

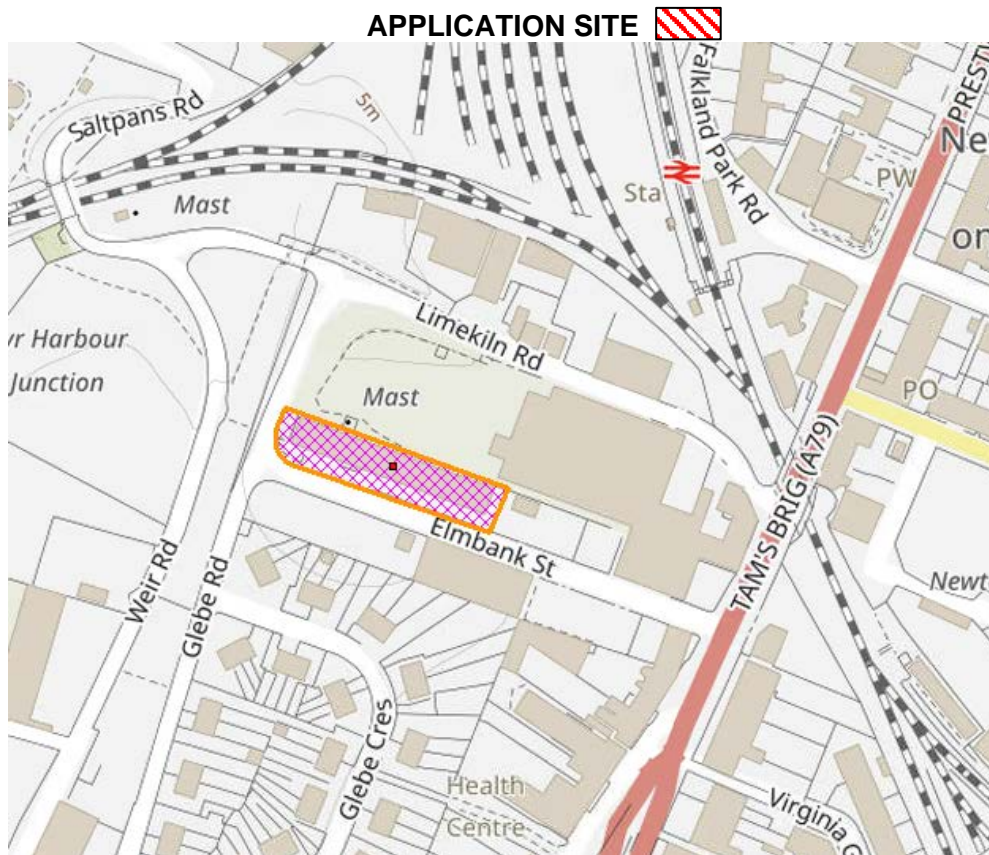
REGULATORY PANEL: 06 JUNE 2024

REPORT BY HOUSING, OPERATIONS AND DEVELOPMENT

24/00029/APP

6A ELMBANK STREET AYR SOUTH AYRSHIRE KA8 8DH

Location Plan



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Summary

Planning permission is sought for the change of use of a workshop to form a dance school. No external alterations are proposed to the building. Alterations to the internal layout of the premises are proposed which shall enable the creation of 3 dance studios, changing areas, a waiting area, an office and kitchen for staff, and toilets. 7 parking spaces including 1 accessible bay together with motorcycle and bicycle parking are proposed to be formed to the front of the premises.

This planning application requires to be reported to the Council's Regulatory Panel, in accordance with the Council's approved procedures for handling planning applications and Scheme of Delegation, as 10 or more competent written objections have been received from individuals, organisations or third parties and the recommendation is to approve.

It is considered that on balance the proposal can be supported by the National Planning Framework 4 (2023) and the Adopted South Ayrshire Local Development Plan (2022). It is considered that the proposal represents a sustainably located development involving the re-use of vacant property, within a sustainable and accessible location, and that, the proposals, subject to being appropriately conditioned, will not detract from the character or appearance of the surrounding area or introduce any adverse amenity issues. In acknowledging the recommendation of the Ayrshire Roads Alliance, it is considered that the consultation responses do not raise any issues of over-riding concern, noting the nature of the proposal and the location and characteristics of the area, that cannot be addressed by condition. Equally, the points raised in the representations have been fully considered, but do not raise any issues that would merit a recommendation of refusal of the application.

