

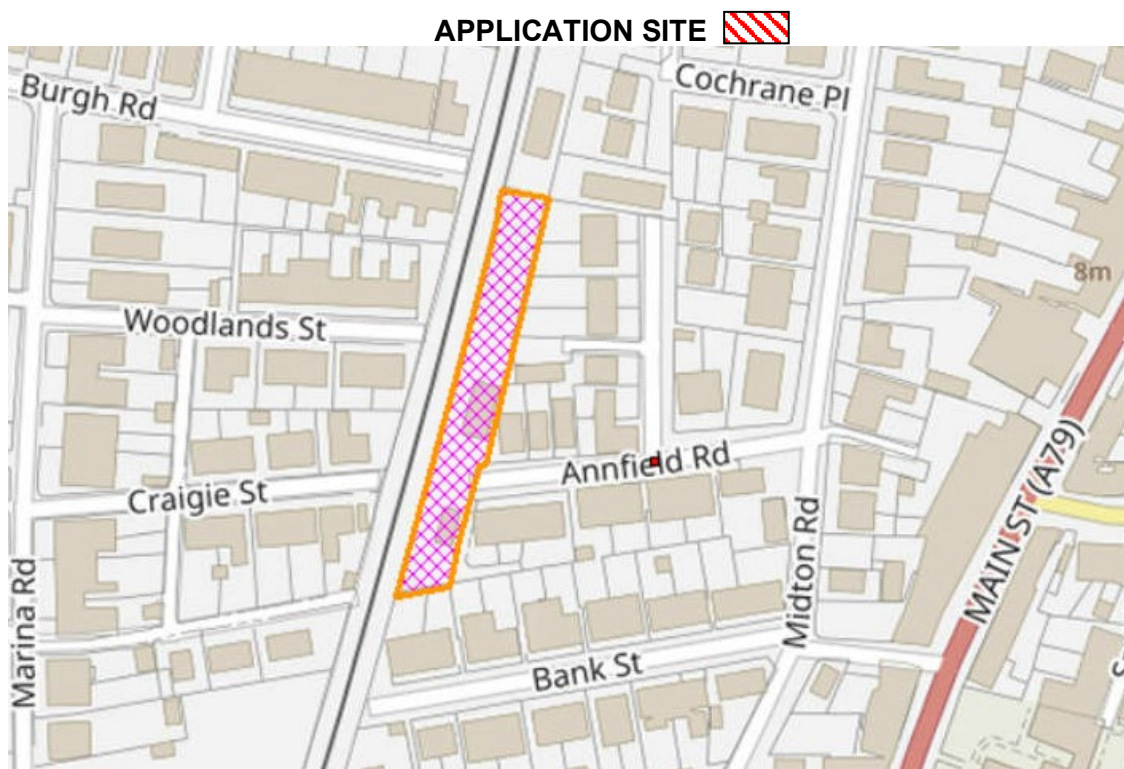
## REGULATORY PANEL: 11 SEPTEMBER 2025

### REPORT BY HOUSING, OPERATIONS AND DEVELOPMENT

22/00220/APP

LAND AT ANNFIELD ROAD PRESTWICK SOUTH AYRSHIRE

#### Location Plan



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The drawings and other documents relating to this application, can be accessed on the Council's website via the link below:

[\(Application Summary\)](#)

#### Summary

Planning permission is sought for the erection of five dwellinghouses on land accessed from Annfield Road, Prestwick. The application site comprises a long, rectangular and narrow brownfield plot formerly occupied by a haulage yard, located within the settlement boundary of Prestwick and within a predominantly residential area, as prescribed by the South Ayrshire Local Development Plan 2. The application has generated a number of representations from third parties. Consultation responses have been received with no objections raised, subject to the attachment of planning conditions.

On balance, the proposed development has been assessed against the relevant policies of National Planning Framework 4 (NPF4) alongside South Ayrshire Local Development Plan 2, and it is considered that the proposal is capable of positive consideration against the terms, criteria and requirements of the applicable statutory planning policy framework. Other material planning considerations, including residential amenity, design, drainage and road safety, have been assessed and it is not considered that any of these matters would warrant a recommendation other than approval, noting the development's compliance with the statutory development plan framework.

## REPORT BY HOUSING, OPERATIONS AND DEVELOPMENT

### REGULATORY PANEL: 11 SEPTEMBER 2025

<b>SUBJECT:</b>	<b>PLANNING APPLICATION REPORT</b>
<b>APPLICATION REF:</b>	<b>22/00220/APP</b>
<b>SITE ADDRESS:</b>	<b>Land at Annfield Road Prestwick South Ayrshire</b>
<b>DESCRIPTION:</b>	<b>Erection of 5 dwellinghouses</b>
<b>RECOMMENDATION:</b>	<b>Approve subject to payment of commuted sum in lieu of play equipment and imposition of conditions</b>

#### 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 9 March 2022.
- The application was validated on 9 March 2022.
- The case officer has visited the site on a number of occasions during the assessment of the application.
- 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 24 July 2025.
- No Site Notice was required.
- No Public Notice in the Local Press was required.

