposal and this proposal can be accommodated within the existing network. It is considered that the proposal can be accommodated without adverse impacts on highway safety with regards to visibility onto A484 or congestion within the existing estate.

School capacity at Pembrey has been considered separately through the Council's Modernising Education Programme. The education section is aware of the housing allocations and is able to therefore plan accordingly.

Sewerage capacity within the area has been assessed and a sewer diversion is proposed to accommodate the development both physically and in terms of capacity. Dwr Cymru/Welsh Water has no objection in principle, however seek a more detailed scheme, so a suitable condition is recommended below.

There has been a query over the location of site notices, however the community has been consulted through site and press notice as required under the General Development Order. Site notices have been placed in locations which are clear, and there have been several responses.

A third party has suggested an alternative foul drainage proposal which would allow more units. This however is not part of the proposal so is not material to the determination of this application.

CONCLUSION

The site is within the settlement development limits of Pembrey and allocated for housing. It therefore forms part of the Local Development Plan strategy for the village.

The design and appearance of the fourteen dwellings is considered to be acceptable and would be in keeping with the area. The plots are of a sufficient size as to accommodate an appropriate garden and parking for each plot so it is not considered to be over development of the site.

The site is subject to a Test of Likely Significant Effect and any resolution is subject to the proposal being signed off by NRW.

There is some concern from third parties given the larger housing development also served by Garreglwyd, however this proposal needs to be looked at on its merits as a stand-alone proposal. On balance, the applicant has demonstrated that the site can be developed without detriment to highway safety and the amenities of third parties. Therefore the application is recommended for approval subject to the completion of the Test of Likely Significant Effect.

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:-
 - 1:200 scale Proposed Foul Water Drainage Layout. Drawing No. 00001 P01 dated 24th October 2017;
 - 1:50 & 1:100 scale House Type A ~ Floor Plans, Elevations and Sections. Drawing No. DR-03 dated 24th October 2017;
 - 1:50 & 1:100 scale House Type B ~ Floor Plans, Elevations and Sections. Drawing No. DR-04 dated 24th October 2017;
 - 1:50 & 1:100 scale House Type C ~ Floor Plans and Elevations. Drawing No. DR-06 dated 24th October 2017;
 - 1:20 & 1:50 scale Proposes Cycle Link Bridge. Drawing No. DR-09 dated 8th December 2017;
 - 1:200 & 1:500 scale Proposed Site Plan and Drainage Layout. Drawing No. DR-02C dated 1st February 2018.
- 3 Prior to commencement of development a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN 2 or any future guidance that replaces it. The scheme shall include:
 - i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 100% of housing units/bed spaces;

- ii) the arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing (if no RSL involved)];
 - iii) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
 - iv) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing.
- 4 No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.
- 5 There shall at no time be any growth or obstruction to visibility over 0.6 metres above the adjacent carriageway crown, over the site's whole estate road frontage within 2.0 metres of the near edge of the carriageway.
- 6 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.
- 7 Prior to the occupation of any of the dwellings herewith approved, the required access roads and footways from the existing public highway shall be laid out and constructed strictly in accordance with the plans herewith approved, to at least the base course levels, and with the visibility splays provided.
- 8 The cycle bridge shall be construction and available for use prior to the occupation of the first dwelling herewith approved.
- 9 No development approved by this permission shall be commenced until a Water Vole mitigation strategy is submitted to and approved in writing by the Local Planning Authority. The strategy should deliver the existing mitigation measures outlined within the report and address the design and construction methodology for the proposed new bridge and headwall.
- 10 No development approved by this permission shall be commenced until a lighting plan is submitted to and approved in writing by the Local Planning Authority.
- 11 The development shall take place strictly in accordance with the recommendations contained within the submitted Flood Consequence dated 31st October 2017.

REASONS

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 In the interests of visual amenity.
- 3 To secure appropriate affordable housing in perpetuity.
- 4 To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment
- 5-8 In the interests of highway safety.
- 9-10 In the interests of Protected Species.
- 11 To account for the effects of climate change.

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 SP1 & GP1 of the LDP in that it is sensitive infilling on a site with extant full permission for a road and plot layout, which is appropriate in scale and design to the urban form and is not likely to cause unacceptable harm to neighbouring properties.
- The proposed development complies with Policies TR2 & TR3 in that the proposal is not likely to be detrimental to highway safety.
- The proposed development complies with Policy AH1 in that the applicant is the County Council and the site is for 100% affordable housing.

NOTES

- 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.

- 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).

Application No	S/36834
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Application Type	Full Planning
Proposal & Location	CHANGE OF USE FROM A CLASS C3, 4 BEDROOM DWELLING TO A CLASS C4, 4 BEDROOM HMO. ASSOCIATED ALTERATIONS TO 2 FRONT WINDOWS TO PROVIDE EMERGENCY ACCESS AT 9 GREAT WESTERN TERRACE, LLANELLI, SA15 2ND

Applicant(s)	LAYALI INVESTMENTS LTD - ANDY WERNER, 27 OLD GLOUCESTER STREET, LONDON,
Agent	STUDIO FONTANELLE - SAI GIRIDHAR, 3 LLANERCH TERRACE, LLANELLI, SA15 3RR
Case Officer	Hasnain Ikram
Ward	Glan Y Mor
Date of validation	19/02/2018

CONSULTATIONS

Llanelli Town Council – Formally objected to the application on the following grounds:-

- Contravenes Policy GP1 part (d) that no proposal will be permitted that will have a significant impact on the amenity of adjacent land uses.
- Contravenes Policy H3 part (a) that applications will not be permitted if they result in the over intensification of property use.
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- Glanymor and Tyisha wards are already oversaturated with HMO properties.
- Local members feel that there was an urgent need for regeneration in this area and the introduction of more C4 class HMO properties would have a detrimental effect on the area.

