

**Argyll and Bute Council  
Development and Infrastructure Services**

**Delegated Planning Application Report and Report of Handling as required by Schedule 2 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 relative to applications for Planning Permission or Planning Permission in Principle**

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<b>Reference No:</b>	21/00700/PP
<b>Planning Hierarchy:</b>	Local
<b>Applicant:</b>	Mr Campbell MacKellar
<b>Proposal:</b>	Erection of two industrial units for Class 4 Business
<b>Site Address:</b>	Mull Of Kintyre Industrial Estate, Albyn Road, Campbeltown

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**DECISION ROUTE**

Local Government (Scotland) Act 1973

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**(A) THE APPLICATION**

**(i) Development Requiring Express Planning Permission**

- Erection of industrial units
- Change of use to Class 4 (business)
- Creation of six parking spaces

**(ii) Other specified operations**

- Connection to services
  - Preparation of ground
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**(B) RECOMMENDATION:**

Recommend that planning permission be approved subject to the conditions and reasons attached.

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**(C) CONSULTATIONS:**

**Area Roads 21.05.2021** No objections. A road opening permit is required as is detail regarding the control of surface water from the site. Conditions will be attached to any approval regarding site access on to a public road. The existing radius kerbs are to be replaced and the footway lowered to provide a dropped kerb crossing for pedestrians.

**Scottish Water 19.04.2021** No objection to the proposal but advised that they cannot confirm that connections to fresh and foul water systems can be made. They advise the applicant to formally contact them regarding connections.

**Health And Safety General 22.04.2021** No objections as the proposal is not three storeys or above, will have fewer than 100 employees and the employees will not be specifically disabled.

**Environmental Health 10.06.2021** No objections subject to conditions regarding external lighting, construction working hours and operational noise levels.

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**(D) HISTORY:**

92/01015/DET001 Grant consent NCR only. Jaegar Factory, The Roding, Campbeltown. Formation of seven upper floor windows. Approved 21.12.1992

**(E) PUBLICITY:**

Regulation 20 advert expired 21.05.2021 Campbeltown Courier/Argyll advertiser

Neighbour notification expired 21.05.2021

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**(F) REPRESENTATIONS:**

There have been 21 representations of which 16 were wholly negative, three with negative and positive comments and two wholly supportive.

**(i) Representations received from:**

**Objections:**

Richard Todd, 5 Roding Cottages, Campbeltown, PA28 6LU, 07.05.2021  
Alison McCormick, 5 Roding Cottages, Campbeltown, PA28 6LU, 07.05.2021  
Donald McCrimmon, 6 Roding Cottages, Campbeltown, PA28 6LU, 05.05.2021  
Elizabeth McCrimmon, 6 Roding Cottages, Campbeltown, PA28 6LU 05.05.2021  
N Hunter, 7 Roding Cottages, Campbeltown, PA28 6LU, 13.05.2021  
Katrina McCallum, 77 Roding, Campbeltown, PA28 6LU, 12.05.2021  
Campbell McCallum, 77 Roding, Campbeltown, PA28 6LU, 12.05.2021  
Michelle Leishman, 81 Roding, Campbeltown PA28 6LU, 12.05.2021  
Thomas McGrory, 85 Roding, Campbeltown, PA28 6LU, 12.05.2021  
Jennifer McGrory, 85 Roding, Campbeltown, PA28 6LU, 12.05.2021  
Keith Craig, Trelane, Roding, Campbeltown, 12.05.2021  
Martine Craig, Trelane, Roding, Campbeltown, 11.05.2021  
John Brown, West Garavoigne, Roding, Campbeltown, 12.05.2021  
Fiona Brown, West Garavoigne, Roding, Campbeltown, 12.05.2021  
Isabel McConachie, No Address Given, 06.05.2021  
Rhona McSporrnan, No Address Given, 17.05.2021

**Issues Raised:**

- The stated address of the application is incorrect
- The use class may not reflect the nature of the applicants business

