

**ADRODDIAD PENNAETH
CYNLLUNIO,
CYFARWYDDIAETH YR AMGYLCHEDD**

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

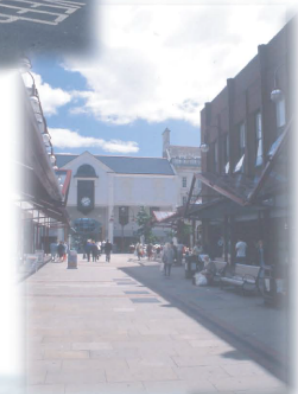
**AR GYFER PWYLLGOR CYNLLUNIO
CYNGOR SIR CAERFYRDDIN**

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

**AR 08 MAWRTH 2018
ON 08 MARCH 2018**

**I'W BENDERFYNU
FOR DECISION**

***Ardal
Gorllewin/
Area West***



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

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

COMMITTEE:	PLANNING COMMITTEE
DATE:	08 MARCH 2018
REPORT OF:	HEAD OF PLANNING

INDEX - AREA WEST

REF.	APPLICATIONS RECOMMENDED FOR APPROVAL
W/36448	Proposed double garage at 9 Trysor, Glenfryn, Porthyrhyd, Carmarthen, SA32 8PP
W/36577	Variation of Condition 2 of planning permission W/30595 (extension of time in which to submit reserved matters) at land at Cae Glas, St Clears, Carmarthen, SA33 4EY

REF.	APPLICATIONS RECOMMENDED FOR REFUSAL
W/36522	Construction of a detached dwelling (local needs) at plot adjacent to Ael-y-Bryn, Carmarthen, SA33 3EH

APPLICATIONS RECOMMENDED FOR APPROVAL

Application No	W/36448
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Application Type	Full Planning
Proposal & Location	PROPOSED DOUBLE GARAGE AT 9 TRYSOR, GLENFRYN, PORTHYRHYD, CARMARTHEN, SA32 8PP

Applicant(s)	MR RICHARD EVANS, TRYSOR, 9 GLENFRYN, PORTHYRHYD, CARMARTHEN, SA32 8PP
Agent	DARKIN ARCHITECTS - ASHLEY JOHN WOOD, 1 JOHN STREET, LLANELLI, SA15 1UH
Case Officer	Ceri Davies
Ward	Llanddarog
Date of validation	15/11/2017

CONSULTATIONS

Llanddarog Community Council – Has not commented on this application to date.

Local Member - County Councillor Ann Davies has not commented on this application to date.

Neighbours/Public – Four neighbours were notified on receipt of this application; one letter of representation, signed by the owner/occupiers of two different households, has been submitted to date, objecting to the application. The reasons for objection are summarised in the Officer's appraisal.

RELEVANT PLANNING HISTORY

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

D4/25250	Siting of residential dwellings Outline planning permission	02 February 1995
W/02823	Siting of residential dwellings (renewal of D4/25250) Outline planning permission	30 September 1999
GW/03717	Residential development (9 dwellings) Reserved Matters granted	15 May 2003

APPRAISAL

THE SITE

The application site forms part of the residential curtilage associated with a detached property known as Trysor, which forms part of a small residential estate known as Glen Fryn which lies on the northern outskirts of Porthyrhyd. Whilst the majority of Glen Fryn estate has been built, there remains one vacant plot and the estate road is in an unfinished state. Immediately north of the estate is the A48 dual carriageway. Trysor, which is also known as No.9 Glen Fryn consists of an irregular shaped curtilage; with its western boundary siding onto the rear curtilages of two bungalows fronting onto the B4310 county road, Cartref Clyd and Allt y Pistyll.

THE PROPOSAL

This application seeks full planning permission for a detached double garage, which will be sited to the front of the dwelling; at present the area on which the proposed garage will be sited is a lawn, which lies to the north of the dwelling.

Owing to the configuration and restricted nature of the application site, the garage has been designed in a broadly triangular fashion with a sloping roof to accommodate storage space in the roof void. The garage is single storey in appearance, with the exception of two roof-lights to accommodate the storage space in the roof.

PLANNING POLICY

In the context of the current development control policy framework, proposals of this nature must be examined against the general requirements of Policy GP1 of the Carmarthenshire Local Development Plan (LDP).

THIRD PARTY REPRESENTATIONS

One letter of objection has been submitted, signed by the occupiers of the two adjacent properties, Allt y Pistyll and Cartref Clyd.

The main areas of concern are summarised as follows:

- Scale/size of the proposed garage;
- Height of the proposed garage;
- Impact of the garage owing to the different ground levels;
- Loss of light;
- Loss of view;
- Surface water disposal;
- Commercial use of the garage.

CONCLUSION

With regard to the concerns raised by objectors, in the first instance it is acknowledged that there is a difference in ground levels, with the ground level associated with No.9 Glen Fryn approximately 1 metre higher than the ground level associated with the rear garden of Allt y Pistyll. The authority is fully aware of the differing ground levels as the whole Glen Fryn

estate has been built on a sloping field, hence properties at Glen Fryn are higher than the original properties fronting onto the B4310 county road. Having due regard to the ground levels, the authority has sought to work closely with the applicant/agent to ensure any development at this location has as minimal an impact as possible on the aforementioned property, Allt y Pistyll.