Local Member – County Councillor John Prosser objected to the application, on the following grounds:-

- We already have a large amount of HMO in this area and it is not helping Glanymor by attracting a transient population. We should be attracting young families into the area instead.

- Glanymor has an above average of 25 to 40 year old single males living in the ward and this application will not help.

Neighbours/Public - The application has been publicised by letters being sent out to the adjoining properties, the following matters were raised by a neighbourhood petition and two letters of objection:-

- 1 Great Western Terrace is already an HMO, owned and operated by Caer Llas Cymru, with all of the related problems that comes with such a service provider.
- Chose Life (the drug users' drop-in centre) is adjacent to Great Western Terrace, causing numerous issues for residents in the surrounding streets.
- There seems absolutely no way of ascertaining whether the agent as an individual or the proposed absentee landlords pass the 'fit and proper' test and so are in any way qualified to properly manage an HMO. I believe that further investigation should be undertaken into all concerned, to establish their credibility.
- A brand new primary school has just been built in the next street. We believe that this will attract young families to the area. Surely it is the aim of the council to offer 'a high quality of life within safe, accessible and inclusive communities', then homes should be available for such families, rather than further fragmenting the community with HMO's which merely offer a short term solution to an individual's housing needs.
- We would also challenge the applicant's statement that 'the walkable proximity to shops, buses... and other amenities will make it unnecessary for the use of a car and the need for more parking spaces'. There are already parking issues in the street and access for delivery vehicles and refuse collection is often adversely effected. The street is narrow with cars parked on both sides and is to all intents a dead-end. Some delivery vehicles are unable to manoeuvre the 90 degree corner into the lane and the end of the street, so are forced to reverse to whether they are now normally able to turn the vehicle. More cars parked at that end of the street could cause havoc. And where, we ask, are all these employment opportunities within walking distance of Great Western Terrace?
- We would challenge the applicant's statement that 'provision of this kind of accommodation will encourage the coming together of different people within the community and promote cultural, social and economic vibrancy in the neighbourhood' in fact, the HMO at 1 Great Western Terrace has proved the opposite.
- There has been a noticeable increase in the quantity of HMO in recent years with a high proportion of these being concentrated across the Glanymor Ward in particular.
- It needs to be recognised that unfortunately our area is currently ranked as the second most deprived ward in the County and has previously had a number of anti-social problems.
- There is a possibility that there would likely be a detrimental effect on the proposed development on the character of the local area in question too.
- The Council should now instead be looking to bring more young families into this area. I feel that these applications as outlined will not help in moving the area forward which must now be a priority.

RELEVANT PLANNING HISTORY

There is no relevant planning history on the application site.

APPRAISAL

THE SITE

The application site is a terraced dwelling located in 9 Great Western Terrace, which is within close proximity to the newly developed Copperworks School, at the Former Draka Site. The property is of a modest size, with a small provision of amenity space to the rear.

THE PROPOSAL

The description of the proposal is 'Change of use from a Class C3, 4 bedroom dwelling to a Class C4, 4 bedroom HMO, associated alterations to 2 front windows to provide emergency access. The application therefore is a full planning application for a change of use.

The existing internal floor layout is to remain unchanged, however the windows will see alteration in order to provide a means of escape. There will be no uplift in residential floor space, and no gain in bedrooms.

Parking spaces will not be provided on-street as it is considered a sustainable location, and pedestrian methods of transport would be suitable. Highways have raised no concerns in relation to the application.

PLANNING POLICY

The development plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004 consists of the Carmarthenshire Local Development Plan (LDP) adopted in December 2014.

In the context of the current development control policy framework the site is within the settlement development limits of Llanelli Town as defined in the Carmarthenshire Local Development Plan (LDP) adopted December 2014.

The LDP policies which the proposal has been assessed against are Sustainability & High Quality Design (GP1), Development Limits (GP2), Housing within Development Limits (H2) and Conversion or Subdivision of Existing Dwellings (H3) which are all deemed relevant to this form of development.

Policy GP1 – Sustainability and High Quality Design

- (a) 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.
- c) Utilises materials appropriate to the area within which it is located.
- d) It would not have a significant impact on the amenity of adjacent land uses, properties, residents or the community.

- h) 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.
- j) It ensures or provides for, the satisfactory generation, treatment and disposal of both surface and foul water.

The relevant parts of the policy can be seen above. The proposal satisfies the relevant parts of Policy GP1 as it conforms to the existing character as the spatial characteristics of the proposal are in keeping with the existing dwelling. The proposal does not seek to change the existing dwelling house, meaning that the existing features and character is to be retained.

The impact on the amenity of adjacent land uses is seen to be minimal, with no significant impact to adjacent land uses, properties or residents as the proposal is for a change of use to a HMO from a dwelling house – there is no significant change in use as both aspects are residential, and there is no uplift in bedrooms provided.

Policy GP2 – Development Limits

Development Limits are defined for those settlements identified as Growth Areas, Service Centres, Local Service Centres and identified Sustainable Communities within the settlement framework. Proposals within defined Development Limits will be permitted, subject to policies and proposals of this Plan, national policies and other material planning considerations.