#### **1. Proposal:**

Planning permission is sought for the erection of 5 dwellinghouses on land adjacent to and accessed from Annfield Road, Prestwick. The site is a former haulage yard which has lain empty for a number of years, and currently features a large derelict building with considerable vegetation overgrowth. The application site comprises an elongated rectangular piece of land which covers an area of approximately 2,230 square metres. The surrounding residential area is characterised by single and one and half storey dwellinghouses which bound the north, south and east of the application site. The western side of the application site is bound by a railway line which sits in an elevated position, approximately 1.5 metres above the application site.

The proposal comprises the erection of 5 dwellinghouses which are dispersed throughout the site. Plots 1 and 2 are located immediately to the west of 31 and 10 Annfield Road, respectively. Plot 3 is located to the west of the garden ground of 10 Annfield Road and also a site occupied by garages; whereas plots 4 and 5 are located to the west of the dwellings located at 9 to 15 Annfield Terrace. The dwelling proposed within plot 1 comprises a different house design to those proposed within plots 2 to 5. While the design ethos of the proposed houses are similar, the dwelling proposed within plot 1 has different fenestration arrangements to that of the dwellings proposed within plots 2 to 5. The proposed dwellings are to be finished in a combination of materials comprising; rendered external walls, buff brick external base course, timber/ aluminium facing windows, concrete roof tiles, uPVC rainwater goods and steel doors with timber facings. Access to the proposed development would be taken directly from Annfield Road.

### Planning History

Planning permission (Ref: 07/00951/OUT) was granted in 2008 for the erection of housing at the application site.

Following this, a further outline application (Ref: 08/00902/OUT) was submitted for the erection of four detached dwellinghouses. That application was refused by the Council, and the decision was subsequently appealed to the Scottish Government's Directorate for Planning and Environmental Appeals (DPEA). The Reporter dismissed the appeal, thereby refusing outline planning permission. In reaching that decision, the Reporter accepted in principle that four dwellings could potentially be accommodated within the site without unacceptable detriment to the residential amenity of neighbouring properties in Annfield Terrace, provided they were appropriately designed and sensitively sited. However, the indicative scheme submitted under Ref: 08/00902/OUT at that time, failed to adequately meet these standards.

More recently, planning application Ref: 21/00427/APP was submitted in 2021 for the erection of dwellinghouses but was withdrawn by the applicant's agent following concerns raised by the Planning Service. These concerns related to the height and siting of the proposed dwellings, the likely impacts on residential amenity, and technical objections raised by the Ayrshire Roads Alliance (ARA). Further work was needed on the siting and design of the proposals to achieve an acceptable development.

### Current Application – Delay in Determination

The current application has been under consideration since March 2022 due to the need to resolve technical matters relating to flood risk and drainage. A Flood Risk Assessment (FRA) was submitted with the application which identified site-specific constraints and potential future flood risks (including the 1-in-200-year event with climate change allowance) and set out suggested mitigation measures. In addition, the applicant provided an engineered drainage scheme based on the findings of the FRA and supporting ground investigation data.

ARA, acting in their capacity as the Local Flood Prevention Authority, requested further clarification and evidence to confirm the robustness of the proposed scheme. Their requirements included:

- Site-specific BRE 365 soakaway testing rather than reliance on nearby site data;
- Independent review of the scheme and test results by a second civil engineer;
- Additional testing at specific locations within the site and to depths exceeding 2 metres to demonstrate that the drainage proposals would operate above the water table; and
- Agreement to standard planning conditions and advisory notes relating to drainage.

In response, the applicant's design team undertook the requested site-specific BRE 365 soakaway testing, with the data independently reviewed by a second engineer. Additional testing was carried out at the specified locations and depths, and the applicant confirmed agreement to the standard conditions and advisory notes recommended by ARA.

The additional technical work submitted summer 2025 has now provided ARA with sufficient information to conclude their assessment, whereby they offer no objections subject to conditions. This has allowed the application to now be progressed.

### Neighbour Notification

Given the scale and nature of the further flood risk and drainage information submitted during the course of the application, all parties originally notified of the development were re-notified on 25 June 2025. This afforded neighbouring residents and property owners a formal opportunity to review and comment on the updated technical submissions before the application was progressed to determination.

The 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 more than 10 competent written objections have been received.

**2. Consultations:**

**Ayrshire Roads Alliance** - offer no objection subject to conditions and advisory notes.

**Scottish Water** - offer no objection.

**Council's Environmental Health Service** - offer no objection subject to a condition which requires for the mitigation measures identified in the Noise Impact Assessment to be undertaken.

**Network Rail (Railtrack Property)** - offer no objection 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.

The applicant and their agent have submitted a comprehensive package of information in support of the application. This includes a full suite of plans and drawings which set out the proposed site layout, house types, elevations, and floorplans. These drawings provide the basis for the assessment of the design, scale, and siting of the proposed dwellings, and illustrate how the development would be integrated within the existing residential context.

A Design and Access Statement has also been provided. This document explains the design rationale underpinning the development, including the choice of layout, house types, materials, and architectural detailing. It also addresses issues of accessibility, connectivity with the surrounding area, and compliance with relevant policy and design guidance.