For that purpose, Members are advised that the current proposal has been amended significantly to that which was originally submitted by the applicant. The original scheme, represented a much larger, two storey form of development, which the authority considered inappropriate at this location in that it would have had a potential over-bearing impact on Allt y Pistyll. In contrast, the authority deems the current proposal has taken into full account the differing ground levels and the initial concerns of the authority, in that the overall massing and height of the garage has now been significantly reduced. Furthermore, the roof has been extensively altered and is now configured in such a way that where the garage backs onto the boundary with Allt y Pistyll, the end elevation is of a modest single storey appearance.

With the reduction in height and massing, the authority is satisfied that the garage will sit comfortably at this location, without having an unacceptable impact on the amenity of Allt y Pistyll. The site aspect coupled with the separation distance between the rear elevation of Allt y Pistyll and the proposed garage, means unacceptable loss of light cannot be sustained as a material objection in this instance.

The authority deems the proposal will have no detrimental impact whatsoever on the occupiers of Cartref Clyd.

It is accepted the garage is large in terms of its appearance and scale; however it is not deemed over-engineered for the purposes of a domestic shed. Whilst the building occupies a position to the front of the dwelling and will be visible from the estate road, it will not dominate the dwelling owing to the configuration of the plot. The justification for the proposed garage is that at present the applicant is utilising a temporary structure to house his camper van, which is considered to be unsightly.

It would appear that the main area of objection stems from concerns over the perceived use of the building, whereby the objectors consider the garage will be utilised for a business/commercial use. The objectors have drawn the authority's attention to the applicant's businesses, one being the applicant's restored VW Beetle and VW camper van which he hires out for weddings; along with the applicant's wife's bespoke jewellery business. Both the applicant and his wife are in full time employment, hence the aforementioned are deemed ancillary side-line businesses which brings in a secondary source of income to the household. As both businesses are deemed ancillary, no planning permission is required for the said uses. The authority accepts the need for a purpose built garage to house the vintage vehicles and does not envisage the allowing of a garage to be built at this location will generate unacceptable levels of traffic, essentially owing to the bespoke and specialised nature of the applicant's side-line businesses. Both the advertised businesses have been operating from this property for some time and to date the authority has not received any complaints from any residents, including the two objectors to this application.

The applicant has not indicated to the authority that the garage is required as a facility to repair, adapt or modify vehicles or run any form of business; whilst that may not satisfy the concerns of the objectors, Members will appreciate that a perceived use of a building is not

considered a sustainable reason for refusing a planning application; hence this application has to be determined on the basis of what has been applied for in this instance i.e. a private domestic garage. The authority will as a matter of course impose conditions to strictly control the use of the building and also conditions that will prevent the use of the building for any commercial and/or business use.

The objectors have also raised concern over surface water disposal; this would appear to be a concern they have raised previously when the initial applications were being considered by the authority for the residential estate. The building of a garage at this location will not lead to additional surface water generation, if anything, the development will serve to direct surface water from the lawned area to existing surface water drains.

Lastly, it is considered the concerns over traffic generation cannot be sustained in this instance as those concerns relate primarily to a perceived commercial entity operating at this location which, as already stressed, appears not to be the case. Furthermore, through the imposition of suitable conditions the perceived use cannot take place at this location through the granting of this planning consent.

In terms of policy consideration and following a site inspection, it is considered the scale of the building in its amended form is acceptable at this location; it is considered the proposed garage will not have a significant impact on the visual amenity of the wider area or the residential amenity of the nearest dwellings.

On balance, it is considered the garage will not cause undue harm to the character and appearance of the surrounding locality; furthermore, the concerns over perceived use are not deemed sustainable reasons for refusal. In the absence of any other sustainable reason for refusal, it is considered the proposal accords with the general requirements of Policy GP1 of the Local Development Plan, as such, the application is put forward with a recommendation for approval.

RECOMMENDATION – APPROVAL

CONDITIONS

- 1 The development hereby permitted shall be commenced before the expiration of five years from the date of this permission.
- 2 The approved development relates to the following plans and documents and works should be carried out strictly in accordance with them unless amended by any other condition:-
 - Site Location Plan – 1:1250 scale received on 28th November 2017;
 - Site Block Plan – 1:500 scale received on 28th November 2017;
 - Proposed Site Block Plan – 1:500 scale received on 28th November 2017;
 - Proposed Floor Plans – 1:100 scale received on 14th November 2017;
 - Proposed Elevations – 1:100 scale received on 14th November 2017;
 - Contextual Elevation – 1:100 scale received on 14th November 2017;
 - Sections – 1:100 scale received on 14th November 2017.

- 3 The development hereby approved shall be used for domestic storage purposes only ancillary to the enjoyment of the dwelling house and retained as such thereafter in perpetuity.
- 4 At no time shall the building be used for the repair and/or modification of vehicles or any other form of trade, business or commercial use.

REASONS

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2 In the interest of the amenities of the occupiers of the neighbouring residential property. [Policy GP1 of the LDP]
- 3-4 To prevent any separate use on the site. [Policy GP1 of the LDP]

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.

- It is considered that the proposed development complies with Policy GP1 of the Carmarthenshire Local Development Plan, in that it is appropriate in terms of scale and design, sufficient amenity/garden space remains, and it shall not adversely affect the amenities of the occupiers of any neighbouring properties. It is considered the scale of the building in its amended form is acceptable at this location; it is considered the proposed garage will not have a significant impact on the visual amenity of the wider area or the residential amenity of the nearest dwellings.