The development is within limits and therefore satisfies the requirements of Policy GP2 which are highlighted above.

Policy H3 Conversion or Subdivision of Existing Dwellings

Proposals for the conversion or sub-division of appropriate dwellings into flats or dwellings of multiple occupation, will be permitted provided that:

- (a) It would not result in an over-intensification of use;
- (b) Suitable parking provision is available, or made available;
- (c) The architectural quality, character and appearance of the building is, where applicable, safeguarded and its setting not unacceptably harmed.

6.2.20 This policy seeks to reflect the potential of conversion opportunities in appropriate existing dwellings as alternatives to new build. Such opportunities can often provide additional range and choice to the housing stock and offer alternatives for property owners, where single occupancy of larger dwellings is no longer appropriate.

6.2.21 Extensions should be subordinate to, and compatible with the size, type and character of the existing dwelling and not result in over development (reference should be made to policy GP6 - Extensions). Proposals will where appropriate be encouraged to incorporate the re-use of materials as part of any development.

6.2.22 Regard should be had to Paragraph 6.6.20 and the effect of proposals on European protected species.

In relation to (a), the development would not result in an over-intensification of use as the property is currently a four bedroom house, and is to be converted to a 4 bedroom HMO, no internal floor space is to be gained and the floor layout of the existing house is to be retained.

In regards to (b), there is no need for the applicant to provide parking provisions as the dwelling is within a sustainable location. The proximity of the dwelling to immediate amenities can be seen in page 5 of the supportive statement which has been submitted, stating the following:

Destination	Walking	Bicycle	Bus	Car/Taxi
Llanelli Bus Stop	1 min	N/A	N/A	N/A
Llanelli Railway Station	4 mins	1 min	N/A	2 min
Supermarket (Asda)	17 mins	5 mins	N/A	6 mins
Parc Trostre Retail Park	27 mins	8 mins	29 mins	7 mins
GP Surgery	12 mins	3 mins	N/A	5 mins

The architectural quality and character of the dwelling would not be harmed, as the only material alterations to the dwelling is the replacement of existing windows in order to provide escapes. This would satisfy Part (c) of Policy H3.

THIRD PARTY REPRESENTATIONS

Comments made by third party representations have raised a number of issues relating to the proposal:

No. 1 Great Western Terrace is already an HMO, owned and operated by Caer Llas Cymru, with all of the related problems that comes with such a service provider.

Having an existing HMO in close proximity to the application site is not in itself a valid grounds for objection.

Chose Life (the drug users' drop-in centre) is adjacent to Great Western Terrace, causing numerous issues for residents in the surrounding streets.

The adjacent drop in centre, again would not be a reason to refuse the proposed scheme.

There seems absolutely no way of ascertaining whether the agent as an individual or the proposed absentee landlords pass the 'fit and proper' test and so are in any way qualified to properly manage an HMO. I believe that further investigation should be undertaken into all concerned, to establish their credibility.

The competencies of an individual, is not something planning officers or the planning system critique. All landlords now have to be Rent Smart Wales accredited, which is governed by legislation not relating to planning. Also, HMO licenses have to be granted by the Housing Department & Licensing Committee, which ensures that the property is suitable and reaches the required standards set. A planning application cannot be considered on the basis of the competencies of the individuals and companies involved as this is not a material planning

consideration. The property would have to be compliant with Building Regulations, and would also have to have a HMO license granted in order to be lawful.

A brand new primary school has just been built in the next street. We believe that this will attract young families to the area. Surely it is the aim of the council to offer 'a high quality of life within safe, accessible and inclusive communities', then homes should be available for such families, rather than further fragmenting the community with HMO's which merely offer a short term solution to an individual's housing needs.

A concern which has been raised in the points raised by the residents relate to the significant issues concerning the parking traffic issues that arise within Great Western Terrace. The specific point raised was that 'there are already parking issues in the street and access for delivery vehicles and refuse collection is often adversely affected more cars parked at the end of the street could cause havoc'. It is reasonable to assume that a HMO would generate less traffic flows, and occupants would be more likely to use pedestrian methods of transport – therefore causing an improvement to the areas existing transport issues, given that car ownership would be lower amongst HMO occupants.

There is a demand for short term solution housing, and the proposal would help to provide accommodation for those in need for an affordable solution.

The objectors challenge the applicant's statement that 'the walkable proximity to shops, buses... and other amenities will make it unnecessary for the use of a car and the need for more parking spaces'. There are already parking issues in the street and access for delivery vehicles and refuse collection is often adversely effected. The street is narrow with cars parked on both sides and is to all intents a dead-end. Some delivery vehicles are unable to manoeuvre the 90 degree corner into the lane and the end of the street, so are forced to reverse to whether they are now normally able to turn the vehicle. More cars parked at that end of the street could cause havoc. And where, we ask, are all these employment opportunities within walking distance of Great Western Terrace?

The point that has been made by the agent, is that the proposal would not require any further parking provisions or the use of vehicles as it is in a sustainable location, which would mean that pedestrian methods of transport (i.e. walking, cycling and public transport) are more likely to be used. This would allow for a reduction in vehicular movements to and from the area. The dwelling is in close proximity to bus stations, with [Reference for Bus Stop] being situated [Distance from house].

