

Report

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Report to:	Planning Committee
Date of Meeting:	24 May 2011
Report by:	Executive Director (Enterprise Resources)

Application No	CL/11/0154
Planning Proposal:	Extension of Salt Storage Barn

1 Summary Application Information

- Application Type : Detailed Planning Application
- Applicant : South Lanarkshire Council
- Location : Carnwath Roads Depot
Carnwath Road
Carnwath

2 Recommendation(s)

2.1 The Committee is asked to approve the following recommendation(s):-

- (1) Grant Detailed Planning Permission – (Subject to Conditions – Based on Conditions Stated).

2.2 Other Actions/Notes

- (1) The Planning Committee has delegated powers to determine this application.

3 Other Information

- ◆ Applicant's Agent: SLC Housing and Technical Resources
- ◆ Council Area/Ward: 03 Clydesdale East
- ◆ Policy Reference(s): **South Lanarkshire Local Plan (adopted 2009)**
Policy STRAT 4 - Accessible Rural Area
Policy ENV 34 - Development in the Countryside
Policy DM 1 - Development Management

- ◆ Representation(s):
 - ▶ 0 Objection Letters
 - ▶ 0 Support Letters
 - ▶ 0 Comments Letters

- ◆ Consultation(s):

Shell (UK) Ltd

Network Rail

Planning Application Report

1 Application Site

- 1.1 The application site consists of part of an existing local authority roads depot, located in the rural area, approximately half a mile to the west of the town of Carnwath. The site extends to approximately 0.98 ha and is bounded by open fields to the north and west, by the Council maintained cemetery facility to the south west, by the Edinburgh – Carstairs Railway to the east, with mature woodland beyond, and by the A70 Lanark – Carnwath road to the south. The existing Council Roads Depot takes vehicular access from the B7016 Braehead Road. The mature woodland effectively screens the depot from the east, with limited public views from the north, south and west, due to the topography of both the site itself and the immediate surrounding landform.

2 Proposals

- 2.1 The applicants propose to extend the existing salt storage barn located on the site, adding an extra 675 sq metres of floorspace to the existing 554 sq metre building. The extended structure will be capable of accommodating a significantly increased volume of salt and is proposed to be constructed to a maximum height of 10.7 metres, slightly higher than the existing structure. The submitted plans indicate that the walls of the extension will be clad externally in 4 metre high concrete panels with timber cladding above, with the roof finished in fibre cement profile sheeting. The proposed area on which the extended structure is to be built is presently utilised for vehicle maneuvering associated with the existing use of the roads depot. No additional parking provision is proposed as the existing parking facilities for staff are not affected by the proposals. It should also be noted that a Shell Ethylene Pipeline crosses through the site, approximately 18 metres to the north of the position of the proposed extension.

3 Background

3.1 Local Plan Status

- 3.1.1 In the South Lanarkshire Local Plan (Adopted March 2009) there are several relevant policies which apply in respect of this proposal. The site is covered by Policy STRAT4: Accessible Rural Area which aims to promote the development of the settlements within this area as more sustainable communities. The local plan strategy is to ensure that the area's high quality natural and built environment is not eroded.
- 3.1.2 Policy ENV34: Development in the Countryside provides guidance on design of development in the rural area and emphasises the need to respect the existing landscape and avoid adversely interfering with existing views in and out of the site.
- 3.1.3 Policy DM1: Development Management aims to avoid detrimental impacts upon visual and environmental amenity, that the proposal should respect the local context and encourages sustainability.

3.2 Relevant Government Advice/Policy

- 3.2.1 None relevant

3.3 Planning History

- 3.3.1 There are no records of any previous planning applications on the application site.

4 Consultation(s)

4.1 **Network Rail** – have no objections to the development and suggest that a number of advice notes may be appropriate if the authority decides to grant consent.

Response: Noted.

4.2 **Shell (UK) Ltd** – have verbally confirmed they have no objections to the proposals and that they have been in discussion with the applicant prior to the submission of the application.

Response: Noted.

5 Representation(s)

5.1 In response to the advertisement of the application in the local press as Non-notification of neighbours, no letters of objection have been received.

6 Assessment and Conclusions

6.1 The application seeks detailed consent for the extension of an existing salt storage barn, sited within an existing local authority roads depot that is located within the rural area, near to Carnwath. The main determining issues are compliance with the adopted Local Plan policies and impact upon visual and rural amenity.

6.2 The adopted South Lanarkshire Local Plan covers the application site, identifying the site as being located within the countryside, subject to Policy STRAT4: Accessible Rural Area. The policy aims to promote the development of the settlements within this area as more sustainable communities, and ensure the protection of the area's high quality natural and built environment. Notwithstanding this I am satisfied that the proposal represents a necessary functional extension to an existing roads depot that has historically been located within the rural area. In addition, I consider that the overall character of the area will not be adversely affected by the proposals.

6.3 Policies ENV34 and DM1 encourage development which respects the local surroundings, landscape, biodiversity, avoiding infringing upon views in and out of the site, discourage sub-urbanisation and adhere to the principles of sustainability. Following a detailed assessment of the proposals I am of the opinion that the development will be visually contained by existing woodland and the topography of the site in relation to the wider area and therefore any visual impact upon the landscape setting of the wider rural area will be minimal.

6.4 There have been no objections or adverse comments to the proposals from statutory consultees, nor representations from residents within the surrounding area.

6.5 In view of all of the above and following a detailed assessment, I am satisfied that the proposals represent an appropriate form of development for the site and that detailed planning consent should be granted.