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.

Application No	W/36577
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Application Type	Variation of Planning Condition(s)
Proposal & Location	VARIATION OF CONDITION 2 OF PLANNING PERMISSION W/30595 (EXTENSION OF TIME IN WHICH TO SUBMIT RESERVED MATTERS) AT LAND AT CAE GLAS, ST CLEARS, CARMARTHEN, SA33 4EY

Applicant(s)	MRS ROSEMARY EVANS, BRYNHEULOG, HIGH STREET, CARMARTHEN, SA33 4DY
Agent	ASBRI PLANNING - MR MATTHEW GRAY, SUITE 4 THE J SHED, SA1 SWANSEA WATERFRONT, ST THOMAS, SWANSEA, SA1 8BJ
Case Officer	Stuart Willis
Ward	St Clears
Date of validation	05/02/2018

CONSULTATIONS

St Clears Town Council – Has not commented to date.

Local Member - County Councillor P M Hughes has stated that he supports the application and requested the application be presented to the Planning Committee if recommended for refusal.

Dwr Cymru/Welsh Water – Have responded raising no objections to the proposal.

Neighbours/Public - The application has been publicised by the posting of a Site Notices at/near the application site. Eight representations have been received to date raising objections on the following grounds:-

- Questions over the Article 10 notice served on landowners;
- Lack of information and errors in Article 10 notice and application;
- Notice not served on other land owners/application site incorrect;
- Other landowners will not give the applicant consent to build;
- Information not correctly shown on the Authority's website;
- Question whether there have been material changes including planning policy, traffic and pedestrian activities since the previous permissions;
- Comment that landowner is not capable of delivering development on the site;
- Concern over location of turning head in relation to safety and pipes;

- Mental anguish to residents due to delay in commencing building;
- Highway safety issues regarding narrow lane and junction at Heol Goi with High Street and on road parking and pedestrian activity.

RELEVANT PLANNING HISTORY

The following relevant planning applications have been previously submitted on the application site:

W/30595	Variation of condition 2 on planning permission W/21657 (to extend by 3 years the time allowed to submit the reserved matters) Variation of Planning Condition granted	11 September 2014
W/21657	Five family dwellings Outline planning refused Appeal upheld	06 July 2011 10 February 2012
W/19792	Five family dwellings Withdrawn	22 January 2009
D4/4811	Certificate of alternative development	04 October 1978

APPRAISAL

THE SITE

The application site is the western portion of a field located to the east of a street of dwellings known as Cae Glas at St Clears and includes the private road serving these houses. The site is located to the south of the A40 Trunk Road and has the remainder of the larger field to the east. To the south of the application site, beyond the timber post and rail fence is a strip of land that is apparently in third party ownership, beyond which is a highway known as Heol Goi. The site is currently under grass and is fairly level and has a post and rail fence to the north and south boundaries with a post and wire fence to the west. The eastern boundary of the site is notional as it is not delineated on the ground.

Access to the site is intended to be via Cae Glas and Heol Goi and to that end an area of highway verge was included within the previous application site, along the northern side of Heol Goi to provide a pedestrian footpath. A further area of land to the south of Heol Goi has been included within the application site to allow for the provision of a passing place and is land that is also within the highway verge. The previous application was refused by the Authority due to issues relating to the public sewer, access and impact on the highways network (W/21657). The decision was appealed and the Inspector upheld the appeal and issued outline planning permission. A variation of condition was approved under application reference W/30595 at Planning Committee to extend the time period for the submission of reserved matters by a further 3 years. This took the time to submit the reserved matters for 10/2/18. Commencement of the development was amended to be 6 years from the date of the original permission or 2 years from the date of the last reserved matters being approved.

The site is located within development limits and forms part of a residential allocation T2/5/h5.

THE PROPOSAL

The application seeks to vary condition 2 of W/30595, which itself was a variation of condition from the original permission W/21657. This condition relates to the time period for the submission of reserved matters and commencement of the development.

The existing condition requires reserved matters to be submitted by 10/2/18 and commencement 2 years after the approval of these matters.

When the variation of condition was originally submitted it sought to request an extension of time to submit the reserved matters to 9 years from the first planning permission – from 10/2/12 to 10/2/21. This would have essentially renewed the application and sought to extend the overall time period of the application. Initially the application form indicated the applicant was the sole landowner/person with an interest in the land.

Subsequently the application has been amended. It now seeks to vary condition 2 to seek an additional year to submit the reserved matters. Therefore looking to submit the reserved matters by 10/2/19. The overall time period for the permission to be implemented is no longer to be amended. Instead the additional 1 year to submit the reserved matters is at the expense of the 2 years to commence the development after reserved matters approval. Therefore the submission now seeks to amend the condition to ask for reserved matters to be submitted 7 years from the first permission (10/2/19) and commencement to be 1 year following reserved matters approval.

PLANNING POLICY

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

The site is located within the defined settlement limits for St Clears in the Carmarthenshire Local Development Plan. The site also forms part of the allocation for residential development under site reference T2/5/h5. The indicative allocated numbers of dwelling units for this allocation is 40.