*Comment: Officers are satisfied with the detailed address of the proposal. Furthermore, officers must determine applications based on their own merits and as submitted. If the use class changes in the future then this will be dealt with at the appropriate time.*

- The use would be an unacceptable intensity of the road.
- Adding to the existing entrances to industrial premises in the area may be an unacceptable intensification of use
- The development may exacerbate current residential parking issues in the area
- The development may affect the safe functioning of the ambulance station

*Comment:*

*The proposal conforms to the council's minimum standards of access, parking and turning. Specific requirements can be conditioned on any approval. The scale of the proposed development is not likely to generate extra movements to the main road such as to constitute intensification. Off-site parking on the public road is unlikely to increase, however it is noted that any issues arising should be raised*

*with Police Scotland if necessary. The proposal has acceptable levels of parking and is not expected to impact on residential amenity and there is a legal requirement for the proposal to keep access / egress to and from the ambulance station clear.*

- Further commercialisation of the area with its attendant noise, congestion, pollution and safety issues
- The area is not suitable for more non-residential land use
- The design of the buildings is not in keeping with the area
- The buildings may overshadow neighbouring houses to the loss of their amenity and privacy
- Previous applications in the area declined due to health and safety concerns and the proximity to the gas works site
- Previous approved applications in the area have not been developed
- The hours of business use have not been stated possibly leading to a loss of amenity for neighbours

*Comment:*

*The site is within a business area identified as such in the Local Development Plan. It is expected that LDP2 will supersede the current plan this year. There were no representations that the business area boundary should be altered to remove the right to business development in the future. The scale and design of the development are within supplementary policy guidelines regarding density, massing and design. A sun path exercise showed that any shadowing would be minimal and inconsistent over any year.*

*It is noted that previous applications have been declined or undeveloped. It is also noted that the business hours have not been stated but issues of statutory nuisance can be raised through Environmental Health if necessary.*

#### **Further Representation**

Janette Morran, 4 Roding Cottages, Campbeltown, PA28 6LU, 06.05.2021

Alan Harrow, No Address Given, 22.04.2021

Carole Harrow, No Address Given, 22.04.2021

#### **Issues Raised:**

- Improvement to the vacant site is welcomed
- The use would be an unacceptable intensity of road use
- Further commercialisation of the area with its attendant noise, congestion, pollution and safety issues

*Comment: The comments are noted and/or answered above.*

#### **Support**

John Gurr, Waters Edge, Inverneill, Lochgilphead, 12.05.2021

Jamie Reid, 37 Davaar Avenue, Campbeltown, PA28 6NQ, 09.05.2021

#### **Issues Raised:**

- There is a shortage of this type of units affecting employment possibilities in the town
- The on-site parking may help to relieve parking congestion on the public road

*Comment: The comments are noted.*

**(G) SUPPORTING INFORMATION**

Has the application been the subject of:

- |       |  |    |
|-------|--|----|
| (i)   | Environmental Statement:   | No |
| (ii)  | An appropriate assessment under the Conservation (Natural Habitats) Regulations 1994:  | No |
| (iii) | A design or design/access statement:   | No |
| (iv)  | A report on the impact of the proposed development eg. Retail impact, transport impact, noise impact, flood risk, drainage impact etc: | No |

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**(H) PLANNING OBLIGATIONS**

Is a Section 75 agreement required: No

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**(I) Has a Direction been issued by Scottish Ministers in terms of Regulation 30, 31 or 32: No**

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**(J) Section 25 of the Act; Development Plan and any other material considerations over and above those listed above which have been taken into account in the assessment of the application**

**(i) List of all Development Plan Policy considerations taken into account in assessment of the application.**

**'Argyll and Bute Local Development Plan' Adopted March 2015**

LDP STRAT 1 – Sustainable Development  
LDP DM 1 – Development within the Development Management Zones  
LDP 3 – Supporting the Protection Conservation and Enhancement of our Environment  
LDP 5 – Supporting the Sustainable Growth of our Economy  
LDP 8 – Supporting the Strength of Our Communities  
LDP 9 – Development Setting, Layout and Design  
LDP 10 – Maximising our Resources and Reducing our Consumption  
LDP 11 – Improving Our Connectivity and Infrastructure