7 Reasons for Decision

7.1 The proposals are considered to comply with Policies STRAT4, ENV34 and DM1 of the adopted South Lanarkshire Local Plan.

Colin McDowall
Executive Director (Enterprise Resources)

6 May 2011

Previous References

- ◆ N/A

List of Background Papers

- ▶ Application Form
- ▶ Application Plans

- ▶ Consultations
 Network Rail

27/04/2011

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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Detailed Planning Application

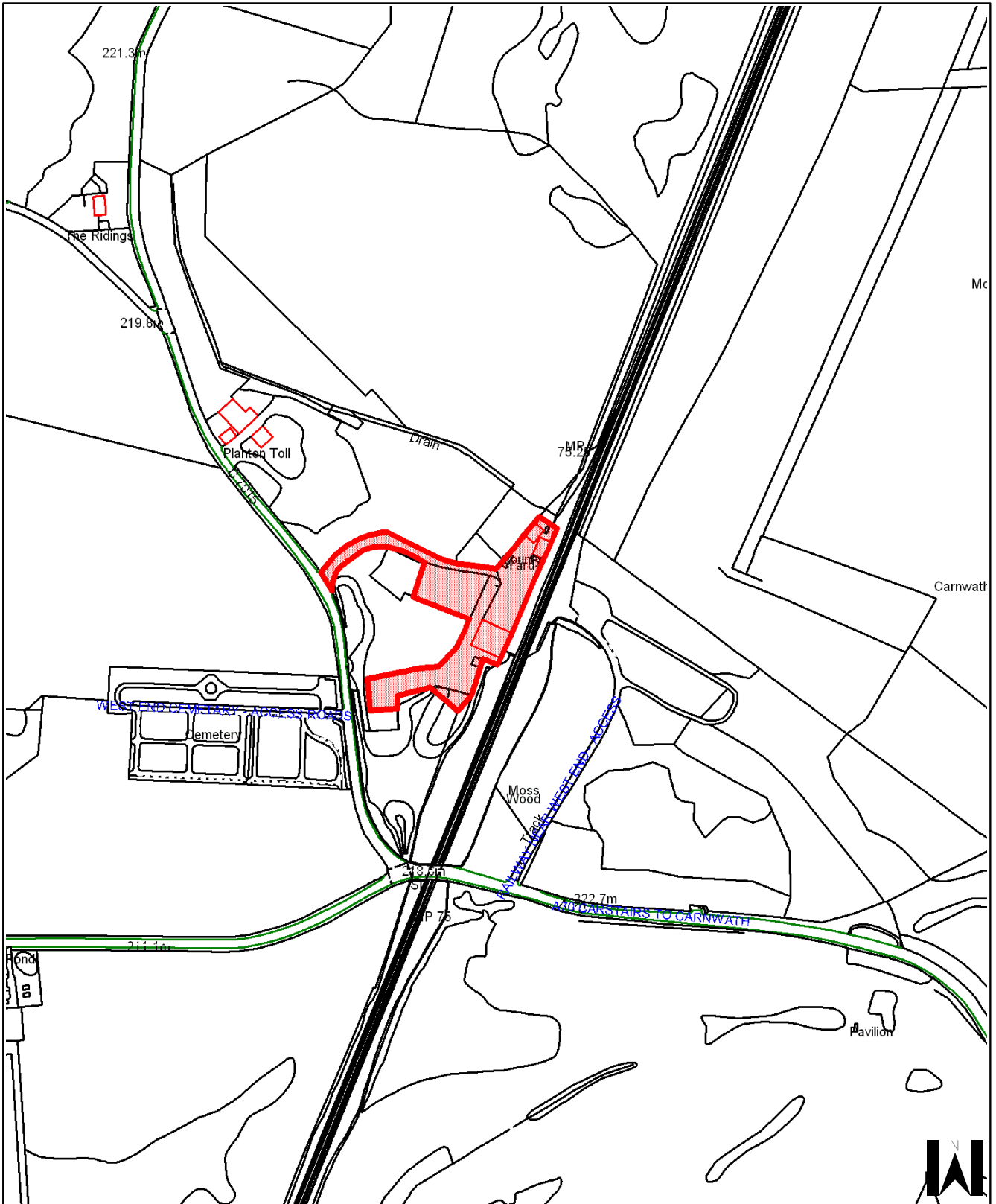
PAPER APART – APPLICATION NUMBER : CL/11/0154

CONDITIONS

- 1 The consent shall be carried out strictly in accordance with drawing numbers: AL (00) 01, AL (01) 00, AL (01) 01, AL (03) 01, AL (03) 02.
- 2 That the development shall be carried out strictly in accordance with the plans hereby approved and no change to the design or external finishes shall take place without the prior written approval of the Council as Planning Authority.
- 3 All external colours shall be agreed in writing with the Council as Planning Authority prior to the commencement of works.
- 4 All surface or foul water arising from the development must be collected and diverted away from Network Rail Property. Any Sustainable Urban Drainage Scheme should not be sited within 10 metres of railway infrastructure and should be designed with long term maintenance plans which meet the needs of the development.

REASONS

- 1 For the avoidance of doubt and to specify the drawings upon which the decision was made.
- 2 In the interests of amenity and in order to retain effective planning control.
- 3 In the interests of amenity and in order to retain effective planning control.
- 4 Uncontrolled drainage towards the railway may have a direct impact on the reliability and frequency of the rail transport in the area.



For information only

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