Policy SP1 Sustainable Places and Spaces

This policy states that proposals for development will be supported where they reflect sustainable development and design subject to a number of criteria. These include distributing development to sustainable locations in accordance with the settlement framework, promoting active transport infrastructure and safe and convenient sustainable access particularly through walking and cycling and Respecting, reflecting and, wherever possible, enhancing local character and distinctiveness

Policy SP9 Transportation

This policy 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 the following, reducing the need to travel, particularly by private motor car; 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.

SP17 Infrastructure

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.

Proposals for ancillary developments to the utilities infrastructure will be permitted where:

- a) they have regard to their setting;
- b) incorporate landscaping;
- c) do not conflict with the areas built, historic, cultural and nature conservation and landscape qualities. (Policy SP13 and SP14)

Planning Obligations relating to developer contributions towards necessary infrastructure improvements may be sought subject to policy GP3.

Policy GP1 Sustainability and High Quality Design

This policy states that development proposals will be permitted where they accord with various criteria. This includes where 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 incorporates existing landscape or other features, takes account of site contours and changes in levels and prominent skylines or ridge, it utilises materials appropriate to the area within which it is located, it would not have a significant impact on the amenity of adjacent land uses, properties, residents or the community, includes an integrated mixture of uses appropriate to the scale of the development, 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, 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), 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, 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, it ensures or provides for, the satisfactory generation, treatment and disposal of both surface and foul water, it has regard to the generation, treatment and disposal of waste, it has regard for the safe, effective and efficient use of the transportation network, it provides an integrated network which promotes the interests of pedestrians, cyclists and public transport which ensures ease of access for all and 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 4 and TAN12: Design and Planning Policy Wales 2010).

Policy GP3 Planning Obligations

The Council will, where necessary seek developers to enter into Planning Obligations (Section 106 Agreements), or to contribute via the Community Infrastructure Levy to secure contributions to fund improvements to infrastructure, community facilities and other services to meet requirements arising from new developments.

Where applicable, contributions will also be sought towards the future and ongoing maintenance of such provision either in the form of initial support or in perpetuity.

In implementing this policy schemes will be assessed on a case-by-case basis.

Policy GP4 Infrastructure and New Development

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.

Planning obligations and conditions will be used (where appropriate) to ensure that new or improved facilities are provided to serve the new development.

Policy H1 Housing Allocations

Land has been allocated for residential development for the plan period 2006 – 2021 at those locations as set out below and as depicted on the Proposals Map.

Proposals for the residential development of allocated housing sites submitted in the form of a Full Planning application or as a Reserved Matters application should be accompanied by a layout of the proposal in its entirety to ensure the site is developed to its full potential.

Policy AH1 Affordable Housing

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.)

Policy TR3 Highways in Developments - Design Considerations

This policy states that the design and layout of all development proposals will, where appropriate, be required to include 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; suitable provision for access by public transport; appropriate parking and where applicable, servicing space in accordance with required standards; infrastructure and spaces allowing safe and easy access for those with mobility difficulties; 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; provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water run-off from the highway.

It goes on to state that 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.

THIRD PARTY REPRESENTATIONS

Turning to the adverse third party representations received to date.

Concerns were raised over the content of the submission. This included the application form, associated details and the Article 10 notice served on other landowners. It is acknowledged that the application form includes errors such as incorrectly stating the site cannot be seen from a public highway. The Officer has visited the site and it is clear that the site is visible. It is not felt though that any such errors have affected the assessment of the application.

The matter of land ownership was raised by objectors. Having requested clarification over the land ownership the applicant has subsequently acknowledged that the incorrect ownership certificate was initially completed. They have now submitted an amended certificate of ownership and served notice on the other landowners. Following this we have received a response from one of the owners questioning the content of the notice served on the other parties. Notice has been served informing owners of the application. Generally this

process is carried out prior to the application being submitted and therefore certain details such as the application number are not known. Whether information on the submission should be removed since the amendments made to the scheme was raised however all details remain on the file and website as is standard practice.

Objectors have indicated that other landowners will not give the applicant consent to build and that the applicant is not capable of implementing any permission. Objectors refer to there still being no consent from them however it is possible that the issue could still be resolved. Whether the site is suitable to remain within development limits would be a matter to be considered as part of the LDP process and any related review of the LDP.

The Inspector commented that:-

“I am aware of the ownership dispute regarding these two alternative routes, but for the reasons previously given, that dispute is not something about which I can comment. Whether it could be constructed is a matter that goes to land ownership, but on the basis of the information before me, I conclude that there is a reasonable expectation that a footway to the south of the proposed dwellings could be provided within the lifetime of any permission, following negotiations with any other land owners who may have a legal interest in the land concerned.”

Certain comments from the Inspectors decision are considered worth noting. These include:-

“... any works that may be necessary and the funding of such works to the private road, including the provision of a turning head and footway connections, are matters that can be addressed under the Highways Act and through agreements with the various owners. Being an outline planning application, my concern is limited to whether the appeal site is of sufficient size to accommodate those elements. The indicative plan (09/357/22B) indicates that it is, details of which would be considered at the later Approval of Reserved Matters (ARM) stage. Therefore I need comment no further about this matter now.”

“As to car parking, the indicative plan shows that the development could accommodate parking within each plot in a similar manner to that provided in the existing development. Therefore at this outline stage, I find nothing to convince me that it would not be possible to provide adequate parking and that unacceptable highway congestion would result. Again, the precise layout and provision of car parking within the site would be considered at the ARM stage.”