In addition, a Noise Impact Assessment has been submitted. This considers the potential for noise impacts associated with the proximity of the adjacent railway line and identifies appropriate mitigation measures to ensure that acceptable residential amenity standards can be achieved for future occupants. The assessment is particularly important given the location of the site directly adjoining the rail corridor, which is elevated relative to the site.

A Flood Risk Assessment (FRA) has been prepared to examine the potential flood risk affecting the site, including consideration of a 1-in-200-year flood event with climate change allowance. The FRA highlights site-specific constraints and identifies a series of mitigation measures and drainage strategies to ensure that flood risk can be satisfactorily managed. The FRA has been supplemented by an engineered surface water drainage scheme, supported by site investigation data and independent engineering review, in response to requests from the Ayrshire Roads Alliance acting as Flood Prevention Authority.

**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:**

46 representations have been received, 46 of which object to the proposed development. All representations can be viewed online at ([Application Summary](#)). The grounds of objection as submitted are summarised and responses to each are set out in detail in Section 7 iii) below.

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

## **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.

### **(i) Development Plan**

In Scotland, the planning system is plan-led. On 13 February 2023, Scottish Ministers published and adopted National Planning Framework 4 (NPF4). NPF4 now forms part of the statutory development plan, along with the adopted South Ayrshire Local Development 2 (LDP2).

Section 25 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 following provisions of the development plan are considered relevant to the consideration of this application:

#### National Planning Framework 4 (NPF4)

The following policies are considered relevant:

Policy 1 (Tackling the Climate and Nature Crises) requires development proposals to give significant weight to the global climate and nature crisis. Policy 2 (Climate Mitigation and Adaptation) requires proposals to be sited and designed in a manner which minimises lifecycle greenhouse gas emissions. The Scottish Government's guidance on Policy 2 is intended to be proportionate and confirms that a detailed lifecycle greenhouse gas assessment is not required for proposals of fewer than 10 residential units. As the current application relates to 5 residential units, no specific condition is considered necessary. Nevertheless, the development will be required to comply with Building Standards Regulations, which secure energy efficiency and sustainability measures, thereby ensuring an appropriate level of alignment with Policy 2.

NPF4 emphasises the need to make efficient use of existing buildings, land, and infrastructure, and to prioritise the redevelopment of rural and urban brownfield sites before greenfield sites. Protection and enhancement of landscapes, the natural environment, and linkages to infrastructure are also key considerations. In addition, NPF4 highlights the importance of safeguarding and enhancing biodiversity as an integral part of sustainable development, requiring that development should avoid net losses of biodiversity and, where possible, secure measurable gains through habitat creation, ecological enhancements, or the incorporation of nature networks.

Brownfield land is defined in the NPF4 policy 9 (Brownfield, vacant and derelict land and empty buildings) as "land which has been previously developed" and includes vacant or derelict land, land occupied by redundant or unused buildings and developed land within the settlement boundary where further intensification of use is considered acceptable. In this regard, it is of note that the site is located within an established residential area in the settlement of Prestwick. The site is considered to fall within the above noted NPF4 definition of brownfield land. As such, it is considered that the application proposals represent the sustainable development of a brownfield site. As noted above, the site is located within a residential area, and as such, the proposed addition of 5 dwellings are consistent with this setting.

The proposal has potential to integrate biodiversity enhancements such as native planting, wildlife features and sustainable drainage systems in line with the biodiversity objectives of Policy 3 of NPF4.

NPF4 also emphasises the importance of Sustainability and Placemaking. In terms of 'Sustainability', this involves directing development to the right place, and not to allow development at any cost. This means that policies and decisions should be guided by a series of key principles, of which one relates to the need to avoid over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality. Policy 15 – Local Living and 20-minute neighbourhoods is also relevant, stating that development proposals will contribute to local living.

With regards to 'Placemaking', NPF4 policy 14 – Design, quality and place states that planning should take every opportunity to create high quality places by taking a holistic and design-led approach which demonstrates the six qualities of a successful place, namely; distinctiveness, safe and pleasant, welcoming, adaptable, resource efficient and easy to move around and beyond. It is considered that the proposal offers the opportunity to redevelop the site through the infilling of new residential properties without significant adverse impact on the character or townscape setting of the area, or on the amenity of the locality. The proposal is considered to represent a sustainable development due to involving the use of previously development land within a settlement. Also, the site is within the settlement of Prestwick and is in walking distance to services and amenities and therefore meets with the aspirations of Policy 15.

Overall, and for the reasons noted above, it is considered that the proposal accords with the provisions of NPF4.

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. The policies of NPF4 can be viewed in full online at <https://www.gov.scot/publications/national-planning-framework-4-revised-draft/documents/>

#### Adopted South Ayrshire Local Development Plan 2

The following provisions of the adopted South Ayrshire local development plan are considered relevant to the consideration of this application and the policies can be viewed in full online at <http://www.south-ayrshire.gov.uk/planning/planlpdocuments.aspx>

- Strategic Policy 1: Sustainable Development;
- Strategic Policy 2: Development Management;
- Residential Policy within settlements, release sites and windfall sites;
- Land use and transport;
- Flooding and development; and
- Air, noise and light pollution.

The provisions of the Adopted South Ayrshire Local Plan 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.