**'Supplementary Guidance to the Argyll and Bute Local Plan 2015' (Adopted March 2016)**

**Support for Business & Industry: General**

SG LDP BUS 1 – Business and Industry Proposals in Existing Settlements and Identified Business and Industry Areas

**Bad Neighbour Development**

SG LDP BAD 1 – Bad Neighbour Development

**Sustainable Siting and Design**

SG LDP Sustainable – Sustainable Siting and Design Principles

**Transport (Including Core Paths)**

SG LDP TRAN 4 - New and Existing, Public Roads and Private Access Regimes

**(ii) List of all other material planning considerations taken into account in the assessment of the application, having due regard to Annex A of Circular 3/2013.**

- Scottish Planning Policy
- Consultations
- Planning History
- Representations raising matters material to the determination process
- ABC LDP 2, Proposed November 2019

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**(K) Is the proposal a Schedule 2 Development not requiring an Environmental Impact Assessment: No**

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**(L) Has the application been the subject of statutory pre-application consultation (PAC): No**

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**(M) Has a sustainability check list been submitted: No**

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**(N) Does the Council have an interest in the site: No**

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**(O) Requirement for a hearing:** No - There have been a total of sixteen objections with two submissions in support. Consideration is therefore required as to whether a discretionary hearing would add value to the process. In deciding whether to exercise their discretion to allow respondents to appear at a hearing, the members of the PPSL Committee should be guided by :

- Whether the proposal constitutes a justified departure to the local development plan, and/or is a Council Interest Application and the degree of local interest and controversy,
- The complexity of technical/material considerations raised,
- How up-to-date the Development Plan is, the relevance of the policies to the proposed development and whether the representations are on development plan policy grounds which have recently (ie. within the 5 year life of the Plan) been considered through the development plan process,
- The volume of representations and degree of conflict within the local community,
- The degree of local interest and controversy on material considerations eg. the relative size of community affected set against the relative number of representations, and their provenance,
- Whether there has been any previous decisions or predetermination hearing held covering similar issues/material considerations.

The proposal does not constitute a departure from LDP policy. A total of 21 representations have been received with 16 objections, three with objections and support and two in support of the proposal. All issues raised have been addressed by consultees and within the Report on Handling and associated proposed conditions. In these circumstances, it is considered that a Hearing would add little value to the determination process.

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**(P) Assessment and summary of determining issues and material considerations**

The proposal is for two business units each approximately 120sqm either side of the existing access to the 810sqm rectangular site beside the unclassified road known

as Rooding and in the Main Settlement of Campbeltown as defined in the Local Development Plan (adopted 2015)(LDP). The scale of the site and proposed buildings is termed small scale under policies LDP 5 and SG LDP BUS 1. The proposed use class 4 (light industry) is a type acceptable under policy, however in residential locations the proposed development should not erode the residential character of the area, or adversely affect local residents, through an increase in traffic levels, noise, fumes or hours of operation. The proposal should also be consistent with any other relevant Local Development Plan policy and associated Supplementary Guidance.

The site is within the Area For Action (AFA 14/5) which is a strategic designation for relocation/redevelopment and improvement at the edge of town centre and is currently vacant. There were no representations to continuing the boundary of the AFA during the consultation period of LDP2 and therefore is still regarded as a suitable site for redevelopment and improvement. The site is at the northerly edge of an Established Business and Industry Area (EBIS) and under policy LDP 5 the council will support the development of new industry and business which helps deliver sustainable economic growth and is consistent with Schedule B2 of policy. The Campbeltown area is also identified as an Economically Fragile Area in the LDP. The proposal is consistent with policies LDP DM1 and LDP STRAT 1 which encourage sustainable development on appropriate sites which may be vacant and contain and/or utilise existing infrastructure.