“Heol Goi is a relatively narrow, no-through road that joins the High Street some way to the east. There are currently no footways alongside the carriageway which is flanked by banks, some trees and hedges, other than to the west of the appeal site adjacent to the recent development, Cae Glas. However, as such highway characteristics must have been evident and taken into account when the site and the adjoining land were allocated in the UDP for residential development, I need to consider whether any material considerations in respect of the highway implications are such as to justify rejecting the proposal now.”

“There is no compelling up-to-date highway evidence relating to the likely traffic generation arising from the proposed five dwellings and the effect upon the capacity of the local highway network. No recent traffic flow readings have been submitted, either in terms of vehicles or pedestrians: the only information from the appellant dates from 2001. However, although the existing development generates traffic, I must limit my consideration to the current proposal and establish whether this would create unacceptable highway conditions. In this

regard, I find nothing to convince me that the volume of traffic generated by the five proposed dwellings would be likely to have a significant impact upon the overall use of Heol Goi. Even though the junction with the High Street is not ideal, I observed that the visibility is such that, with care, vehicles can join the High Street safely. Similarly, having regard to Manual for Streets 2, I find nothing to show that the visibility at the Cae Glas access would be dangerous.”

“...given the absence of any evidence relating to traffic flows and the resultant need for passing bays arising from the proposed development, although there is a pinch point, I similarly find no justification in highway safety terms for imposing a planning condition requiring that element to be provided as part of the current proposal.”

Objectors have referred to there being material changes since the appeal decision. These include on road parking, highways safety and pedestrian activity. Comments from the Inspector above have referred to footway and general highways principles. The development is outline with all matters reserved and therefore access details were not agreed as part of the previous outline submission or this variation of condition. It is not felt that there have been any significant changes to the area that warrant the refusal of the application.

Matters have been raised which would be dealt with under separate legislation or as part of the reserved matters submission if the variation of condition is approved. This includes the position of pipes across the site and any proposed turning head.

The impact on local residents from the delay in building commencing and the anguish this has caused has been referred to. It is acknowledged that there has been a delay in development however in relation to material planning considerations it is not felt there are any issues that warrant the refusal of the application.

The proposal is to extend the time period for the submission of reserved matters and reduce the subsequent time for the development to commence. No other changes are proposed to the scheme. Therefore it is the same scheme that the Authority previously refused and that was allowed at appeal. It is also the same scheme that was approved at planning committee in 2014 when the first variation was sought in all other respects. Whilst the Authority has clearly had concerns over the development of the site previously appeal decisions are a material planning consideration. The decision to allow the appeal is therefore a key factor in the assessment of the application. The Authority would have to consider whether they would be seen as unreasonable in refusing an application where an appeal had previously been allowed for the same development without there being any material changes to go against the previous decision. While the development plan has altered it is not felt any changes warrant the refusal of the application and likewise any other material considerations. An unreasonable refusal would leave the Authority open to possible costs at appeal.

Community benefits are required for a development of this scale in line with LDP policy. Initially the application sought to extend the life time of the outline planning permission and the contributions required would have been based on the current LDP policy. This would potentially include affordable housing and public open space where necessary and subject to viability. However the proposal now seeks to extend the time for reserved matters to be submitted by 1 year and reduce the time for commencement by 1 year. As the overall period of the outline permission is not to be amended it is not considered that community benefits should be looked at afresh. The original and previously amended permission included a condition requiring a scheme for affordable housing to be provided prior to the

commencement of development being 1 of the 5 units. It is therefore felt that this condition remains relevant and that there is not a need for a legal agreement to secure the provision of 1 affordable unit.

Welsh Water have yet to comment on the application however in relation to this matter the Inspector stated:-

“Turning to the issue of drainage, it is evident that Dŵr Cymru has been consulted regarding the up-grading of the St Clear catchment and associated waste water treatment works to resolve all capacity issues within the sewage network. A series of exchanges took place in September 2009, July 2010 and in April 2011, but it was not until 26 January 2012 that the matter was clarified. In that recent letter Dŵr Cymru confirmed that the foul sewage flows from the proposed development would not impact on the current flooding issues within the North of St Clears area, because those flows would drain into a different sub-catchment. Consequently, the objection to the proposed development on foul drainage grounds was withdrawn by the Council by letter dated 31 January 2012.”

In conclusion the Inspector stated:-

“... the proposal would not conflict with the Development Plan and that there are no material considerations of such weight as to justify rejecting the proposal, other than where I have indicated.”

While the development plan and planning policy has altered since the original decision it is not felt that there are any material considerations which have altered to the extent that planning permission should be refused.

CONCLUSION

The application site is located within the defined development limits for St Clears and has been allocated for residential development within the Carmarthenshire Local Development Plan, therefore the principle of residential development is acceptable, unless other material considerations indicate otherwise. Material considerations include policies within the LDP as well as other material issues that have been raised by consultees and other third parties and the previous appeal decision.

After careful consideration of the scheme as submitted and taking into account the representations received, it is considered that on balance the scheme is acceptable.

Therefore, it is recommended that the application be approved subject to the same conditions of the Inspectors decision.

RECOMMENDATION – APPROVAL

CONDITIONS

- 1 Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local

Planning Authority before any development begins and the development shall be carried out as approved.