Accordingly, given this assessment and having balanced the applicant's rights against the general interest, it is recommended that the application be approved subject to conditions.

REPORT BY HOUSING, OPERATIONS AND DEVELOPMENT

REGULATORY PANEL: 06 JUNE 2024

SUBJECT:	PLANNING APPLICATION REPORT
APPLICATION REF:	24/00029/APP
SITE ADDRESS:	6A Elmbank Street Ayr South Ayrshire KA8 8DH
DESCRIPTION:	Change of use from existing workshop to a dance school
RECOMMENDATION:	Approval with conditions

APPLICATION REPORT

This report fulfils the requirements of Regulation 16, Schedule 2, paragraphs 3 (c) and 4 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. The application is considered in accordance with the Council's Scheme of Delegation as well as the Procedures for the Handling of Planning Applications.

Key Information:

- The application was received on 17 January 2024.
- The application was validated on 17 January 2024.
- A Site Visit was carried out by the Planning Authority on 5 February 2024.
- Neighbour Notification, under Regulation 18 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, was carried out by the Planning Authority on 25 January 2024.
- No Site Notice was required.
- No Public Notice in the Local Press was required.

1. Proposal:

The application site is located at 6A Elmbank Street, Ayr and is currently a vacant unit formerly used as a workshop. The site is situated on the corner of Elmbank Street and Glebe Road. The premises is the end unit of a row of commercial premises located within the single storey building. The adjoining units are currently occupied by a gym and dance school. The site, and the immediate locality is situated within the Newton-on-Ayr area, where there are a variety of different land uses. Commercial premises are also located opposite the site to the south and there is a private car park to the north.

The proposals comprise of the change of use of a workshop to form a dance school. No external alterations are proposed to the building. The alterations to the internal layout of the premises proposed shall enable the creation of 3 dance studios, changing areas, a waiting area, an office and kitchen for staff, and toilets.

7 off road parking spaces including 1 accessible bay together with motorcycle and bicycle parking are proposed to be formed to the front of the premises.

The application submission has been accompanied by both a Design and Access Statement and Additional Supporting Documentation, which set out the background to the selection of the site and details of the proposed operations of the business, as follows:

- The applicant is seeking relocate their existing business from their current, larger premises to the application site.
- Alternative premises within Ayr Town centre were considered by the applicant. However, both the rental cost and size of the premises available were not considered to be viable options with respect to the requirements of the dance school.
- The hours of operation will be the same as the applicant's current premises: Mon-Fri 1600-2100, Sat 0900-1600 and Sun 0945-1200.
- The business has 7 employees in total, with only 3 in work on any one day.
- The maximum capacity of the application site is 64 pupils and 3 staff.
- The business operates currently from a larger premises, typically at less than 75% of the maximum capacity of the current application site.
- Class sizes range from 5 to a maximum of 20 children. The average maximum number of pupils in the building at any one time is 25. This increases to 40 on Saturdays between 1100 and 1300.
- Classes will be 45 minutes long with a 15-minute break in between and 2-3 classes running simultaneously.
- Generally, 3 staff members would travel by car and would remain parked on site until 30 minutes after the last class of the day.
- Pupils generally arrive either by public transport or are dropped off and collected after class. Some pupils car share or cycle.
- The timetable has been designed to allow pupils to attend 2 to 3 classes at time i.e. one after the other. This in turn means that the arrival and departure of vehicles is varied.

This planning application requires to be reported to the Council's Regulatory Panel, in accordance with the Council's approved procedures for handling planning applications and Scheme of Delegation, as 10 or more competent written objections have been received from individuals, organisations or third parties and the recommendation is to approve.

2. Consultations:

Ayrshire Roads Alliance - Recommend refusal on the basis that the parking provision demonstrated falls short of the Council's requirements for a development of this nature.

Council's Environmental Health Service - Offer no objections, subject to conditions.

3. Submitted Assessments/Reports:

In assessing and reporting on a Planning application the Council is required to provide details of any report or assessment submitted as set out in Regulation 16, Schedule 2, para. 4 (c) (i) to (iv) of the Development Management Regulations.

None.