In regards to employment opportunities within close proximity of Great Western Terrace, Llanelli Town Centre is located 0.7 miles away – which would equate to 4 minutes of travel via a bicycle, and 14 minutes by foot. Llanelli Town Centre is one of the main employment centres within the local area. Trostre is also a major employment centre for the local economy, which is located 1.4 miles from the application site, and can be reached in 8 minutes via bicycle.

The objectors also challenge the applicant's statement that 'provision of this kind of accommodation will encourage the coming together of different people within the community and promote cultural, social and economic vibrancy in the neighbourhood' in fact, the HMO at 1 Great Western Terrace has proved the opposite.

The classification of a HMO is not the reason for why neighbours may perceive the impact that 1 Great Western Terrace has had. The tenants occupying the property, may have been

untoward, however we cannot make the assumption that any other properties will have the same sort of issues – this would be creating a biased assumption against the proposal, due to a negative experience with another property

As stated in the description, the applications indicates a change of use from a Class C3 4 bedroom dwelling to that of a Class C4 4 bedroom HMO. There has been a noticeable increase in the quantity of HMO in recent years with a high proportion of these being concentrated across the Glanymor Ward in particular.

Should there be a high demand for this form of accommodation within the local area, and the proposal would help to meet that demand and provide a more affordable form of accommodation, the application is seeking to satisfy a need for such residential accommodation. The applicant has identified a requirement in the local area and is providing a suitable solution.

It needs to be recognised that unfortunately our area is currently ranked as the second most deprived ward in the County and has previously had a number of anti-social problems.

Whilst this is a concern within the local area, partly fuelled by problems experienced at another property in separate ownership, we are bound to consider the current application on its merits, independent of similar developments elsewhere.

There is a possibility that there would likely be a detrimental effect on the proposed development on the character of the local area in question too.

The character of the local area is unlikely to be significantly affected by the conversion of an existing residential dwelling, into a HMO which is not to be altered in terms of floor layout or residential floor space.

An opinion has been expressed that the Council should now instead be looking to bring more young families into this area. The opinion expressed is that this application outlined will not help in moving the area forward which must now be a priority.

Such views and opinions go beyond what is currently being proposed under this application and would form part of any wider regeneration initiative which is not relevant to the consideration of this particular planning application.

It is opined that there are already a large amount of HMOs in this area and it is not helping Glanymor by attracting a transient population. The council should be attracting young families into the area instead.

The area is well connected with local provisions and required services, the Glanymor area has a wide area which is considered sustainable and reduces the requirement of private vehicular use, allowing residents who are unable to access private methods of transport to still be able to access basic amenities, services and so forth. The area lends itself towards this form of accommodation due to the permeability within the area.

Glanymor has an above average of 25 to 40 year old single males living in the ward and this application will not help.

The demographics of the area not necessarily material to the consideration of this single application, which has to be considered on its individual merits.

CONCLUSION

The site is within the settlement limits of Llanelli Town so the principle of development is acceptable provided all other material considerations can be met. There has been no previous applications on the site to date.

The proposal would not be considered to constitute over development. The proposal would not lead to a detrimental impact on the surrounding land uses, as there is to be no uplift in potential residents at the dwelling.

By means of conditions the LPA are able to limit the number of residents within the dwelling, to ensure that the dwelling does not become used over-intensely. The applicant would also be required to comply with HMO regulations and obtain a license prior to any occupation of the dwelling, and the dwelling would have to be compliant with the relevant building regulations set out by Building Control.

The material issues raised have been addressed by conditions to be imposed on the consent. On balance, the concerns relating to the development which are considered to be planning related have been identified and addressed accordingly.

The proposed development is not considered to be detrimental to the existing street scene or the character of the street, therefore the application is recommended for approval, subject to the following conditions.

RECOMMENDATION – APPROVAL

CONDITIONS

- 1 The development hereby permitted shall be commenced no later than the five years from the date of this permission.
- 2 The works hereby granted consent shall be carried out strictly in accordance with the details shown on the following schedule of plans dated 9th February, 2018:-
 - 1:50 scale Existing Ground and First Floor Plans [01];
 - 1:50 scale Proposed Ground and First Floor Plans [02];
 - 1:500, 1:1250 scale Block and Location Plan [03].
- 3 The premises shall be used as a house in multiple occupation for no more than four persons and shall not be used for any other purpose.

REASONS

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2 To ensure that only the approved works are carried out.

- 3 To ensure the proposed development does not prejudice the enjoyment of neighbouring occupiers of their properties.

NOTE(S)

- 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.

Application No	S/36835
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Application Type	Full Planning
Proposal & Location	CHANGE OF USE FROM A CLASS C3, 4 BEDROOM DWELLING TO A CLASS C4, 4 BEDROOM HMO. ASSOCIATED ALTERATIONS TO 2 NO FIRST FLOOR BEDROOM WINDOWS TO PROVIDE EMERGENCY ACCESS AT 7 GREAT WESTERN TERRACE, LLANELLI, SA15 2ND

Applicant(s)	CANAIMA PROPERTIES LTD - DESIREE FUNG BARBOZA, 31 MATHESON RD, LONDON , W14 8SN,
Agent	STUDIO FONTANELLE - SAI GIRIDHAR, 3 LLANERCH TERRACE, LLANELLI, SA15 3RR
Case Officer	Hasnain Ikram
Ward	Glan Y Mor
Date of validation	19/02/2018

CONSULTATIONS

Llanelli Town Council – Formally objected to the application on the following grounds:

- Contravenes Policy GP1 part (d) that no proposal will be permitted that will have a significant impact on the amenity of adjacent land uses.
- Contravenes Policy H3 part (a) that applications will not be permitted if they result in the over intensification of property use.
- Glanymor and Tyisha Wards are already oversaturated with HMO properties.
- Local members feel that there was an urgent need for regeneration in this area and the introduction of more C4 class HMO properties would have a detrimental effect on the area.