Policy SG LDP BUS 1 normally permits new class 4 use in settlements and EBIS. The design, scale and siting of the new development should respect the townscape character and appearance of the surrounding area SG LDP Sustainable. The surrounding houses are generally terrace style with pitched roofs and their backs to the proposed site. The proposed units are 12.5m x 9.5m x 6m to the roof ridge and are of a standard industrial design. There will be a large roller shuttered door with two pedestrian doors and a small window for the bathrooms. The large doors will open to a courtyard formed in the space between the buildings and with the six parking spaces arranged mainly to the front of the site. The standalone nature within the site is different to the long shed look of the units in nearby Albyn Place but is not deemed to be out of place within the surrounding streetscape and the scale, massing and orientation of the different buildings.

Although the proposal is not strictly a bad neighbour development under the terms of schedule 3 it may share some of the same characteristics. There are houses within 20 metres to the north and the west and the proposal is therefore required to be tested under policies LDP 8 and SG LDP BAD 1 as a "bad neighbour" development. The development therefore should not introduce unacceptable adverse effects on the amenity of neighbouring residents. The proposal is for class 4 light industry and due to its nature, and that of the buildings' design impact on for example noise, light and smells is accepted as minimal.

The hours of business use have not been stated on the application which may lead to a minimum loss of amenity for neighbours. A condition limiting the hours of operation is considered to be unreasonable, however a condition limiting noise levels is proposed. It is noted that further commercialisation of the area may produce attendant noise, congestion, pollution and safety issues. The addition of dedicated parking on site and the improvements to the access and pedestrian footway are recognised as beneficial and any intensification of pedestrian and motor vehicle use during working times is not considered significant. The Health and Safety Executive have not advised against the proposal and any breaches of codes are not planning issues.

A sun path analysis was conducted for midday on the dates 01.06.2021 and 01.12.2020. The shadow effects were 4.5m and 26.5m which are deemed acceptable within the site and its surroundings. The nearby gasometer (75m from the site) gave results of 6.75m and 40m. The nearest house (to the west) is 4m from the roof ridge of the nearest proposed unit.

Policies LDP 8 and SG LDP BAD 1 require that technical standards in terms of parking, traffic circulation, vehicular access and servicing, and pedestrian access are met in full; and in terms of LDP 11, SG LDP 4 and 6. SG LDP TRAN 6 requires one parking space for 50sqm developed floor space and therefore the proposed six spaces represents a slight over provision. The proposal is acceptable to the Roads and Amenity Department subject to conditions regarding the access and the maintenance of the parking spaces. The reason for this is to avoid congestion in the area and intensification of parking use in the nearby public roads. The existing radius kerbs are to be replaced and lowered to provide a dropped kerb crossing for pedestrians.

The proposal is deemed to comply with the council's vision to create the best possible environment for competitive businesses to thrive without undermining our future potential in delivering economic growth.

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**(Q) Is the proposal consistent with the Development Plan:** Yes

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**(R) Reasons why Planning Permission or Planning Permission in Principle Should be Granted:**

The site is an established business and industry site where there is a presumption in favour of such development. Officers are satisfied that there will not be any adverse effects on nearby residential properties. The works will result in additional business accommodation supporting potential new jobs and economic growth with the advantage of proximity to existing businesses and the potential for beneficial interactions.

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**(S) Reasoned justification for a departure to the provisions of the Development Plan**  
None

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**(T) Need for notification to Scottish Ministers or Historic Environment Scotland:**  
No

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**Author of Report:** Derek Wilson      **Date:** 07.06.2021