4. S75 Obligations:

In assessing and reporting on a Planning application the Council is required to provide a summary of the terms of any Planning obligation entered into under Section 75 of The Town and Country Planning (Scotland) Act in relation to the grant of Planning permission for the proposed development.

None.

5. Scottish Ministers Directions:

In determining a Planning application, the Council is required to provide details of any Direction made by Scottish Ministers under Regulation 30 (Directions requiring consultation), Regulation 31 (Directions requiring information), Regulation 32 (Directions restricting the grant of Planning permission) and Regulation 33 (Directions requiring consideration of condition) of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, or under Regulation 50 (that development is EIA development) of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.

None.

6. Representations:

14 representations have been received, all of which object to the proposed development. All representations can be viewed online at www.south-ayrshire.gov.uk/planning

The issues raised by Representees can be summarised as follows.

- Traffic and transport issues and road safety concerns.
- Business competition.
- Safety risks during construction.
- Usage of proposed kitchen.

A response to these representations is included within the assessment section of this report.

In accordance with the Council's procedures for the handling of Planning applications the opportunity exists for Representees to make further submissions upon the issue of this Panel Report by addressing the Panel directly.

7. Assessment:

The material considerations in the assessment of this planning application are the provisions of the development plan, other policy considerations (including government guidance), objector concerns and the impact of the proposal on the amenity of the locality.

On 13 February 2023, Scottish Ministers published and adopted National Planning Framework 4 (NPF4). NPF4 sets out the Scottish Ministers position in relation to land use planning matters and now forms part of the statutory development plan, along with the South Ayrshire Local Development Plan 2 (LDP2) (adopted August 2022).

Sections 25(1) and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) indicates that in making any determination under the Planning Acts, regard is to be had to the development plan. The determination shall be made in accordance with the plan unless material considerations indicate otherwise. The application is determined on this basis.

Legislation states that in the event of any incompatibility between a provision of NPF4 and a provision of an LDP, whichever of them is the later in date is to prevail (Town and Country Planning (Scotland) Act 1997 ("the 1997 Act"); Section 24(3)). NPF4 was adopted after the adoption of LDP 2, therefore NPF4 will prevail in the event of any incompatibility.

- (i) National Planning Framework 4 (NPF4)

The following policies of NPF4 are relevant in the assessment of the application and can be viewed in full online at [National Planning Framework 4 - gov.scot \(www.gov.scot\)](http://www.gov.scot):

- National Policy 1: Tackling the climate and nature crisis
- National Policy 2: Climate mitigation and adaptation
- National Policy 9: Brownfield, vacant and derelict land and empty buildings
- National Policy 13: Sustainable Transport
- National Policy 14: Design, quality and place
- National Policy 27: City, town, local and commercial centres

Policy 1 gives significant weight to the global climate emergency in order to ensure that it is recognised as a priority in all plans and decisions. While policy 2 seeks to ensure that emissions from new development are minimised as far as possible. Policy 9 supports the appropriate reuse of existing buildings. Policy 14 seeks to encourage, promote and facilitate well designed development that makes successful places by taking a designed approach to ensure that development proposals do not result in a detrimental impact on the quality of an area, regardless of scale. The application site is currently an existing and vacant former workshop. The proposals shall comprise of the relocation of an existing dance school business to this location, bringing the premises back into use. There are other similar leisure uses within the immediate locale. No external alterations to the building area proposed. As such, it is considered the development proposals are in compliance with these policies.

National Policy 13 considers the issue of sustainable transport and active travel and is supportive of development in locations which support safe sustainable travel, and travel by means other than private vehicle. The application site is located approximately 220 metres/3-minute walk from the nearest bus stop heading north on New Road (A79) and approximately 275 metres/4-minute walk from the nearest bus stop heading south on Tams Brig (A79). The site is also located approximately 370 metres/5-minute walk from Newton-on-Ayr Train station. The premises is also adjacent to both National Cycle Route 7 and Core Path SA1, which take route along Glebe Road. It is therefore considered that the proposed development is accessible by multiple forms of public transport and active travel measures and therefore complies with the terms of this policy.

National policy 27 seeks to encourage, promote and facilitate development in city and town centres. This policy outlines that development proposals that enhance and improve the vitality and viability of city, town and local centres, including proposals that increase the mix of uses, will be supported.