Local Member – County Councillor John Prosser objected to the application on the following grounds:-

- We already have a large amount of HMO in this area and it is not helping Glanymor by attracting a transient population. We should be attracting young families into the area instead.

- Glanymor has an above average of 25 to 40 year old single males living in the ward and this application will not help.

Neighbours/Public - The application has been publicised by letters being sent out to the adjoining properties, the following matters were raised by a neighbourhood petition and two letters of objection:-

- 1 Great Western Terrace is already an HMO, owned and operated by Caer Llas Cymru, with all of the related problems that comes with such a service provider.
- Chose Life (the drug users' drop-in centre) is adjacent to Great Western Terrace, causing numerous issues for residents in the surrounding streets.
- There are two different and apparently unrelated companies, simultaneously making these two planning applications. It is just a coincidence that two recently formed, unrelated independent limited companies should both employ the same agent at the same time, to make planning application for two adjacent houses in the same street in a town 200 miles away? Canaima Properties Ltd. Was incorporated on 8th January 2018. It is a £100 company with no assets. Lyali Investments was incorporated on 21st April 2017. It is also a £100 company with no assets. There are two directors who are registered as living in the United Arab Emirates! Neither company has filed accounts to date so no scrutiny is possible.
- There seems absolutely no way of ascertaining whether the agent as an individual or the proposed absentee landlords pass the 'fit and proper' test and so are in any way qualified to properly manage an HMO. I believe that further investigation should be undertaken into all concerned, to establish their credibility.
- A brand new primary school has just been built in the next street. We believe that this will attract young families to the area. Surely it is the aim of the council to offer 'a high quality of life within safe, accessible and inclusive communities', then homes should be available for such families, rather than further fragmenting the community with HMO's which merely offer a short term solution to an individual's housing needs.
- We would also challenge the applicant's statement that 'the walkable proximity to shops, buses... and other amenities will make it unnecessary for the use of a car and the need for more parking spaces'. There are already parking issues in the street and access for delivery vehicles and refuse collection is often adversely effected. The street is narrow with cars parked on both sides and is to all intents a dead-end. Some delivery vehicles are unable to manoeuvre the 90 degree corner into the lane and the end of the street, so are forced to reverse to whether they are now normally able to turn the vehicle. More cars parked at that end of the street could cause havoc. And where, we ask, are all these employment opportunities within walking distance of Great Western Terrace?
- We would challenge the applicant's statement that 'provision of this kind of accommodation will encourage the coming together of different people within the community and promote cultural, social and economic vibrancy in the neighbourhood' in fact, the HMO at 1 Great Western Terrace has proved the opposite.
- There has been a noticeable increase in the quantity of HMO in recent years with a high proportion of these being concentrated across the Glanymor Ward in particular.

- It needs to be recognised that unfortunately our area is currently ranked as the second most deprived ward in the County and has previously had a number of anti-social problems.
- There is a possibility that there would likely be a detrimental effect on the proposed development on the character of the local area in question too.
- The Council should now instead be looking to bring more young families into this area. I feel that these applications as outlined will not help in moving the area forward which must now be a priority.

RELEVANT PLANNING HISTORY

There is no relevant planning history on the application site.

APPRAISAL

THE SITE

The application site is a terraced dwelling located Great Western Terrace, which is within close proximity to the newly developed Copperworks School, at the Former Draka Site in Llanelli. The property is of a modest size, with a small provision of amenity space to the rear.

THE PROPOSAL

The description of the proposal is 'Change of use from a Class C3, 4 bedroom dwelling to a Class C4, 4 bedroom HMO, associated alterations to 2 front windows to provide emergency access'. The application therefore is a full planning application for a change of use.

The existing internal floor layout is to remain unchanged, however the windows will see alteration in order to provide a means of escape. There will be no uplift in residential floor space, and no gain in bedrooms.

Parking spaces will not be provided on-street as it is considered a sustainable location, and pedestrian methods of transport would be suitable. Highways have raised no concerns in relation to the application.

PLANNING POLICY

The development plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004 consists of the Carmarthenshire Local Development Plan (LDP) adopted in December 2014.

In the context of the current development control policy framework the site is within the settlement development limits of Llanelli Town as defined in the Carmarthenshire Local Development Plan (LDP) adopted December 2014.

The LDP policies which the proposal has been assessed against are Sustainability & High Quality Design (GP1), Development Limits (GP2) and Conversion or Subdivision of Existing Dwellings (H3) which are all deemed relevant to this form of development.

Policy GP1 – Sustainability and High Quality Design

- (a) 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.
- c) Utilises materials appropriate to the area within which it is located.
- d) It would not have a significant impact on the amenity of adjacent land uses, properties, residents or the community.
- h) 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.
- j) It ensures or provides for, the satisfactory generation, treatment and disposal of both surface and foul water.

The relevant parts of the policy can be seen above. The proposal satisfies the relevant parts of Policy GP1 as it conforms to the existing character as the spatial characteristics of the proposal are in keeping with the existing dwelling. The proposal does not seek to change the existing dwelling house, meaning that the existing features and character is to be retained.