- Strategic Policy 1: Sustainable Development and Strategic Policy 2: Development Management;

The above strategic policies seek to direct development, including residential development, to the most environmentally suitable places with the best infrastructure. While the site is not specifically identified as a housing allocation site, proposals for residential development can be considered under the LDP Policy in relation to residential development within settlements and windfall sites. Further assessment of the development proposal against the LDP policy in relation to residential development within settlements and windfall sites is set out below.

The strategic policies also seek to ensure that development proposals are appropriate to the local area in terms of character and amenity impact, layout, scale, massing, design and materials in relation to its surroundings. In considering the development proposal, it is noted that the proposal represents the development of former haulage yard for residential purposes. The application site is located within a residential area, as prescribed by the LDP, and in close proximity to other residential land and property, and in this context represents the sustainable use of land. Further consideration of details of the proposal in terms of its amenity impact, layout, scale, massing, design and materials is considered further below.

- Residential Policy within Settlements, Release Sites and Windfall Sites;

This policy aims to protect the character and amenity of areas that are mainly residential, particularly from non-residential development which could have negative effects on the local amenity. The site is located within a residential area, and is adjacent to, and in close proximity to other residential properties. The proposal is for the re-use of a vacant site which was previously used as a haulage yard. For the reasons noted within this report, it is considered that, there is no issue with the principle of residential development in this location, and that subject to appropriate planning conditions; the site can provide an acceptable residential environment.

- Land use and transport;

The LDP policy in relation to land use and transport recognises the inter-relationship between land use planning and transport as a means to achieve sustainable economic development. The policy requires a holistic approach to the consideration of development proposals, in particular, development proposals should closely link to existing and proposed walking, cycling and public transport networks, where possible. The site is well located in an established residential area, with the potential for trips by other means of travel, than just the private car. The Ayrshire Roads Alliance has also been consulted on the proposals and have offered no objection, subject to conditions. The application is considered in this context.

- Flooding and development;

In terms of the flooding, the agent has submitted a Flood Impact Assessment (FRA) which assesses the risk of flooding associated with the application site. The FRA has been considered and assessed by the Ayrshire Roads Alliance in their capacity as the Flood Prevention Authority, who offer no objection to the proposal. SEPA has not been consulted on this application as it is considered that there is no requirement to do so as prescribed by Regulation 25 and Schedule 5 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. The ARA has provided site specific advice on matters relating to flooding who consider that the development proposal is acceptable and does not present any issues in terms of flooding. The implementation of any flood mitigation measures can be addressed by way of an appropriate planning condition.

- Air, noise and light pollution;

Due to the proximity of the railway line, the application is accompanied by a Noise Impact Assessment (NIA) which assess the noise impact associated with the application site. The NIA has been considered and assessed by the Council's Environmental Health Service who offer no objection to the proposal, subject to a condition which requires for the mitigation measures suggested in the NIA to be undertaken mitigation barrier to be installed alongside the western boundary of the site? as specified in the NIA. This can be secured by condition and will likely form a fence or similar boundary feature.

The development proposal has been assessed against the above policies and is considered to be in accordance with the adopted South Ayrshire Local Development Plan 2, and is not considered to contravene any other policies of the development plan.

(ii) Other Policy Considerations (including Government Guidance)

- South Ayrshire Council Planning Guidance (PG);

The Council's Planning Guidance entitled 'Open Space and Designing New Residential Developments' is also material to the consideration of the application. The guidance seeks to achieve a design-led solution based on qualitative proposals, rather than a more simplistic application of quantitative standards. Notwithstanding, the guidance maintains some quantitative elements, which are considered further below.

The proposal is considered to constitute infill development given that it is sited within an existing residential area and is bound by existing development. The above PG acknowledges that "infill developments can have a number of benefits both for the immediate areas in which they are found and in terms of the wider sustainability agenda. Infill developments normally take place within existing urban areas which reduces the need to identify new residential sites on greenfield land; they utilise existing public infrastructure such as roads, water and drainage and they can help to regenerate areas suffering from poor environmental quality."

Open space requirements within infill developments will be the same as those for new residential areas, i.e; a 9 metre depth of rear garden, and private garden ground for detached properties provided at a ratio of one and a half times the size of the ground floor area, with a minimum of 100 sq. metres. However, the Council recognises that there may be circumstances where higher or lower open space standards may be necessary when taking into account the established character and amenity of the existing surrounding area. In all cases one of the key considerations will be the ratio of built form to open space. This should be reflective of the existing surrounding area unless overriding design considerations indicate otherwise. In all circumstances the quality of the open space and the overall design principles of the site, including how it complements the established character and amenity of the existing surrounding area will be considered to be of prime importance. A design statement will be a key tool in this respect.

Having considered the proposal against the above, it is noted that the dwellinghouses are to be provided with the following rear garden provision: -

- o Plot 1 – 289 square metres,
- o Plot 2 – 122 square metres,
- o Plot 3 – 153 square metres,
- o Plot 4 – 112 square metres,
- o Plot 5 – 166 square metres.

It is noted that the surrounding area comprises a mixture of medium to high density development. Specifically, the dwellings located at 6 to 10 Annfield Road, and the dwellings located on the southern side of Annfield Terrace are typified by dwellings set within relatively small plots. Having considered the plot ratios of the proposed dwellings, it is not considered that the development proposal will result in a ratio of built form to open space which is atypical to the character of the locale.

