

## **EAST AYRSHIRE COUNCIL**

**NORTHERN AREA LOCAL PLANNING COMMITTEE: 20 FEBRUARY 2004**

**03/1100/FL: PROPOSED FACTORY WAREHOUSE EXTENSION  
AT CAMPBELL STREET, DARVEL  
BY LANFINE LTD**

### **EXECUTIVE SUMMARY SHEET**

#### **1. DEVELOPMENT DESCRIPTION**

1.1 It is proposed to extend the existing metal clad building northwards by the addition of a similarly designed building. The extension is for additional storage and extends to 435 square metres. The new extension would be an 8 metres high steel portal building with dove grey metal cladding to the roof. The walls would be constructed in facing brick to a height of 2 metres with dove grey metal cladding above. Access to the existing warehouse is via two roller shutter doors on the north elevation. In this application one of these doors is re-located to the eastern elevation of the proposed extension. There will be no door or windows on the northern elevation, whilst the west elevation would have two fire escape doors. Car parking currently located on the application site would be re-located to the rear of the existing factory buildings and increased by twelve spaces.

#### **2. RECOMMENDATION**

**2.1 It is recommended that the application be approved subject to the conditions on the attached sheet.**

#### **3. CONCLUSIONS**

3.1 As indicated in Section 5 of the report the application is considered to be in accordance with the Development Plan. Therefore given the terms of Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 the application should be approved unless material considerations indicate otherwise.

3.2 As indicated in the report there are material considerations relevant to this application. The consultation process has not raised any adverse comments. The concerns of the objectors in respect of the perceived access and parking problems have not been borne out by the Council's Roads Division.

## **CONTRARY DECISION NOTE**

Should the Committee be of a mind to refuse the application contrary to the recommendation of the Head of Planning and Building Control, the application will not require to be referred to the Development Services Committee as it would not constitute a significant breach of policy.

**Alan Neish**  
**Head of Planning and Building Control**

**Note: This document combines key sections of the associated report for quick reference and should not in itself be considered as having been the basis for recommendation preparation or decision making by the Planning Authority.**

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**Report by Head of Planning and Building Control**

### **1. PURPOSE OF REPORT**

1.1 The purpose of this report is to present for determination a full application for planning permission that requires to be determined by the Local Planning Committee because it is subject to objections.

### **2. APPLICATION DETAILS**

2.1 **Site Description:** The application site is an area of land on the southern side of Campbell Street, Darvel, currently used as a service yard, loading area and for car parking for Lanfine Weaving. The site sits approximately 5 metres lower than Campbell Street. The site extends to 2000 square metres currently surfaced in bitmac and would have previously been the site of a factory. To the east of the site is the traditionally constructed, factory of Lanfine Weaving. This brick building has a 5.5 metre high modern extension in metal cladding built in 1998 forming the southern edge of the application site. On the western boundary of Lanfine Weaving, are red sandstone, one and a half storey residential properties. The northern edge of the site consists of 5 ft wooden fencing onto Campbell Street with a retaining wall in the service area below.

2.2 **Proposed Development:** It is proposed to extend the existing metal clad building northwards by the addition of a similarly designed building. The extension is for additional storage and extends to 435 square metres. The new extension would be an 8 metres high steel portal building with dove grey metal cladding to the roof. The walls would be constructed in facing brick to a height of 2 metres with dove grey metal cladding above. Access to the existing warehouse is via two roller shutter doors on the north elevation. In this application one of these doors is re-located to the eastern elevation of the proposed extension. There will be no door or windows on the northern elevation, whilst the west elevation would have two fire escape doors. Car parking currently located on the application site would be re-located to the rear of the existing factory buildings and increased by twelve spaces.

### 3. CONSULTATIONS AND ISSUES RAISED

3.1 East Ayrshire Council's Roads and Transportation Division has confirmed that they have no objection to the proposal subject to conditions regarding the construction of the new access to the service yard and the issuing of Road Opening Permit. Roads Division has advised that the new access must be constructed in accordance with Figure 10.20 "Major Commercial or Industrial Access" of the Development Guidelines Manual. They also advise that a Road Opening Permit must be applied for prior to any development commencing on site.