**Reviewing Officer:** David Love      **Date:** 08.06.2021

**Fergus Murray**  
**Head of Development & Economic Growth**

<b>CONDITIONS AND REASONS RELATIVE TO APPLICATION REF. NO. 21/00700/PP</b>																									
1	<p>The development shall be implemented in accordance with the details specified on the application form dated 26.03.2021, supporting information and, the approved drawings listed in the table below unless the prior written approval of the planning authority is obtained for an amendment to the approved details under Section 64 of the Town and Country Planning (Scotland) Act 1997.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Plan Title.</th> <th style="text-align: left;">Plan Ref. No.</th> <th style="text-align: left;">Version</th> <th style="text-align: left;">Date Received</th> </tr> </thead> <tbody> <tr> <td>Location plan</td> <td>2864/101</td> <td>-</td> <td>29.03.2021</td> </tr> <tr> <td>Site plan</td> <td>2864/102</td> <td>-</td> <td>29.03.2021</td> </tr> <tr> <td>Plan and elevations unit 1</td> <td>2864/103</td> <td>-</td> <td>29.03.2021</td> </tr> <tr> <td>Plan and elevations unit 2</td> <td>2864/104</td> <td>-</td> <td>16.04.2021</td> </tr> <tr> <td>Fence and water butts</td> <td>2864/105</td> <td>-</td> <td>29.03.2021</td> </tr> </tbody> </table> <p>Reason: For the purpose of clarity, to ensure that the development is implemented in accordance with the approved details.</p>	Plan Title.	Plan Ref. No.	Version	Date Received	Location plan	2864/101	-	29.03.2021	Site plan	2864/102	-	29.03.2021	Plan and elevations unit 1	2864/103	-	29.03.2021	Plan and elevations unit 2	2864/104	-	16.04.2021	Fence and water butts	2864/105	-	29.03.2021
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Fence and water butts	2864/105	-	29.03.2021																						
2	<p>Notwithstanding the provisions of Condition 1, the proposed access shall have a minimum width of 5.50 metres and visibility splays of 42 metres to point X by 2.40 metres to point Y from the centre line of the proposed access. Prior to work starting on site the access hereby approved shall be formed to at least base course standard and the visibility splays shall be cleared of all obstructions such that nothing shall disrupt visibility from a point 1.05 metres above the access at point X to a point 0.6 metres above the public road carriageway at point Y. The final wearing surface on the access shall be completed prior to the development first being brought into use and the visibility splays shall be maintained clear of all obstructions thereafter.</p> <p>Reason: In the interests of road safety.</p>																								
3	<p>A dropped kerb pedestrian crossing is to be provided at the connection to the public road and vehicular gates are to open inwards to the site. Any boundary fence must not obscure the visibility splay for the house named Trelane to the west of the site and which requires visibility splays of 42m x 2.40m x 1.05m.</p> <p>Reason: In the interests of road safety.</p>																								
4	<p>There are to be three parking spaces for each unit which must remain clear for use in perpetuity. No outside storage is to be permitted in the vehicle access, turning or parking areas.</p> <p>Reason: In the interests of road safety.</p>																								
5	<p>The land and premises to which this permission relates shall only be used for Class 4 (light industry) and for no other use including any other purpose in Class 6 (Storage and Distribution) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 and the General Permitted Development Order 1992 (as amended).</p> <p>Reason: To enable the Planning Authority to control any subsequent change of use which might otherwise benefit From deemed permission in order to protect the amenity of the locale.</p>																								