- 2 Application for approval of the reserved matters shall be made to the Local Planning Authority not later than seven years from the date of the original outline planning permission reference W/21657 dated 10/2/2012. The development shall begin either before the expiration of 7 years from the date of the original permission (10/2/12) or before the expiration of one year from the date of approval of the last of the reserved matters to be approved, whichever is the later.
- 3 The development shall not begin until 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 unit shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN2 or any future guidance that replaces it. The scheme shall include:-
 - i) the type, tenure and location on the site of the affordable housing unit;
 - ii) the timing of the construction of the affordable housing unit and its provision in relation to the occupancy of the market housing;
 - iii) the arrangements for the transfer of the affordable housing unit to an affordable housing provider or the management of the unit;
 - iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing unit; and
 - v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing unit and the means by which such occupancy criteria shall be enforced.
- 4 No development shall commence until schemes for the provision of foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The approved schemes shall be completed before any dwelling is occupied.
- 5 No development shall commence until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.
- 6 No development shall commence until a scheme has been submitted and approved in writing by the Local Planning Authority for the provision of a footway along the southern side of the site on land adjacent to plot 10 and to the north of Heol Goi and extending to the eastward extremity of that part of the appeal site, and a turning area within the development site. The footway and a turning area shall be completed in accordance with the approved scheme before any dwellings are occupied.

REASONS

- 1 In the interest of visual amenity.

- 2 The application is in outline form.
- 3 To ensure appropriate provision of affordable housing.
- 4 To ensure appropriate drainage methods to protect the environment and reduce risk of flooding.
- 5 To protect historic environment interests whilst enabling development.
- 6 In the interest of highway and pedestrian safety.

REASONS FOR DECISION

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 TR3, AH1, H1 and GP1 of the Carmarthenshire Local Development Plan Adopted 2014 ('the LDP') of the Carmarthenshire Unitary Development Plan, 2006 (UDP) in that the development located within an area of land allocated for residential development, seeks to vary previous permission where there has been no material change to circumstances. There are no highways, amenity or utility concerns to warrant refusal of the application. Appropriate contributions are made towards affordable housing.

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.

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 This outline consent relates to the principle of development only and not to the other information provided on the sketch/indicative layout drawings or dimensions submitted in support of the proposal unless indicated in the above conditions. The consent does not imply any support by the Local Planning Authority for the illustrative plans or information submitted with the application.

APPLICATIONS RECOMMENDED FOR REFUSAL

Application No	W/36522
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Application Type	Full Planning
Proposal & Location	CONSTRUCTION OF A DETACHED DWELLING (LOCAL NEEDS) AT PLOT ADJACENT TO AEL-Y-BRYN, CARMARTHEN, SA33 3EH

Applicant(s)	MR WILLIAM JAMES, LAN, ABERNANT, CARMARTHENSHIRE, SA33 5RR
Agent	MARK BAGGOTT LTD - MARK BAGGOTT, BRYNCELYN, VELINDRE, CARMARTHENSHIRE, SA44 5YF
Case Officer	Helen Rice
Ward	Cynwyl Elfed
Date of validation	05/12/2017

CONSULTATIONS

Newchurch and Merthyr Community Council – No comments received.

Local Councillor – Cllr Irfon Jones, Vice-Chair of the Planning Committee, requests that the application be considered by the committee if recommended for refusal as it is considered that the applicant has met with all of the requirements asked of him.

Head of Transport – No objections subject to the imposition of conditions.

Neighbours/Public – The application was the subject of notification by way of a site notice. No representations were received as a result.

RELEVANT PLANNING HISTORY

Whilst there is no planning history relating to the application site, this application follows the withdrawal of a similar application (application reference W/35899) on a site further to the east of the application site. The application was withdrawn on 18 August 2017 following concerns raised in relation to the overall extent of the proposed footprint of the dwelling and its remote location and thus lack of accordance with Policy AH3.

The landowner has advised that the previous location was a silage field and, as such has decided to relocate the proposal to another field (the site subject of the current application) to avoid loss of yield. The landowner has advised that revised location is on a field which is

disjointed from the farm with water and electricity connections readily available and offers better highway visibility avoiding the need for as much hedgerow translocation as previous.

APPRAISAL

This application is being reported to the Planning Committee following a call-in request by Cllr Irfon Jones as detailed above.

THE SITE

The application site currently comprises part of an agricultural field situated along the Henfwlch Road, approximately 5km north-west of Carmarthen town. This area of Henfwlch Road is characterised by scattered farmsteads and dwellings with no defined settlement. The site comprises the north western corner of an elongated agricultural field with a frontage onto Henfwlch Road C2038 currently delineated by a hedgerow, with a further hedgerow defining the site's western boundary with the eastern and southern boundary open onto the remaining agricultural field. The eastern boundary of the agricultural field adjoins an access road that serves a farmstead known as Pencraig. Two intervening agricultural fields are situated between the site and the nearest dwelling known as Ael y Bryn located 100m to the west. The site gently slopes from north west down to south east.

THE PROPOSAL

Planning permission is sought for the erection of a detached two storey 3 bedroomed property within the north western corner of the agricultural field with the creation of a new vehicular access. The creation of the access will require puncturing the existing hedgerow boundary of the site onto the C2038 with the submitted plans indicating that the hedgerow would be translocated behind the required visibility splays, which also includes the hedgerow boundary of the adjacent field within the control of the applicant.