***Noted. These matters can be addressed by a condition.***

3.2 Scottish Environment Protection Agency has advised that there is no objection to the proposal on the understanding that foul or trade drainage is connected to the public sewer. The applicant should consult with Scottish Water in this regard. Additionally, SEPA have requested that surface water from the site is treated in accordance with the principles of the Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland published by CIRIA in March 2000. During the construction phase suitable precautions should be taken to avoid pollution of nearby watercourses as outlined in Pollution Prevention Guideline (PPG) 6 and any waste arising during the construction stage should be disposed of at a suitably authorised site.

***Noted. Pollution control and the treatment of surface water by a Sustainable Urban Drainage System can be addressed by means of conditions. The other matters can be addressed by Scottish Water (see below).***

3.3 The Coal Authority has not advised of any ground stability issues which would impact on the proposal.

***Noted.***

3.4 Scottish Water has confirmed that there are existing water and public sewer supplies which may be available for connection. They advise that separate discussion with their office is required to verify that existing supplies and levels would be sufficient for the proposed development. A totally separate drainage system of foul and surface water sewers will be required.

***A note can be attached to any consent advising the applicants to make early contact with Scottish Water in respect of drainage arrangements.***

3.5 East Ayrshire Council's Environmental Health Service, Scottish Power Systems and Transco has not objected to the application.

***Noted.***

3.6 Darvel Community Council has not responded at the time of writing this report.

***Noted.***

#### **4. REPRESENTATIONS**

4.1 Letters of objection have been submitted from four individuals who live in close proximity to the site. The grounds of objection are as follows:

4.2 A third extension to the factory will drastically reduce the number of off-street parking spaces available. Parking is already difficult in Campbell Street as many of the houses do not have off-street parking and it is particularly so when the factory is in operation. Yet another extension would only add to this real problem.

***The existing off-street car parking will be re-located to the rear of the factory and increased from 13 spaces to 21. Four spaces will be retained just within the delivery area, accessed off Campbell Street. The Council's Roads Division has not raised any concerns relating to parking.***

4.3 Access to the factory, especially for large lorries, is a major problem. The gates to the access ramp and the ramp itself were never designed to allow safe access to large lorries. There have been many occasions when residents have been greatly inconvenienced to move cars to provide sufficient turning space for large lorries. The current car park is also the only area of an appropriate size to be used as a turning space for these lorries when they are making their frequent deliveries. Alternatively the lorries stop in Campbell Street itself and due to the number of parked cars there, the street is blocked.

***The Council's Roads Division has not raised any concerns about the parking on Campbell Street. In connection with the access for commercial vehicles a condition can be attached to the grant of any Planning Permission to ensure that the access is constructed in accordance with Figure 10.20 "Major Commercial or Industrial Access" from the Development Guidelines Manual.***

4.4 There can be considerable noise coming from the existing factories at Lanfine Manufacturing, particularly when the main doors of the second extension

are left open as they usually are. Additional factory space will only serve to increase the noise level. Not infrequently, deliveries for Lanfine Manufacturing actually arrive the night before for an early start the next day. The lorries usually have their own sleeping accommodation and park in Campbell Street overnight. The noise from their generators is audible throughout the entire night, at great inconvenience to the residents, even at times when the factory is closed.

***Should permission be granted for the extension, the buildings would form a U-shape around a service yard. This would result in only one door of the existing warehouse facing north onto Campbell Street. The other service door would face eastwards into the new service yard. The parking of delivery lorries overnight outside the premises is outwith the control of Lanfine Weaving. They have however indicated that they are prepared to contact their suppliers to advise them of the presence of neighbouring residential properties and request that they park outwith the confines of the town.***

4.5 Campbell Street is used by children going to and from Darvel Primary School and as such the street is particularly busy at peak times of the day. Additional congestion on Campbell Street can only increase the danger to these children, and to the many young children who play in Campbell Street particularly during school holidays. Not so long ago, a young child was knocked down by a car directly outside Lanfine Manufacturing factory.

***The Council's Roads Division has not raised any concerns regarding road safety on Campbell Street.***

4.6 Regular Curtain Sales – Lanfine Manufacturing hold regular Curtain Sales through the year, almost always on Saturdays. These sales usually attract a large number of customers who drive into, and park, in Campbell Street. There is, therefore, little respite from the congestion, noise and inconvenience even at weekends.