6	<p>No development shall commence until a scheme of boundary treatment, surface treatment and landscaping has been submitted to and approved in writing by the Planning Authority. The scheme shall include details of:</p> <ul style="list-style-type: none"> <li>i) Location, design and materials of proposed fences and gates and walls;</li> <li>ii) Surface treatment of proposed means of access and hardstanding areas;</li> <li>iii) Any proposed re-contouring of the site by means of existing and proposed ground levels.</li> <li>iv) Proposed hard and soft landscape works.</li> </ul> <p>The development shall not be occupied until such time as the boundary treatment, surface treatment and any re-contouring works have been completed in accordance with the duly approved scheme.</p> <p>All of the hard and soft landscaping works shall be carried out in accordance with the approved scheme during the first planting season following the commencement of the development, unless otherwise agreed in writing by the Planning Authority.</p> <p>Reason: To assist with the integration of the proposal with its surroundings in the interest of amenity.</p>
7	<p>No development shall commence until full details of any external lighting to be used within the site has been submitted to and approved in writing by the Planning Authority. Such details shall include the location, type, angle of direction and wattage of each light which shall be so positioned and angled to prevent any glare or light spillage outwith the site boundary.</p> <p>No external lighting shall be installed except in accordance with the duly approved scheme.</p> <p>Reason: In order to avoid light pollution in the interest of amenity.</p>
8	<p>The Noise Rating Level attributable to the operation of the approved development shall not exceed background noise levels by more than 3dB (A) at any residential property measured and assessed in accordance with BS4142:2014.</p> <p>Reason: In order to protect the amenities of the area from noise nuisance</p>
9	<p>Notwithstanding the provisions of Condition 1, the development hereby permitted shall be restricted to the specified operational hours of Mondays to Fridays 08:00 hours until 18:00 hours and 08:00 hours to 13:00 hours on Saturdays. Sundays and Bank Holidays the use shall not be permitted at all.</p> <p>Reason: In order to protect the amenities of the area from noise nuisance</p>

## NOTE TO APPLICANT

- **The length of the permission:** This planning permission will last only for three years from the date of this decision notice, unless the development has been started within that period [See section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended).]
- In order to comply with Section 27A(1) of the Town and Country Planning (Scotland) Act 1997, prior to works commencing on site it is the responsibility of the developer to complete and submit the attached 'Notice of Initiation of Development' to the Planning Authority specifying the date on which the development will start.
- In order to comply with Section 27B(1) of the Town and Country Planning (Scotland) Act 1997 it is the responsibility of the developer to submit the attached 'Notice of Completion' to the Planning Authority specifying the date upon which the development was completed.
- A Road Opening Permit under the Roads (Scotland) Act 1984 must be obtained from the Council's Roads Engineers prior to the formation/alteration of a junction with the public road.
- The access shall be constructed and drained to ensure that no surface water is discharged onto the public road.
- Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at [www.scotlandontap.gov.uk](http://www.scotlandontap.gov.uk)
- All external lighting should be designed in accordance with the Scottish Government's Guidance Note "Controlling Light Pollution and Reducing Light Energy Consumption" 2007, Annexes A and B. Site specific advice may be obtained by contacting the Council's Environmental Health Officers.
- Site specific advice may be obtained by contacting the Council's Environmental Health Officers.

## **APPENDIX A – RELATIVE TO APPLICATION NUMBER: 21/00700/PP**

### **PLANNING LAND USE AND POLICY ASSESSMENT**

#### **A. Settlement Strategy**

The currently vacant site is within the north of the Main Settlement of Campbeltown as defined in the Local Development Plan (adopted 2015) (LDP). Housing predominates to the north and to the east of the nearby A83. The housing is low rise flats and terraces. The surrounding houses are generally terrace style with pitched roofs and their backs to the proposed site. The site is at the northern edge of the Area for Action (AFA 14/5) which is an 8.62 hectare strategic designation for relocation/redevelopment and improvement at the edge of town centre. The businesses in the area tend to be engineering and light industry with council facilities and a gas holder across the road from the site.

There were no representations to continuing the boundary of the AFA during the consultation period of LDP2 and therefore this is still regarded as a suitable site for redevelopment and improvement. The site is at the northerly edge of an Established Business and Industry Area (EBIS) and under policy LDP 5 the council will support the development of new industry and business which helps deliver sustainable economic growth and is consistent with Schedule B2 of policy. The Campbeltown area is also identified as an Economically Fragile Area in the LDP. The proposal is consistent with policies LDP DM1 and LDP STRAT 1 which encourage sustainable development on appropriate sites which may be vacant and contain and/or utilise existing infrastructure. The proposal within the site is consistent with the council's objective to support the continued diversification and sustainable growth of the council's economy.