The proposals are also considered to be consistent with the terms of the guidance in achieving the minimum separation distances of 18 metres window to window so as to ensure that the amenity and privacy of neighbouring dwellings are not adversely compromised.

In addition, the Council's Planning Guidance requires a commuted sum in lieu of on-site play equipment, where proposals range between 5 and 15 residential units. As noted above, the proposal is to provide an additional 5 residential units in this residential location, and therefore, a commuted sum is required for the provision of off-site play equipment. This will require to be secured before any decision to approve the application can be issued.

Overall, having considered the infill nature of the proposal, and the built context in which the site is set, the development is considered to be acceptable and broadly in accordance with the principles of the Council's Planning Guidance in relation to 'Open Space and Designing New Residential Developments'.

(iii) Objector Concerns

The concerns of the objectors are summarised and considered as follows: -

**Overdevelopment and Scale**

- *The site is too small to accommodate five large detached houses.*

The site is considered to be of sufficient size to accommodate five detached dwellings while maintaining appropriate plot ratios and garden ground. The proposals reflect a medium-density pattern of development typical of Annfield Road and Annfield Terrace, where dwellings are set within relatively modest plots. Rear gardens for the new houses range between 112 sqm and 289 sqm, exceeding minimum design guidance and ensuring adequate private amenity.

- *The proposed dwellings are two-storey and overbearing, dramatically out of scale with surrounding single-storey bungalows and cottages.*

The wider area is characterised by a mix of house types, including two-storey houses. The proposed dwellings have a ridge height of 6.3 metres, which is comparable with neighbouring properties such as 31 Annfield Road (6.6 metres). They will not appear excessive or overbearing.

- *The height, volume, massing, and rooflines are not comparable with the local area.*

There is no uniform house type or roof profile in the locality. The proposals introduce a cohesive but varied design, incorporating changes in façade treatment and roof detailing to reflect the mixed character of the area.

- *The layout fails to reflect the character, form, and vernacular of the existing streetscape.*

The development represents infill on a brownfield site, with a design ethos consistent across the five units but incorporating variation to avoid uniformity. The locality is typified by variety, and the proposal respects this established pattern.

- *Overdevelopment would overshadow adjacent properties and reduce sunlight to gardens and homes.*

Sunlight/daylight impacts have been assessed against the separation standards. It is considered that there will be no unacceptable overshadowing or loss of sunlight to existing dwellings or gardens.

- *Residents feel the proposal is profit-driven rather than sympathetic to local needs.*

The planning system does not assess the motives of an applicant. The relevant test is whether the proposal accords with the framework of planning policy. The application represents a sustainable residential re-use of a brownfield site in line with NPF4 and SALDP2.

- *There is a shortage of bungalows locally, which could be more suitable and marketable on this site.*

While the comments are noted, planning applications must be assessed on the acceptability of what is proposed, not on alternative development options.

### **Amenity, Privacy, and Overlooking**

- *Two-storey homes would result in overlooking of private gardens, bedrooms, and living areas, affecting privacy.*

The dwellings are positioned to avoid direct overlooking of neighbouring gardens and habitable rooms. Separation distances and window placements are compliant with planning guidance.

- *Overshadowing would reduce sunlight and amenity for neighbouring properties.*

Shadowing impacts have been assessed and are not considered significant. The scale and orientation of the proposed dwellings ensure that adjacent properties retain adequate sunlight and daylight.

- *Landscaping proposals are unclear, including tree species, potential overshadowing, and invasive root systems.*

A detailed landscaping scheme will be secured by condition. This will ensure appropriate species selection and siting to avoid impacts on light or neighbouring structures.

- *Lack of communal amenity space; residents suggest alternative uses such as allotments or open greenspace.*

Given the infill nature of the site and the private gardens proposed, the absence of communal space is not considered to represent a policy conflict. The site is within walking distance of public open spaces and local facilities.

### **Traffic, Access, and Parking**

- *Annfield Road and adjacent streets are narrow and congested.*

The Ayrshire Roads Alliance has reviewed the application and raises no objection. On this basis, it is considered that the road network is capable of absorbing the limited additional traffic generated by the 5 dwellings. Each of the dwellings also has dedicated off street parking provision.

- *Increased traffic from multiple cars per household, visitors, and service vehicles would exacerbate congestion.*

Adequate off-street parking is provided in accordance with Council standards. Visitor demand for 5 dwellings is expected to be low and can be absorbed without adverse effect.

- *No adequate turning facilities for emergency vehicles, delivery vans, refuse lorries, or visitors.*

Access and turning have been reviewed by ARA and are considered acceptable. Conditions will ensure refuse collection points and access surfacing are provided.

- *Pedestrian safety is compromised by shared surface access, blind spots, and lack of segregated pathways.*

Shared surface arrangements are acceptable in small residential developments. Conditions will secure surfacing and visibility splays to protect pedestrian and vehicle safety.

- *Visitor parking is not provided, raising risks of overspill into neighbouring streets.*

On-plot parking meets required standards. It is considered that visitor demand will be modest and can be accommodated on-site and within the local street network without material impact.