The proposed development represents the reuse of a building previously occupied as a workshop as a dance school. No external alterations to the building are proposed. The property is located in an area with a mix of uses, with some noise generating non-residential uses. To the east of the site, it is noted there are commercial uses including a gym, dance school and car wash. On the opposite side of Elmbank Street, heading east, there are more commercial uses, including a car dealer, tyre shop and gym. It is therefore considered that the proposed use, while located outwith a town centre, is appropriate at this given location, due to the mix of uses and established mix-use character of the immediate locale.

The provisions of NPF4 must be read and applied as a whole, and as such, no policies should be read in isolation. The application has been considered in this context and it is considered that the proposed development accords with the provisions of NPF4, as set out further below.

(ii) South Ayrshire Local Development Plan 2

The following policies of the South Ayrshire Local Development Plan 2 are relevant in the assessment of the application and can be viewed in full online at [Local development plan 2 - South Ayrshire Council \(south-ayrshire.gov.uk\)](https://www.south-ayrshire.gov.uk):

LDP 2 Strategic Policy 1: Sustainable Development
LDP 2 Strategic Policy 2: Development Management
LDP 2 Policy: Residential Policy within Settlements, Release Sites and Windfall Sites
LDP 2 Policy: Newton-on-Ayr
LDP 2 Policy: Land Use and Transport

The proposals represent development within the settlement of Ayr and it is important to ensure that proposals do not adversely impact on the amenity of the area in which the property is located. LDP2 identifies the site as being within the Newton-On-Ayr light industrial area. It is noted there are several commercial uses to the east, northeast, south and southwest of the site including gyms, a dance school and car wash. A local neighbourhood centre, with various commercial premises, is located approximately 215 metres to the northeast of the site at Tams Brig. The nearest residential properties are located approximately 45 metres to the south of the site on Glebe Crescent. As such, the immediate locale comprises of a mix of uses. The proposed development shall involve the reuse of a vacant premises as a dance school, which is an existing business relocating to the application site. As such it is considered that the proposed use shall be appropriately sited at this location, and the application has been considered in this context.

LDP Policy: Land use and transport, sets out a number of standards which development proposals should adhere to. These include taking appropriate measures to keep any negative effects of road traffic on the environment to a minimum, development linking in to existing/proposed active travel networks, including walking, cycling and public transport networks, and provide parking that reflects the role of the development, the location in which it is situated and the projected capability of existing parking facilities. The application site is located approximately 220 metres/3-minute walk from the nearest bus stop heading north on New Road (A79) and approximately 275 metres/4-minute walk from the nearest bus stop heading south on Tams Brig (A79). The site is also located approximately 370 metres/5-minute walk from Newton-on-Ayr Train station. The premises is also adjacent to both National Cycle Route 7 and Core Path SA1, which take route along Glebe Road. It is therefore considered that the proposed development is accessible by multiple forms of public transport and active travel measures.

The Design and Access statement submitted in support of the application outlines that the business has 7 employees, with only 3 in work on any one day. These staff members generally travel by car and remain parked on site until 30 minutes after the last class. At the current location pupils generally arrive either by public transport, car share or are dropped off and collected after class by private car. Given the age range of the potential pupils ranges from children aged 2 ½ upwards, it is likely that while younger children may require taken into the building, older children will only require to be dropped off. All classes will be 45 minutes long with 2-3 classes running simultaneously and 15-minute break in between each class. The timetable has been designed to allow pupils to attend 2 to 3 classes at time, one after the other. This in turn means that the arrival and departure of vehicles is varied. Given that the proposed application site is within walking distance of multiple forms of public transport and adjacent to a cycle route it is considered reasonable to conclude that pupils could continue to access the business via public transport at this new location. It is noted that the application submission proposes cycle storage for 10 bicycles.

As noted above, the Ayrshire Roads Alliance have recommended refusal of the application on the basis that the parking provision demonstrated falls short of the Council's requirements for a development of this nature. The ARA have suggested that a maximum of 60 spaces is required. However, it is noted that the ARA have not raised any concerns with respect to either road safety or accessibility, with the recommendation based only on parking provision. The application submission is accompanied by a proposed parking layout which seeks to demonstrate 7 off-street parking spaces (including 1 accessible space) and 2 motorcycle spaces. The ARA have advised that the layout proposed presents a layout which is in line with Council design standards.