#### **B. Location, Nature and Design of Proposed Development**

The proposal is for two business units each approximately 120sqm either side of the existing access to the 810sqm rectangular site beside the unclassified road known as Roading. The scale of the site and proposed buildings is termed small scale under policies LDP 5 and SG LDP BUS 1. The proposed use class 4 (light industry) is a type acceptable under policy, however in residential locations the proposed development should not erode the residential character of the area, or adversely affect local residents, through an increase in traffic levels, noise, fumes or hours of operation. Policy SG LDP BUS 1 normally permits new class 4 use in settlements and EBIS.

The proposed units are 12.5m x 9.5m x 6m to the roof ridge and are of a standard industrial design. They will both have a large roller shuttered door with two pedestrian doors and a small window for the bathrooms. The large doors will open to a courtyard formed in the space between the buildings and with the six parking spaces arranged mainly to the front of the site. The standalone nature within the site is different to the long shed look of the units in nearby Albyn Place but is not deemed to be out of place within the surrounding streetscape and the scale, massing and orientation of the different buildings. A wooden boundary fence will enclose the site

The design, scale and siting of the new development is deemed to respect the townscape character and appearance of the surrounding area in accordance with LDP 9 and SG LDP Sustainable.

#### **C. Natural Environment**

The site is entirely urban with verge vegetation of grasses.

#### **D. Built Environment**

Policy LDP STRAT 1 encourages the principles of sustainable development. This includes maximising the opportunity for local community benefit; supporting communities and maximising the use of existing infrastructure and services; utilising public transport corridors; conserving/enhancing the built environment and respecting the character of settlements.

It is noted that further commercialisation of the area may produce attendant noise, congestion, pollution and safety issues. The addition of dedicated parking on site and the improvements to the access and pedestrian footway are recognised as beneficial and any intensification of pedestrian and motor vehicle use during working times is not considered significant. The Health and Safety Executive have not advised against the proposal and any breaches of codes are not planning issues.

#### **E. Road Network, Parking and Associated Transport Matters.**

Policies LDP 8 and SG LDP BAD 1 require that technical standards in terms of parking, traffic circulation, vehicular access and servicing, and pedestrian access are met in full; and in terms of LDP 11, SG LDP 4 and 6. SG LDP TRAN 6 requires one parking space for 50sqm developed floor space and therefore the proposed six spaces represents a slight over provision. The proposal is acceptable to the Roads and Amenity Department subject to conditions regarding the access and the maintenance of the parking spaces. The reason for this is to avoid congestion in the area and intensification of parking use in the nearby public roads. The existing radius kerbs are to be replaced and lowered to provide a dropped kerb crossing for pedestrians. Concerns that an increase in traffic will be detrimental to all road users and especially those of the nearby ambulance station are not deemed to be supported by available data.

#### **F. Infrastructure**

The adequacy of the public water supply and drainage system is a matter for assessment by the relevant statutory undertaker, however there is no evidence to suggest the water supply and drainage infrastructure provided is inadequate for a class 4 business use. Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. The applicant is providing four water storage butts on site at capacities of 800 litres and heights of 1.800 metres. These will connect with the guttering on the units one on each side, to provide a grey water supply.

There will be a 1.8m wooden fence around the site with similar access gates opening inwards to the site.

#### **G. Other Key Policy Matters**

The nearest houses are within 20 metres to the north and the west and the proposal is therefore required to be tested under policies LDP 8 and SG LDP BAD 1 as a "bad neighbour" development. The development therefore should not introduce unacceptable adverse effects on the amenity of neighbouring residents. The proposal is for class 4 light industry and due to its nature, and that of the buildings' design impact on for example noise, light and smells is accepted as minimal.

Officers do not consider that nearby residential amenities will be affected in relation to loss of privacy by reason of direct overlooking of windows to habitable rooms or by shadowing effects of the new buildings and fencing. .

Having regard to all material considerations, including representations of objection, I consider that a light industry use is not out of keeping with the character of the area and will not be unduly detrimental to nearby residential amenities consistent with policies LDP 8, LDP 9, SG LDP BAD 1 and SG – Sustainable Siting and Design Principles.