### **Drainage, Flood Risk, and Utilities**

- *Existing drainage and sewerage infrastructure is overburdened and prone to blockage and flooding.*

Scottish Water has been consulted and raises no objection. Connection to the public network will be subject to their separate approval.

- *The proposal increases impermeable surfaces, raising risks of runoff and local flooding*

A Flood Risk Assessment and engineered drainage scheme have been submitted and reviewed by ARA. No objection is raised subject to conditions securing implementation of the scheme.

- *Concerns exist regarding water pressure, sewer capacity, and potential contamination.*

These matters fall within the remit of Scottish Water and the Council's Environmental Health Service, who have confirmed no objection.

- *Residents report repeated maintenance issues and request evidence of Flood Risk Assessment or ground investigation.*

A FRA and soakaway testing have been submitted and independently reviewed. These confirm that site conditions can accommodate the proposed drainage system. All reports submitted with the application are available for public viewing in the online planning portal.

### **Environmental and Wildlife Impacts**

- *The site supports local wildlife, including hedgehogs, foxes, and bats.*

The site is previously developed with no natural heritage designation. Landscaping and biodiversity enhancements (e.g. native planting, hedgehog highways, bird/bat boxes) can be secured by condition.

- *Construction may disrupt habitats and local ecology.*

Impacts during construction will be temporary and can be mitigated through best practice construction methods.

- *Asbestos in the existing industrial structure may pose health risks during demolition if not properly managed.*

Asbestos removal is regulated under separate Health & Safety legislation.

- *Vermin (rats, foxes) may be displaced onto neighbouring properties during construction.*

This is a common issue with redevelopment of vacant sites and can be addressed through proper site clearance and pest management measures of which the developer will be responsible.

### **Safety and Site Suitability**

- *Narrow streets and lack of turning areas create hazards for children, elderly residents, and pets.*

ARA has reviewed the application and considers the proposed access arrangements acceptable.

- *Emergency vehicle access is restricted, increasing risk during incidents.*

Emergency access is adequate and has been confirmed acceptable by ARA.

- *Proximity to the railway embankment raises concerns over site stability; independent assessment is requested.*

Network Rail has been consulted and raises no objection subject to conditions. The embankment is structurally stable and does not preclude development.

- *Residents question whether the site is safe and suitable for this scale of development.*

The site has been assessed by statutory consultees and found suitable for residential use, subject to standard conditions.

### **Design, Policy, and Planning Compliance**

- *Proposal fails to respect National Planning Policy (NPF4), particularly requirements for infill, scale, and street character.*

The development is fully in line with NPF4's emphasis on reusing brownfield land, delivering housing within established settlements, and supporting compact, walkable neighbourhoods. Scale and design are compatible with the surrounding mix of house types.

- *The site is not allocated for residential use in the Adopted Local Development Plan (LDP), nor identified in the housing land audit.*

As an infill brownfield site within the settlement boundary, the proposal is supported by SALDP2 and NPF4 policies on sustainable housing delivery, regardless of allocation status.

- *Proposed development does not meet windfall site policy requirements for visitor parking, privacy, or public open space.*

The scheme provides appropriate private amenity and meets all parking standards. Privacy standards are achieved. The absence of communal open space is acceptable in the context of nearby facilities.

- *Concerns remain about inconsistencies in submitted plans, including discrepancies in elevations, window positions, and roof heights.*

The submitted scaled plans provide sufficient clarity for robust assessment.

- *Residents request consideration of alternative uses or building types more in keeping with local character.*

Applications must be assessed on the proposals before the Authority, not on alternative uses. The current application is considered acceptable.

### **Other Matters**

- *Loss of view and impact on property values.*

These are not material planning considerations.

- *Disturbance during construction.*

Construction impacts are temporary and regulated separately under Environmental Health and the Control of Pollution Act 1974.

#### **(iv) Impact on the Locality**

The application site is situated within a predominantly residential part of Prestwick and comprises a long, narrow brownfield plot formerly occupied by a haulage yard. The immediate context is characterised by a mix of single and one-and-a-half storey dwellings, with no dominant or consistent architectural style defining the locality. This mix of house types, scales, materials and roof forms has created a varied streetscape and townscape character. Against this background, the proposal for five new dwellings, including a variation in design between Plot 1 and Plots 2–5, is not considered to appear incongruous. There is no prevailing architectural vernacular that new development must replicate, and the introduction of a modestly varied housing type is consistent with the diversity of the area.

In terms of scale, the proposed dwellings would reach a maximum height of approximately 6.3 metres, which sits comfortably alongside existing dwellings within Annfield Road and Annfield Road Terrace. By way of comparison, the dwelling at 31 Annfield Road rises to approximately 6.6 metres at its highest point, demonstrating that the scale of the proposed units is compatible with the established built form. The proposal therefore achieves a balance between respecting the height and massing of surrounding dwellings, while contributing a contemporary design solution.

The determining issues in this case are the impact of the development on the amenities of adjoining properties, its effect on the wider character and amenity of the area, and whether a satisfactory residential environment would be created for future occupiers. Each of these matters has been carefully considered with reference to the provisions of the development plan and associated guidance.