The dwelling would be set back from the road frontage with the provision of off-site parking and turning areas and surrounding lawned garden area. The existing hedgerow boundary along the site's western boundary would be retained, with the provision of a new post and rail fence and planting to define the southern and eastern boundary of the application site. The submitted floorplans indicate the provision of an open plan kitchen, dining and lounge area with a further enclosed utility room on the ground floor with a master en-suite bedroom, two further bedrooms and bathroom on the first floor. The property would be finished in render with stone cladding detail on the front elevation with synthetic roof slates and upvc windows, doors, fascia and guttering.

The application is for a local needs dwelling for the applicant who currently resides on the family farm in Abernant and having lived in the area all his life. The applicant is in full employment as well as assisting his Uncle and Auntie to run their farm known as Cefnmystrych which is located 1km to the south east of the application site. The application site is located on a field which forms part of the Cefnmystyrch holding. For information Cefnmystrych comprises a farmhouse, as well as a further dwelling located near its access point onto Henfwlch Road which is the subject of an agricultural tie and is believed to be accommodated by the applicant's family. The applicant's partner is employed as a teacher within a secondary school in Carmarthen town. The submission indicates that a search of properties within the area confirms that prices are too high for the applicant's loan to value allowance and thus without the opportunity to build the property the applicant would have to

move into Carmarthen Town thus reducing his ability to assist his family on the nearby farm at Cefnmystrych. In this regard, the applicant considers that he meets the requirement set out in Policy AH3 of the Carmarthenshire Local Development Plan.

PLANNING POLICY

This application has been considered against relevant policies of the Carmarthenshire Local Development Plan (Adopted December 2014) ('the LDP') and other relevant Welsh Government Guidance. The application site lies outside settlement as defined by the LDP and the following policies are of key relevance to the proposal:

Policy SP1 Sustainable Places and Spaces stipulates that proposals for development will be supported where they reflect sustainable development and design principles by concentrating developments within defined settlements, making efficient use of previously developed land, ensuring developments positively integrate with the community and reflect local character and distinctiveness whilst creating safe, attractive and accessible environments that promote active transport infrastructure

Policy SP3 Sustainable Distribution Settlement Framework seeks to concentrate development in sustainable locations within existing defined settlements such as identified growth areas, service centres, local service centres and other defined sustainable communities.

Policy GP1 Sustainability and High Quality Design is a general policy which promotes sustainability and high quality design, and seeks to ensure that development 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.

Policy AH3 Affordable Housing – Minor Settlement in the Open Countryside enables the erection of new dwellings within groups of dwellings without Development Limited provided that it is to meet a genuine identified local need which is defined as:

... residents (and their dependents) of the community and town council area or adjoining community and town council area. Present residents whose circumstances may relate to current substandard or unsatisfactory accommodation or where they are forming a new family or leaving the parental home for the first time will be considered as will those who make a significant contribution to the social, cultural and economic vitality of the community and town council area.

In addition the definition will apply to those persons with a long standing link with the community and town council area including a period of established residence within the last twenty years. Those persons who have a proven functional need to live close to their place of work or to a resident through an essential need arising from age or infirmity may also be deemed eligible for consideration.

Where applicants meet the above definition the proposals must be sensitively located and of a scale and size appropriate to the character of the area and compatible with an affordable dwelling with the initial affordability being retained for all subsequent occupants generally secured by way of a Legal Agreement.

Policy TR3 Highways in Developments – Design Considerations relates to the highway design and layout considerations of developments and states that 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.

Other Welsh Government Guidance of relevance include:

Planning Policy Wales (8th Edition) January 2016

Technical Advice Note 6 (TAN 6) – Planning for Sustainable Rural Communities (2010)

Technical Advice Note 12 (TAN) 12: Design (2014)

APPRAISAL

The key considerations of relevance to this case are whether the proposal complies with the requirements of Policy AH3 Local Needs Dwellings of the Local Development Plan, its impact upon the character and appearance of the area and impact on highway safety.

Local Needs

Whilst there is a general presumption against the erection of new dwellings outside of defined settlements within the countryside, the LDP, having regard to guidance set out in PPW recognises that many parts of the countryside have isolated groups of dwelling and that sensitive infilling or small gaps and/or minor extension to such groups could be considered acceptable provided that they provide for affordable housing to meet genuine identified local need.

Policy AH3 provides the criterion against which such applications must be considered and specifies:

Proposals in the open countryside for affordable housing for a single dwelling will be permitted within settlements, hamlets and groups of dwellings without Development Limits where it is to meet a genuine identified local need (as defined within the Glossary of Terms) and provided that:

- a) *It represents sensitive infill development of a small gap within an otherwise continuous built up frontage; or, a minor extension which does not result in ribbon development or perpetuate existing ribbon development;*
- b) *It is of a scale and size appropriate to, and in keeping with (and not detrimental to) the character (including landscape and townscape) of the area;*
- c) *The benefits of the initial affordability will be retained for all subsequent occupants;*
- d) *It is of a size, scale and design compatible with an affordable dwelling and is available to those on low or moderate incomes.*

In terms of the need to demonstrate genuine local need, it is considered on balance that the applicant has provided sufficient information to demonstrate that he meets the definition, in that the he has lived in the local area all his life, is seeking to leave the parental home and provides assistance to family members on a nearby farm as a result of age and poor health. Information submitted with the application also indicates that the applicant is unable to purchase a home within the area. As such, the application is considered to comply with this element of the policy.