It is also noted that there is unrestricted (e.g., no double yellow lines) on-street parking available on Elmbank Street to accommodate dropping and picking up pupils of the proposed dance school. The premises across the road to north of the application site is currently occupied by a car dealer which has off street parking. The opening hours of which overlap the proposed development for an hour on weekdays (between 4 and 5pm) and Saturday mornings (between 9am and 12.30pm). The premises adjacent to the car dealer is occupied by a tyre shop and the opening hours overlap the proposed development for only half an hour on weekdays (4-4.30pm). The unit adjoined to the application site is occupied by a gym which does overlap the operating hours of the proposed development on weekdays (between 4 and 7pm) and all day on Saturday but also has capacity for off-street parking to the front of the property. The hours of operation of the dance studio adjoined to this gym are not clear but it has capacity for off street parking to the front. Another gym is located further east along Elmbank Street which is served by a car park of approximately 30 spaces. As such, it is considered that the proposed use shall not have significant competition for off-street parking with other neighbouring businesses during their core hours of operation.

While it is acknowledged that the ARA have applied the Councils own adopted parking standards to arrive at their recommendation of refusal of this application, it is considered in this case that a reasonable exception to the standards can be made by affording greater weight to the other material considerations including the opportunities for sustainable means of accessing the site by both public transport and active travel measures and that the proposed development shall bring back into economic use a vacant premises with an established business. Additionally, Elmbank Street offers on-street parking opportunities and the application site itself has capacity to accommodate 7 off-street parking spaces, including cycle bays. It is also considered that due to its core hours of operation, the proposed dance school will not be competing for off-street parking with many other neighbouring businesses. Furthermore, a condition can be imposed to any approval granted requiring a Travel Plan is submitted prior to the occupation of the development, which includes measures designed to encourage modes of travel other than private car.

On balance, the proposal is considered to revitalise a previously redundant building by the relocation of this existing established business to the locale, to the benefit of the wider economy and is not considered to raise significant issues relating to traffic, transport, road safety and accessibility, that would warrant the refusal of this application in this instance, subject to the aforementioned condition.

The provisions of the Adopted South Ayrshire Local Development Plan 2 must be read and applied as a whole, and as such, no single policy should be read in isolation. The application has been considered in this context and overall is considered to be in accordance with the provisions of LDP2, as set out further below.

(iii) Other Policy Considerations (including Government Guidance)

None.

(iv) Objector Concerns

- Traffic and transport issues and road safety concerns.

This matter is considered in detail in both sections 7(ii) and (iv) of this report.

In summary, the Ayrshire Roads Alliance have recommended refusal of the application on the basis that the parking provision demonstrated falls short of the Council's requirements for a development of this nature. The ARA have not raised any concerns with respect to either road safety or accessibility. The application site can be assessed by both public transport and active travel measures, there are existing on-street parking opportunities on Elmbank Street and the application site itself has capacity for 7 off-street parking spaces and cycle bays. Furthermore, it is not anticipated that there will be a great deal of conflict for on street parking with other businesses in the locale due to the core hours of operation, as noted elsewhere in this report.

Whilst it is acknowledged that the site has the capacity to be accessed via sustainable transport methods, it is deemed appropriate to attach a condition to any approval granted required a Travel Plan is submitted prior to the occupation of the development, which includes measures designed to encourage modes of travel other than private car.

- Business competition.

Competition between businesses does not constitute a material planning consideration. As such, this matter does not form part of the assessment of this current application.

- Safety risks during construction.

There are no external alterations proposed. However, should any noise or related nuisance arise through the works to complete the internal alterations proposed, this would be for the Council's Environmental Health Service to investigate under their statutory powers.

- Usage of proposed kitchen.

The representation suggests that the small kitchen facility is to be used as a cafe, but a cafe is not proposed as part of this application. The kitchen is for the use of staff only and a condition can be imposed in this regard should permission be granted for the change of use of the unit to a dance school. The development relates solely to the change of use of an existing workshop to form a dance school.

(v) Impact on the Locality

As noted above, the development proposal represents development within the settlement of Ayr. LDP2 identifies the site as being within the Newton-On-Ayr light industrial area. It is noted there are several commercial uses to the east, northeast, south and southwest of the site including gyms, a dance school and car wash. A local neighbourhood centre with various commercial premises is located approximately 215 metres to the northeast of the site at Tams Brig. The nearest residential properties are located approximately 45 metres to the south of the site on Glebe Crescent. As such the immediate locale comprises of a mix of uses. No external alterations are proposed to the building. The proposed change of use will revitalise a previously redundant building by the relocation of this existing established business to the locale, to the benefit of the wider economy.