***The applicant has confirmed the curtain sales, which occur fortnightly on Saturdays between 10.00 am and 3.00 pm. It is the intention to reduce these to once monthly. The Council's Roads Division has not raised concerns about parking on Campbell Street.***

4.7 The previous two extensions have been constructed with no regard for those people who have to look at them on a daily basis. They are neither the same size or scale, and have absolutely no aesthetic value whatsoever. There is, therefore, no reason to believe that a third extension would add any aesthetic value to Campbell Street.

***The proposed materials have been chosen to reflect those of the existing buildings. However in view of the representations, further***

***discussions have been held with the agent concerning the design of the front elevation and they have indicated a willingness to amend the elevation to a more appropriate design that reflects the mixed character of the street by means of condition if the Committee are of a mind to approve the application.***

4.8 Those houses with a view over the existing factory buildings in Campbell Street will have their outlook inextricably altered by yet another extension to the factory. It is also extremely likely that this could have a detrimental effect on prices and the saleability of these houses. Campbell Street is currently a mix of residential houses and light industrial units. Any additional factory buildings would alter that balance to the detriment of the residents of Campbell Street.

**The right of a view is not a material planning consideration. The proposed extension has been assessed against the policies of the Adopted East Ayrshire Local Plan, Policy IND 7; see Section 5 below.**

4.9 The residents of Campbell Street have already had to endure considerable noise and great inconvenience during two recent extensions to the original factory. To endure this a third time is highly excessive and extremely inconsiderate. Construction traffic in Campbell Street would be greatly increased during any build programme, further adding to the current problems.

***Noted. A condition relating to operating times for construction work, can be attached to the grant of planning consent.***

4.10 Concerns have been raised regarding the neighbour notification and period for representations.

***The objectors' concerns have been noted and addressed by this report.***

## **5. ASSESSMENT AGAINST DEVELOPMENT PLAN**

5.1 Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 provide that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of this application the development plan comprises the Approved Ayrshire Joint Structure Plan and the Adopted East Ayrshire Local Plan.

5.2 In terms of the Structure Plan the relevant policy is W4 which requires Local Plans to identify, review and maintain an adequate supply of local industrial land to meet future needs. This policy is interpreted at the local level through Policy IND 7 of the Adopted East Ayrshire Local Plan which states that:

*Extensions to Existing Industrial Premises and Extensions to Non-Industrial Buildings for Industrial or Business Purposes will be supported subject to the proposal being justified against the following criteria:-*

- (i) Impact on the surrounding environment and adjacent uses;*
- (ii) Transportation and infrastructure implications;*
- (iii) Loss of public amenity open space;*
- (iv) Loss of prime agricultural land;*
- (v) Impact on natural and built heritage resources.*

***The design of the proposed factory extension, minimises the impact on adjacent properties as there is no overlooking caused by windows, and only fire exits are located on the elevation closest to domestic property. The present car parking will be re-located and increased to the rear of the factory and existing access arrangements for commercial vehicles are maintained. It is therefore considered that the application complies with the terms of criteria (i) of Policy IND 7. As outlined in Section 3 of this report there are no transport or infrastructure implications; it is therefore considered that the application complies with the terms of criteria (ii) of Policy IND 7. Criteria (iii) to (v) are not applicable. The proposal therefore accords with the Adopted East Ayrshire Local Plan.***

## **6. ASSESSMENT AGAINST OTHER MATERIAL CONSIDERATIONS**

6.1 The principal material considerations relevant to the determination of this application are the consultation responses, the representations and the impact the proposal will have on the amenity of the area. The former are detailed in Sections 3 and 4 of the report. It is not considered that these raise any adverse aspects that would be of sufficient weight to merit the refusal of the application.

6.2 In terms of the impact on the amenity of the area it is considered that the proposal whilst raising the intrusiveness of the site does so on the basis of an established industrial use which is expanding. It is therefore considered that the proposal can be supported in development plan terms and with the use of appropriate conditions certain aspects can be secured to ensure the visual impact of the proposal is softened.

## **7. FINANCIAL AND LEGAL IMPLICATIONS**

7.1 There are no financial or legal implications for the Council in determining the application.

## **8. CONCLUSIONS**

8.1 As indicated in Section 5 of the report the application is considered to be in accordance with the Development Plan. Therefore given the terms of Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 the application should be approved unless material considerations indicate otherwise.