The development comprises five dwellings dispersed across the length of the site. Plots 1 and 2 sit adjacent to 31 and 10 Annfield Road, respectively. Plot 3 lies to the west of the garden ground of 10 Annfield Road and adjacent garages, while Plots 4 and 5 are positioned to the west of dwellings on Annfield Terrace. The dwelling proposed for Plot 1 departs slightly in fenestration and form from Plots 2–5, but the overarching design ethos, materials palette, and massing remain consistent. Proposed finishes include rendered walls with a buff brick basecourse, timber/aluminium windows, concrete roof tiles, uPVC rainwater goods, and steel/timber-faced doors. This approach offers a simple but robust design solution which is sympathetic to the mixed character of the area.

The accompanying Design and Access Statement reinforces the absence of a unifying architectural style within the locality. It highlights that Midton Road, the nearest main route, contains a range of building types, from single-storey bungalows to two-storey villas, finished in stone, render, cladding and tile. Side streets such as Annfield Road are generally more consistent in scale, though exceptions exist, particularly towards the railway where massing steps up to one-and-a-half and two storeys. A site inspection corroborates the Statement's conclusion that there is no typical architectural form in the vicinity. In this context, the design, form and detailing of the proposed dwellings are considered to be appropriate.

The proposal has been amended from the earlier scheme submitted under application 21/00427/APP. Key changes include reduced building heights through cropped ridge and lowered eaves, increased offset from the eastern boundary to reduce enclosure impacts, and reorientation of dwellings to face away from neighbouring gardens. Roof profiles slope away from Annfield Terrace rather than presenting gables directly towards neighbouring gardens, thereby lessening visual impact. The internal layout has been revised to avoid windows overlooking adjoining garden ground, with only rooflights serving bathrooms and en-suites facing in this direction. These design refinements significantly reduce the sense of enclosure and protect residential privacy.

The proposals also achieve compliance with the Council's open space standards, with rear gardens repositioned to maintain adequate private amenity space. The separation distances between the new dwellings and existing residential properties are judged sufficient to protect privacy, outlook and sunlight/daylight access. While the site lies adjacent to a railway line, a Noise Impact Assessment has been provided, which identifies appropriate mitigation to ensure internal and external noise levels for future residents remain within acceptable standards. The Council's Environmental Health Service has reviewed this matter and raised no objection, subject to appropriate conditions.

The redevelopment of this long-vacant and visually deteriorated brownfield site represents a positive intervention in the local streetscape. The replacement of derelict structures and overgrown land with modern dwellings will enhance the appearance of Annfield Road, creating a more ordered and attractive frontage while improving the amenity of the immediate environment. The siting of the proposed dwellings follows an established pattern of residential development on elongated plots adjacent to the railway line, ensuring that the scheme integrates naturally with the local urban grain.

While the scheme is considered to be well-designed and compatible with the surrounding area, it is noted that the development represents a relatively medium/high-density form of infill, with dwellings positioned on relatively narrow plots. In this context, even modest extensions, outbuildings, or alterations falling within the scope of permitted development rights could materially erode the carefully considered balance of spacing, layout and amenity established through the approved design. For example, the introduction of rear extensions or additional outbuildings could lead to overdevelopment of the plots, loss of usable garden space, or a reduction in the amenity of neighbouring occupiers. To avoid such incremental changes undermining the quality of the scheme or the residential environment, it is considered both prudent and necessary to remove permitted development rights for extensions, roof alterations, outbuildings, and garden structures. This will ensure that any future alterations are subject to planning control, allowing the Council to assess their impacts on character, design integrity, and amenity in the context of this constrained site.

Finally, waste collection is an essential element of any development; therefore, a condition has been recommended requiring details of a designated bin collection point to be submitted for approval in consultation with the Council's waste services.

In summary, the proposed development is considered to be compatible with the surrounding residential environment in terms of siting, scale, height and design. The varied architectural approach is reflective of the area's existing diversity, and the scheme safeguards the residential amenity of existing and future occupiers. The regeneration of this brownfield site is expected to enhance the character and visual quality of the locality, while continuing established local patterns of development. Subject to the removal of permitted development rights as outlined above, the proposal is not considered to have a detrimental impact on the character or amenity of the area and is consistent with the development plan.

**8. Conclusion:**

The application has been assessed against the various material considerations which include the provisions of the development plan, supplementary planning guidelines, consultations, representations received and the impact of the proposed development on the locality.

The assessment concludes that the principle of the proposed development complies with the development plan and supplementary guidance. The consultation responses do not raise any issues of over-riding concern that cannot be addressed by condition. Equally, the points raised in the letters of objection have been fully considered but do not raise any issues that would merit refusal of the application. It is considered that the site context, building design and layout finish are satisfactory and together with the imposition of suitable planning conditions, will ensure an acceptable development.

Given the above assessment of the proposal, and having balanced the applicant's rights against the general interest, delegated powers are sought to approve the application subject to the lodging of an appropriate financial contribution in lieu of onsite play equipment, and appropriate conditions.

**9. Recommendation:**

It is recommended that the application is approved subject to the payment of a commuted sum in lieu of onsite play equipment and the imposition of the following conditions.