Turning to the site's location, it is not within a settlement, hamlet or group of dwellings and is rather a site in an isolated countryside location. Whilst there are scattered farmsteads and dwellings in the wider area, there are significant distances between these properties to the

extent that when travelling along Henfwlch Road, there is no appreciation that it constitutes a group of dwellings, but rather a scattering of individual established properties. There are examples in the wider area where there is a consolidation of dwellings which form a clear coherent group of dwellings (e.g. the cluster located around the cross roads near the Plough and Harrow Public House). The application site, is not adjacent to an existing property but rather located 100m distant of the nearest neighbouring property and thus would comprise a sporadic individual property within the countryside. Given the sporadic nature of the area, it is not possible for the site to comprise the sensitive infill of a small gap within an otherwise continuous built up frontage; or, a minor extension which does not result in ribbon development or perpetuate existing ribbon development as required by criterion (a) of the policy. As such, it is not considered that the proposal complies with the fundamental requirement of Policy AH3 or the guidance set out in PPW.

In terms of criterion (b), the overall design of the dwelling is reflective of two storey dwellings within the wider area, with the proposed layout and scale being commensurate with other properties. However, the development would puncture the well-established hedgerow creating a domestic appearance in an otherwise continuous rural/agricultural character and appearance. Whilst the proposal includes the translocation of the hedgerow, the dwelling would nevertheless be visible from the highway and would appear as an isolated, piecemeal development in contrast to the wider rural area to the detriment of the character of the area. As such, it is considered that the proposal would not comply with criterion (b) of Policy AH3.

The initial affordability of the property could be retained for all subsequent occupants through the completion of a Section 106 agreement to effectively control the future sale of the property. This has not been pursued with the applicant given the fundamental objection to the development as outlined above. It is therefore considered that whilst criterion (c) has not been met this could be complied with subject to the completion of a Section 106 agreement.

Turning to the last requirement of policy AH3, it is considered that the property is of a size, scale and design that is compatible with an affordable dwelling. The total floorspace proposed equates to 160sqm which, for a three bedroom dwelling, is considered commensurate with an affordable dwelling, and therefore, it is considered that the dwelling would be available to those on low or moderate incomes (the median income for the Cynwyl Elfed ward is £31,107 based on 2017 'Pay Check' data).

However, whilst the development may meet with some of the criteria of policy AH3, it fails to meet the locational criteria and would in effect amount to a sporadic unjustified form of development in the open countryside contrary to Policy AH3(a) and the advice set out in PPW.

Impact upon highway safety

The development would require the introduction of a new access into the site which as state above would not be considered acceptable on visual amenity grounds given the remote countryside location. However, in terms of highway safety, the Highway Authority has confirmed that an acceptable access could be achieved subject to the imposition of appropriate conditions.

CONCLUSION

After careful consideration of the application, whilst it is considered that the applicant meets with the definition of local need, the location of the proposed dwelling, by reason of its remote

location, fundamentally conflicts with Policy AH3 of the LDP and advice set out in PPW. It is not considered in this instance that material planning considerations outweigh these concerns and therefore the application is recommended for refusal.

RECOMMENDATION – REFUSAL

REASONS

- 1 The proposal is contrary to Policy AH3 of the Adopted Carmarthenshire Local Development Plan (2014) which states:-

Proposals in the open countryside for affordable housing for a single dwelling will be permitted within settlements, hamlets and groups of dwellings without Development Limits where it is to meet a genuine identified local need (as defined within the Glossary of Terms) and provided that:

- e) It represents sensitive infill development of a small gap within an otherwise continuous built up frontage; or, a minor extension which does not result in ribbon development or perpetuate existing ribbon development;***
- f) It is of a scale and size appropriate to, and in keeping with (and not detrimental to) the character (including landscape and townscape) of the area;***
- g) The benefits of the initial affordability will be retained for all subsequent occupants;***
- h) It is of a size, scale and design compatible with an affordable dwelling and is available to those on low or moderate incomes.***

In that the development site is not located within a settlement, hamlet or group of dwellings without Development Limits and would not represent sensitive infill development of a small gap within an otherwise continuous built up frontage nor would it constitute a minor extension. The proposal would represent a sporadic unjustified form of development in the open countryside to the detriment of the character and appearance of the area.

- 2 The proposal is contrary to Policy GP1 of the Adopted Carmarthenshire Local Development Plan (2014) which 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.

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 development site would represent a sporadic unjustified form of development in the open countryside to the detriment of the character and appearance of the area.

- 3 The proposal is contrary to paragraphs 9.3.2 and 9.3.6 of Planning Policy Wales (9th edition, November 2016) which state:-

9.3.2 Sensitive infilling of small gaps within small groups of houses, or minor extensions to groups, in particular for affordable housing to meet local need, may be acceptable, though much will depend upon the character of the surroundings and the number of such groups in the area.

9.3.6 New house building and other new development in the open countryside, away from established settlements, should be strictly controlled. The fact that a single house on a particular site would be unobtrusive is not, by itself, a good argument in favour of permission; such permissions could be granted too often, to the overall detriment of the character of an area.

In that the development site is not located within a settlement, hamlet or group of dwellings and is therefore in the open countryside where new housing building should be strictly controlled. The development would not represent sensitive infill development of a small gap within an otherwise continuous built up frontage nor would it constitute a minor extension. The proposal would represent a sporadic unjustified form of development in the open countryside to the detriment of the character and appearance of the area.