8.2 As indicated in the report there are material considerations relevant to this application. The consultation process has not raised any adverse comments. The concerns of the objectors in respect of the perceived access and parking problems have not been borne out by the Council's Roads Division.

## **9. RECOMMENDATION**

**9.1 It is recommended that the application be approved subject to the conditions on the attached sheet.**

### **CONTRARY DECISION NOTE**

Should the Committee be of a mind to refuse the application contrary to the recommendation of the Head of Planning and Building Control, the application will not require to be referred to the Development Services Committee as it would not constitute a significant breach of policy.

**Alan Neish**  
**Head of Planning and Building Control**

11 February 2004  
(AG/MMM)

FV/DVM

## LIST OF BACKGROUND PAPERS

1. Application Forms/Plans.
2. Statutory Notices/Certificates.
3. Representations.
4. Consultations.
5. Approved Ayrshire Joint Structure Plan.
6. Adopted East Ayrshire Local Plan.

Anyone wishing to inspect the above papers please contact Ailsa Graham on 01563 576787.

***Implementation Officer: Dave Morris***

031100FL

## EAST AYRSHIRE COUNCIL

## TOWN &amp; COUNTRY PLANNING (SCOTLAND) ACT 1997

03/1100/FL

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Site of Proposal:	Honesty Works Campbell Street DARVEL
Nature of Proposal:	Proposed Factory Warehouse Extension
Name & Address of Applicant:	Lanfine Ltd Campbell Street DARVEL
Name & Address of Agent:	W I Munro Chartered Architects 1 Seaford Street KILMARNOCK KA1 2BZ

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DPOs Reference: AG/MMM

The above FULL application should be granted subject to the following conditions:-

1. The access to be formed shall be constructed in accordance with Figure 10.20 "Major Commercial or Industrial Access" of the Council's Development Guidelines Manual.

REASON In the interests of road safety.

2. Before any work commences on site, details of a Sustainable Urban Drainage System and its maintenance following installation shall be submitted to, and approved by the Planning Authority. The Sustainable Urban Drainage System shall thereafter be installed on site, prior to the occupation of the building hereby approved.

REASON To ensure that adequate drainage is provided.

3. Notwithstanding the plans hereby approved further details of the design and materials on the front elevation shall be submitted to and approved by the Planning Authority prior to the commencement of development on the site. Said details shall provide for the raising of the eaves level and the introduction of additional elevational detailing.

REASON In the interests of visual amenity.

4. Notwithstanding the plans hereby approved, further details of the proposed landscaping on the site shall be submitted to and approved by the Planning Authority prior to the commencement of development on site and thereafter implemented as approved.

REASON In the interests of visual amenity.

5. No construction work, site clearance or preparation works shall take place before 08:00 hours and after 18:00 hours on Mondays to Fridays, or before 08:00 hours and after 13:00 hours on Saturdays nor at any time on Sundays.

REASON In the interests of residential amenity.

6. The new car parking spaces to the rear of the premises shall be constructed prior to the commencement of works to the warehouse extension.

REASON In the interests of road safety.

7. The new access into the yard/hardstanding area shall be formed prior to the use of the extension hereby approved, in accordance with the requirements of figure 10.20 of the Council's Roads Division Development Guidelines Manual.

REASON In the interests of road safety.

8. The development hereby approved shall be undertaken in accordance with SEPA's PPG 6, Pollution Prevention Guideline such that there is no pollution of nearby water courses.

REASON In the interests of public health and general amenity.

#### NOTES TO APPLICANT:-

1. The developer shall make early contact with the Scottish Environment Protection agency and Scottish Water to confirm their request to utilise a Sustainable Urban Drainage System (SUDS) with regard to surface water. These authorities require this development to be drained in accordance with the recommendations contained in the CIRIA manual on SUDS, and

will also advise on the appropriate foul drainage connections to the public sewer.

2. The Council does not currently have a general agreement with Scottish Water in relation to the maintenance of public SUDS. Proposals for site specific agreements which may require to involve the developer or other third parties will be considered within the overall framework recommended in the Design Manual for SUDS published by CIRIA.

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