The impact on the amenity of adjacent land uses is seen to be minimal, with no significant impact to adjacent land uses, properties or residents as the proposal is for a change of use to a HMO from a dwelling house – there is no significant change in use as both aspects are residential, and there is no uplift in bedrooms provided.

Policy GP2 – Development Limits

Development Limits are defined for those settlements identified as Growth Areas, Service Centres, Local Service Centres and identified Sustainable Communities within the settlement framework. Proposals within defined Development Limits will be permitted, subject to policies and proposals of this Plan, national policies and other material planning considerations.

The development is within limits and therefore satisfies the requirements of Policy GP2 which are highlighted above.

Policy H3 Conversion or Subdivision of Existing Dwellings

Proposals for the conversion or sub-division of appropriate dwellings into flats or dwellings of multiple occupation, will be permitted provided that:

- (a) It would not result in an over-intensification of use;
- (b) Suitable parking provision is available, or made available;
- (c) The architectural quality, character and appearance of the building is, where applicable, safeguarded and its setting not unacceptably harmed.

6.2.20 This policy seeks to reflect the potential of conversion opportunities in appropriate existing dwellings as alternatives to new build. Such opportunities can often provide

additional range and choice to the housing stock and offer alternatives for property owners, where single occupancy of larger dwellings is no longer appropriate.

6.2.21 Extensions should be subordinate to, and compatible with the size, type and character of the existing dwelling and not result in over development (reference should be made to policy GP6 - Extensions). Proposals will where appropriate be encouraged to incorporate the re-use of materials as part of any development.

6.2.22 Regard should be had to Paragraph 6.6.20 and the effect of proposals on European protected species.

In relation to (a), the development would not result in an over-intensification of use as the property is currently a four bedroom house, and is to be converted to a 4 bedroom HMO, no internal floor space is to be gained and the floor layout of the existing house is to be retained.

In regards to (b), there is no need for the applicant to provide parking provisions as the dwelling is within a sustainable location. The proximity of the dwelling to immediate amenities can be seen in page 5 of the supportive statement which has been submitted, stating the following:

Destination	Walking	Bicycle	Bus	Car/Taxi
Llanelli Bus Stop	1 min	N/A	N/A	N/A
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GP Surgery	12 mins	3 mins	N/A	5 mins

The architectural quality and character of the dwelling would not be harmed, as the only material alterations to the dwelling is the replacement of existing windows in order to provide escapes. This would satisfy Part (c) of Policy H3.

THIRD PARTY REPRESENTATIONS

Comments made by third party representations have raised a number of issues relating to the proposal:

No. 1 Great Western Terrace is already an HMO, owned and operated by Caer Llas Cymru, with all of the related problems that comes with such a service provider.

Having an existing HMO in close proximity to the application site is not in itself a valid grounds for objection.

Chose Life (the drug users' drop-in centre) is adjacent to Great Western Terrace, causing numerous issues for residents in the surrounding streets.

The adjacent drop in centre, is not in itself a valid grounds for objection

There are two different and apparently unrelated companies, simultaneously making planning applications for HMOs. It is just a coincidence that two recently formed, unrelated independent limited companies should both employ the same agent at the same time, to

make planning application for two adjacent houses in the same street in a town 200 miles away?

The above points raised are not planning related.

A planning application cannot be considered on the basis of the competencies of the individuals and companies involved as this is not a material planning consideration. The property would have to be compliant with Building Regulations, and would also have to have a HMO license granted in order to be lawful.

There seems absolutely no way of ascertaining whether the agent as an individual or the proposed absentee landlords pass the 'fit and proper' test and so are in any way qualified to properly manage an HMO. I believe that further investigation should be undertaken into all concerned, to establish their credibility.

The competencies of an individual, is not something planning officers or the planning system critique. All landlords now have to be Rent Smart Wales accredited, which is governed by legislation not relating to planning. Also, HMO licenses have to be granted by the Housing Department & Licensing Committee, which ensures that the property is suitable and reaches the required standards set. The property would have to be compliant with Building Regulations, and would also have to have a HMO license granted in order to be lawful.

A brand new primary school has just been built in the next street. We believe that this will attract young families to the area. Surely it is the aim of the council to offer 'a high quality of life within safe, accessible and inclusive communities', then homes should be available for such families, rather than further fragmenting the community with HMO's which merely offer a short term solution to an individual's housing needs.

A concern which has been raised in the points raised by the residents relate to the significant issues concerning the parking traffic issues that arise within Great Western Terrace. The specific point raised was that 'there are already parking issues in the street and access for delivery vehicles and refuse collection is often adversely affected... more cars parked at the end of the street could cause havoc'. It is reasonable to assume that a HMO would generate less traffic flows, and occupants would be more likely to use pedestrian methods of transport – therefore causing an improvement to the areas existing transport issues, given that car ownership is likely to be lower amongst HMO occupants.

There is a demand for short term solution housing, and the proposal would help to provide accommodation for those in need for an affordable solution.

The objectors challenge the applicant's statement that 'the walkable proximity to shops, buses... and other amenities will make it unnecessary for the use of a car and the need for more parking spaces'. There are already parking issues in the street and access for delivery vehicles and refuse collection is often adversely effected. The street is narrow with cars parked on both sides and is to all intents a dead-end. Some delivery vehicles are unable to manoeuvre the 90 degree corner into the lane and the end of the street, so are forced to reverse to whether they are now normally able to turn the vehicle. More cars parked at that end of the street could cause havoc. And where, we ask, are all these employment opportunities within walking distance of Great Western Terrace?