With regard to any potential impact on residential amenity, it is noted that the closest residential property is located approximately 45 metres to the south of the application site. The Council's Environmental Health Service has raised no objection to the proposal, subject to the attachment of relevant noise related conditions. Additionally, while it is not anticipated, it is noted that the Environmental Health Service has statutory powers in relation to any noise nuisance should it occur. Therefore, it is considered that the proposed development shall not adversely impact on the amenity of nearby properties, subject to the conditions outlined below.

The Ayrshire Roads Alliance have recommended refusal of the application on the basis that the parking provision demonstrated falls short of the Council's adopted standards which require a maximum of 60 spaces for a dance studio. The ARA have not raised any concerns with respect to either road safety or accessibility.

Given the ARA position, it has been important to look closely at the nature of the proposed development. The age range for the proposed dance studio is 2 ½ upwards. Parents/ carers of younger pupils who are travelling by car would be expected to either park within the 7 proposed parking bays or on street and take them into the dance studio. For those who are in the older age range, it is more likely that they will be 'dropped off' with no requirement for parents/ carers to park for any length of time or enter the premises. It is also known that car sharing is common practice amongst pupils attending dance schools. Furthermore, the core operational hours of the proposed dance studio are such that there is unlikely to be any significant degree of competition for on street parking between business in the area.

As an alternative to the private car, parents/ carers/ pupils could be expected to travel by bike, noting the close proximity to National Cycle Route 7 and the on site cycle bay parking proposed by the applicant, or take public transport to the premises given how accessible it is by both bus and train. A condition is recommended to secure a travel plan to encourage car sharing and the use of more sustainable modes of transport that are available. Considering these other material considerations, it is the view of the Planning Service that a reasonable exception can be made in this case to allow a departure from the Council's parking standards and support the proposed change of use to a dance studio.

On balance, the proposal is considered to revitalise a previously redundant building by the relocation of this existing established business to the locale, to the benefit of the wider economy and is not considered to raise significant issues relating to traffic, transport, road safety and accessibility at the locale, that would warrant the refusal of this application in this instance, subject to a condition which requires the provision of a Travel Plan, which includes measures designed to encourage modes of travel other than private car, to be submitted prior to the occupation of the development.

For the reasons noted above, it is considered that the development proposals broadly align with the provisions of National Planning Framework 4 and the Adopted South Ayrshire Local Development Plan 2. Accordingly, it is considered that the development does not detract from the character or appearance of the surrounding area or introduce any adverse amenity issues. Indeed, it is regarded that the proposal will enhance the vitality of the area by utilising a vacant property and is also a location accessible by sustainable modes of transport. Given the above and having balanced the applicant's rights against the general interest, it is recommended that the application be approved, subject to conditions.

8. Conclusion:

The application has been assessed against the various material planning considerations which include the provisions of the development plan, consultations, representations received (14 in total) and the impact of the proposed development on the locality. The assessment concludes that the proposed development broadly complies with the provisions of National Planning Framework 4 (2023) and the Adopted South Ayrshire Local Development Plan (2022). It is considered that the proposal represents a sustainably located development involving the re-use of vacant property, within a sustainable and accessible location, and that, the proposals, subject to being appropriately conditioned, will not detract from the character or appearance of the surrounding area or introduce any adverse amenity issues. In acknowledging the recommendation of the Ayrshire Roads Alliance, it is considered that the nature of proposal including the hours of operation, the in-curtilage parking and cycle bays to be provided and the unrestricted on street parking in the area such as on Elmbank Street allows for the change of use to dance studio to be considered favourably. Equally, the points raised in the letters of objection have been fully considered, but do not raise any issues that would merit a recommendation of refusal of the application. Overall, there are no policy objections, and following the above assessment, it is considered that, on balance, the application should be recommended for approval, subject to conditions.