The point that has been made by the agent, is that the proposal would not require any further parking provisions or the use of vehicles as it is in a sustainable location, which would mean

that pedestrian methods of transport (i.e. walking, cycling and public transport) are more likely to be used. This would allow for a reduction in vehicular movements to and from the area. The dwelling is in close proximity to bus stations, with [Reference for Bus Stop] being situated [Distance from house].

In regards to employment opportunities within close proximity of Great Western Terrace, Llanelli Town Centre is located 0.7 miles away – which would equate to 4 minutes of travel via a bicycle, and 14 minutes by foot. Llanelli Town Centre is one of the main employment centres within the local area. Trostre is also a major employment centre for the local economy, which is located 1.4 miles from the application site, and can be reached in 8 minutes via bicycle.

The objectors also challenge the applicant's statement that 'provision of this kind of accommodation will encourage the coming together of different people within the community and promote cultural, social and economic vibrancy in the neighbourhood' in fact, the HMO at 1 Great Western Terrace has proved the opposite.

The classification of a HMO is not the reason for why neighbours may perceive the impact that 1 Great Western Terrace has had. The tenants occupying the property, may have been untoward, however we cannot make the assumption that any other properties will have the same sort of issues – this would be creating a biased assumption against the proposal, due to a negative experience with another property. This would not be a thorough planning based reason for refusal.

As stated in the description, the applications indicates a change of use from a Class C3 4 bedroom dwelling to that of a Class C4 4 bedroom HMO. There has been a noticeable increase in the quantity of HMO in recent years with a high proportion of these being concentrated across the Glanymor Ward in particular.

Should there be a high demand for this form of accommodation within the local area, and the proposal would help to meet that demand and provide a more affordable form of accommodation, the application is seeking to satisfy a need for such residential accommodation. The applicant has identified a requirement in the local area and is providing a suitable solution.

It needs to be recognised that unfortunately our area is currently ranked as the second most deprived ward in the County and has previously had a number of anti-social problems.

Whilst this is a concern within the local area, partly fuelled by problems experienced at another property in separate ownership, we are bound to consider the current application on its merits, independent of similar developments elsewhere.

There is a possibility that there would likely be a detrimental effect on the proposed development on the character of the local area in question too.

The character of the local area is unlikely to be significantly affected by the conversion of an existing residential dwelling, into a HMO which is not to be altered in terms of floor layout or residential floor space.

An opinion has been expressed that the Council should now instead be looking to bring more young families into this area. The opinion expressed is that this applications as outlined will not help in moving the area forward which must now be a priority.

Such views and opinions go beyond what is currently being proposed under this application and would form part of any wider regeneration initiative which is not relevant to the consideration of this particular planning application.

It is opined that there are already a large amount of HMOs in this area and it is not helping Glanymor by attracting a transient population. The council should be attracting young families into the area instead.

The area is well connected with local provisions and required services, the Glanymor area has a wide area which is considered sustainable and reduces the requirement of private vehicular use, allowing residents who are unable to access private methods of transport to still be able to access basic amenities, services and so forth. The area lends itself towards this form of accommodation due to the permeability within the area.

Glanymor has an above average of 25 to 40 year old single males living in the ward and this application will not help.

The demographics of the area are not necessarily material to the consideration of this single application, which has to be considered on its individual merits.

CONCLUSION

The site is within the settlement limits of Llanelli Town so the principle of development is acceptable provided all other material considerations can be met. There has been no previous applications on the site to date.

The proposal would not be considered ~~constituted~~ to constitute as over development. The proposal would not lead to a detrimental impact on the surrounding land uses, as there is to be no uplift in potential residents at the dwelling.

By means of conditions the LPA are able to limit the number of residents within the dwelling, to ensure that the dwelling does not become used over-intensely. The applicant would also be required to comply with HMO regulations and obtain a license prior to any occupation of the dwelling, and the dwelling would have to be compliant with the relevant building regulations set out by Building Control.

The material issues raised have been addressed by conditions to be imposed on the consent. On balance, the concerns relating to the development which are considered to be planning related have been identified and addressed accordingly.

The proposed development is not considered to be detrimental to the existing street scene or the character of the street, therefore the application is recommended for approval, subject to the following conditions.

RECOMMENDATION – APPROVAL

CONDITIONS

- 1 The development hereby permitted shall be commenced no later than the five years from the date of this permission.

- 2 The works hereby granted consent shall be carried out strictly in accordance with the details shown on the following schedule of plans dated 9th February, 2018:-
- 1:50 Scale Existing Ground and First Floor Plans [01];
 - 1:50 Scale Proposed Ground and First Floor Plans [02];
 - 1:500, 1:1250 Scale Block and Location Plan [03].
- 3 The premises shall be used as a house in multiple occupation for no more than four persons and shall not be used for any other purpose.

REASONS

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2 To ensure that only the approved works are carried out.
- 3 To ensure the proposed development does not prejudice the enjoyment of neighbouring occupiers of their properties.

NOTE(S)

- 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 developer's) 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.

ADDITIONAL ITEMS FOR DECISION

Application No	S/35215
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Application Type	Full Planning
Proposal & Location	RESIDENTIAL DEVELOPMENT FOR 51 DWELLINGS TOGETHER WITH ASSOCIATED WORKS AT LAND OFF CLOS Y BENALLT FAWR, FFOREST, SWANSEA, SA4 0TQ

Applicant(s)	PERSIMMON HOMES WEST WALES - LUKE DAVIES, DRAGON HOUSE, PARC Y DDRAIG, PENLLERGAER BUSINESS PARK, PENLLERGAER, SWANSEA, SA4 9HJ
Case Officer	Paul Roberts
Ward	Hendy
Date of validation	06/03/2017

APPRAISAL

The application was reported to Planning Committee on the 20th February 2018, whereupon the Committee resolved to refuse planning permission. The reasons for refusal were defined by Members and are set out below for ratification:-

RECOMMENDATION – REFUSAL

REASONS

- 1 The proposal is contrary to Policy GP1 ‘Sustainability and High Quality Design’ of the Carmarthenshire Local Development Plan:-

Policy GP1 Sustainability and High Quality Design

Development proposals will be permitted where they accord with the following:

- a) 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;
- b) It incorporates existing landscape or other features, takes account of site contours and changes in levels and prominent skylines or ridges;
- c) Utilises materials appropriate to the area within which it is located;

- d) It would not have a significant impact on the amenity of adjacent land uses, properties, residents or the community;
- e) Includes an integrated mixture of uses appropriate to the scale of the development;
- f) It retains, and where appropriate incorporates important local features (including buildings, amenity areas, spaces, trees, woodlands and hedgerows) and ensures the use of good quality hard and soft landscaping and embraces opportunities to enhance biodiversity and ecological connectivity;
- g) It achieves and creates attractive, safe places and public spaces, which ensures security through the 'designing-out-crime' principles of Secured by Design (including providing natural surveillance, visibility, well-lit environments and areas of public movement);
- h) 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;
- i) It protects and enhances the landscape, townscape, historic and cultural heritage of the County and there are no adverse effects on the setting or integrity of the historic environment;
- j) It ensures or provides for, the satisfactory generation, treatment and disposal of both surface and foul water;
- k) It has regard to the generation, treatment and disposal of waste.
- l) It has regard for the safe, effective and efficient use of the transportation network;
- m) It provides an integrated network which promotes the interests of pedestrians, cyclists and public transport which ensures ease of access for all;
- n) It includes, where applicable, provision for the appropriate management and eradication of invasive species.

Proposals will also be considered in light of the policies and provisions of this Plan and National Policy (PPW: Edition 7 and TAN12: Design (2014)).'

In that the proposed number of dwellings exceeds that identified in the Local Development Plan and will result in an overly dense development that will not conform with and enhance the character and appearance of the area in terms of its design and layout.

- 2 The proposal is contrary to Policy EQ6 'Special Landscape Areas' of the Carmarthenshire Local Development Plan:-

Policy EQ6 Special Landscape Areas

Special Landscape Areas are designated in the following locations and as identified on the Proposals Map:

**Tywi Valley
Carmarthenshire Limestone Ridge
Teifi Valley
Drefach Velindre
Bran Valley (North of Llandovery)
Mynydd Mallaen
Llanllwni Mountain
North Eastern Uplands
Mynydd y Betws
Gwendraeth Levels
Pembrey Mountain
Swiss Valley
Talley
Llwchwr Valley
Lower Taf Valley
Cwm Cathan
Cothi Valley
Carmarthen Bay and Estuaries**

Proposals for development which enhance or improve the Special Landscape Areas through their design, appearance and landscape schemes will be permitted (subject to the policies and proposals of this Plan).

In that the proposed number of dwellings exceeds that identified in the Local Development Plan and will result in an overly dense development that will not improve or enhance the appearance of the Llwchwr Valley Special Landscape Area in terms of its design and layout.

- 3 The proposal is contrary to Policy TR3 'Highways in Developments – Design Considerations' of the Carmarthenshire Local Development Plan:-

Policy TR3 Highways in Developments - Design Considerations

The design and layout of all development proposals will, where appropriate, be required to include:

- a) **An integrated network of convenient and safe pedestrian and cycle routes (within and from the site) which promotes the interests of pedestrians, cyclists and public transport;**
- b) **Suitable provision for access by public transport;**
- c) **Appropriate parking and where applicable, servicing space in accordance with required standards;**
- d) **Infrastructure and spaces allowing safe and easy access for those with mobility difficulties;**

- e) **Required access standards reflective of the relevant Class of road and speed restrictions including visibility splays and design features and calming measures necessary to ensure highway safety and the ease of movement is maintained, and where required enhanced;**
- f) **Provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water run-off from the highway.**

Proposals which do not generate unacceptable levels of traffic on the surrounding road network and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted.

Proposals which will not result in offsite congestion in terms of parking or service provision or where the capacity of the network is sufficient to serve the development will be permitted. Developers may be required to facilitate appropriate works as part of the granting of any permission.

In that it will generate unacceptable levels of traffic on the surrounding road network that will be detrimental to highway safety and the amenity of existing residents.

- 4 The proposal is contrary to the objectives of Technical Advice Note (TAN) 12: Design (2016) which states in paragraph 2.6 that:

2.6 Design which is inappropriate in its context, or which fails to grasp opportunities to enhance the character, quality and function of an area, should not be accepted, as these have detrimental effects on existing communities.

In that the proposed number of dwellings exceeds that identified in the Local Development Plan and will result in an overly dense development that will not conform with and enhance the character and appearance of the area in terms of its design and layout.