9. Recommendation:

It is recommended that the application is approved subject to the conditions (C) and reasons (R) set out below:

- (1C) That the development hereby permitted must be begun within **three years** of the date of this permission.
- (1R) **Reason:** *To be in compliance with Section 58 of The Town and Country Planning (Scotland) Act 1997 as amended by Section 32 of The Planning (Scotland) Act 2019.*
- (2C) That the development hereby granted shall be implemented in accordance with the approved plan(s) as listed below and as forming part of this permission unless a variation required by a condition of the permission or a non-material variation has been agreed in writing by the Planning Authority.
- (2R) **Reason:** *To ensure that the development is carried out in accordance with the approved plans unless otherwise agreed.*
- (3C) Prior to the occupation of development, a noise assessment shall be undertaken and submitted so as to determine the likelihood of noise nuisance from the dance studio on noise sensitive receptors. The assessment shall be carried out by a suitably qualified acoustic consultant or other competent person and shall include all relevant noise sources that may impact on nearby residential properties. The assessment shall be undertaken using the current British Standard (or as may be amended) from the closest accessible location to the nearest noise sensitive dwelling from where noise can be measured, or other location as may be agreed. The assessment shall identify any mitigation measures required to achieve British Standard ratings and shall be agreed in writing with the Planning Authority, in consultation with the Council's Environmental Health Service, prior to the occupation of the development. The location from where the noise can be measured from will first be agreed in writing by the Planning Authority.
- (3R) **Reason:** *To avoid noise disturbance in the interests of residential amenity.*
- (4C) That before the occupation of the development a Travel Plan, shall be submitted for the formal prior written approval of the Council as Planning Authority (in consultation with the Council as Roads Authority). The Travel Plan shall identify the measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan. It shall incorporate measures designed to encourage modes of travel other than private car.
- (4R) **Reason:** *To encourage sustainable means of travel.*
- (5C) The kitchen shall be used solely for purposes incidental to the use of the premises as a dance school and no commercial activities shall be undertaken to the satisfaction of the Planning Authority.
- (5R) **Reason:** *To define the terms of this planning permission, and to retain proper planning control over the development.*

Advisory Notes:

- (1) The hours of operation for any construction/alterations to the development shall be restricted to between 8 am and 6pm Monday to Friday and 8am and 1pm on Saturdays. No operations or activity shall take place at any time on a Sunday.

9.1 List of Determined Plans:

- Drawing - Reference No (or Description): A514-L01
- Drawing - Reference No (or Description): A514-L02
- Drawing - Reference No (or Description): A514-L03
- Drawing - Reference No (or Description): A514-L04
- Drawing - Reference No (or Description): A514-L05
- Drawing - Reference No (or Description): A514-L06 Rev. D

Supporting Information - Reference No (or Description): Design and Access Statement

Supporting Information - Reference No (or Description): Additional Supporting Documentation

9.2 Reason for Decision (where approved):

The application has been assessed against the various material planning considerations which include the provisions of the development plan, as formed by the combined provisions of National Planning Framework 4 (2023) and the Adopted South Ayrshire Local Development Plan (2022), consultations, representations received (14 in total) and the impact of the proposed development on the locality. The assessment concludes that the proposed development broadly complies with the development plan. It is considered that the proposal represents a sustainably located development involving the re-use of vacant property, within a sustainable and accessible location, and that, the proposals, subject to being appropriately conditioned, will not detract from the character or appearance of the surrounding area or introduce any adverse amenity issues. In acknowledging the recommendation of the Ayrshire Roads Alliance, it is considered that the consultation responses do not raise any issues of over-riding concern that cannot be addressed by absorbing on street parking in the area such as on Elmbank Street and by way of the parking spaces which can be accommodated within the application site. Equally, the points raised in the letters of objection have been fully considered, but do not raise any issues that would merit a recommendation of refusal of the application. Overall, there are no policy objections, and following the above assessment, it is considered that, on balance, the proposal, suitably conditioned, will not detract from the character or appearance of the surrounding area or introduce any significant, adverse amenity issues.

The explanation for reaching this view is set out in the Report of Handling and which forms a part of the Planning Register.

Background Papers:

1. Planning application form, plans and supporting information.
2. National Planning Framework 4.
3. Adopted Local Development Plan 2.
4. Consultation Responses.
5. Representations.

Equalities Impact Assessment:

An Equalities Impact Assessment is not required because the proposed development is not considered to give rise to any differential impacts on those with protected characteristics.

Person to Contact:

Ms Emma McKie, Planner - Place Planning - Telephone 01292 616 203