The commuted sum will require to be secured before any decision to approve the application can be issued.

- (1C) 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.
- (1R) To ensure that the development is carried out in accordance with the approved plans unless otherwise agreed.
- (2C) That notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, (or any order revoking and re-enacting the Order) all development falling within Classes 1 and 3 (covering the enlargement of a dwellinghouse and other development within the curtilage of a dwellinghouse) shall be the subject of a formal application for planning permission.
- (2R) In the interests of the amenity of the area.
- (3C) That the private access shall be surfaced for a minimum of 10 metres as measured from the rear of the public roadway, prior to the occupation of the first dwelling. Precise details and specifications of the required surfacing shall be submitted for the prior written approval of the Council as Planning Authority (in consultation with the Council as Roads Authority) before any work commences on site.
- (3R) In the interest of road safety and to ensure an acceptable standard of construction.
- (4C) That a maximum of 10 off-road parking spaces shall be provided within the site boundary as shown on Drawing Number L(00)003 Rev K, to satisfy provision levels as defined within the SCOTS National Roads Development Guide.
- (4R) In the interest of road safety and to ensure adequate off-street parking provision.
- (5C) That the discharge of water onto the public road carriageway shall be prevented by drainage or other means. Precise details and specifications of how this is to be achieved shall be submitted for the prior written approval of the Council as Planning Authority (in consultation with the Council as Roads Authority) before any work commences on site.
- (5R) In the interest of road safety and to avoid the discharge of water onto the public road.

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- (6C) That designated bin collection points shall be located a maximum of 15 metres from the public carriageway, prior to the occupation of the development. Details and specification of the siting and design of bin collection points shall be submitted for the prior written approval of the Council as Planning Authority (in consultation with the Council as Roads Authority) before any work commences on site.
- (6R) In the interests of road safety.
- (7C) No work shall be carried out on any phase of the development unless and until an effective vehicle wheel washing facility has been installed in accordance with details that shall be submitted for the written approval of the Council as Roads Authority prior to its installation, if required for that phase. When required, such facility shall be retained in working order and used such that no vehicle shall leave the site carrying earth and mud in such a quantity which will cause a nuisance or hazard to the road system in the locality.
- (7R) In the interest of road safety.
- (8C) The applicant/developer shall, prior to the movement of any construction traffic to or from the site, submit a Construction Traffic Management Plan for the written approval of the Council as Roads Authority. The plan shall describe the methodology for the movement of construction traffic to and from the site, including agreement on suitable routes, and shall be implemented as approved.
- (8R) In the interest of road safety.
- (9C) No development shall take place on site until such time as a surface and foul water drainage scheme has been submitted to and approved in writing by the Planning Authority, in consultation with the Ayrshire Roads Alliance (Flooding). The scheme shall incorporate the findings of the Flood Risk Assessment and BRE 365 soakaway testing, and shall include details of long-term maintenance arrangements. The approved scheme shall thereafter be implemented in full prior to the occupation of the dwellings.
- (9R) To ensure satisfactory drainage and to protect the site and surrounding area from flood risk.
- (10C) The applicant must provide a trespass-proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary, with provision made for future maintenance and renewal. Details of the proposed fencing shall be submitted for the prior written approval of the Planning Authority (in consultation with Network Rail) before development commences, and thereafter erected as approved.
- (10R) In the interests of public safety and the protection of Network Rail infrastructure.
- (11C) The applicant must provide a safety barrier along the boundary of the railway where adjacent to roads, turning circles and parking areas, designed to prevent vehicles driving onto the railway or damaging lineside fencing. Details shall be submitted for the prior written approval of the Planning Authority (in consultation with Network Rail) before development commences, and the barrier shall be installed as approved prior to occupation of the dwellings.
- (11R) In the interests of public safety and the protection of Network Rail infrastructure.
- (12C) Any Sustainable Urban Drainage features shall not be located within 10 metres of the railway boundary.
- (12R) To protect the stability of the adjacent railway lines and the safety of the rail network.
- (13C) No development shall take place until such time as a scheme of landscaping has been submitted to and approved in writing by the Planning Authority. The scheme shall include:
- Hard and soft landscaping works;
  - Boundary treatments;
  - Details of trees and vegetation to be retained;
  - Species and planting locations;
  - Phasing and implementation programme.

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Where trees/shrubs are proposed adjacent to the railway boundary these must be positioned at a distance greater than their predicted mature height, and certain broadleaf species shall be avoided.

The approved scheme shall be implemented in accordance with the agreed phasing and thereafter maintained.

- (13R) To safeguard residential amenity, enhance biodiversity, and protect railway operations.
- (14C) Prior to occupation of the dwellings, details of biodiversity enhancement measures (such as native planting, bird/bat boxes, and hedgehog highways) shall be submitted for the written approval of the Planning Authority, and thereafter implemented as approved.
- (14R) To ensure the development delivers biodiversity enhancement in line with NPF4 requirements.
- (15C) No dwelling shall be occupied until the noise mitigation measures set out in the Noise Impact Assessment (ref: 7480-00-00, dated 2 September 2022) have been fully implemented. These shall include the erection of a mitigation barrier as specified in Section 9.1 of the report. The approved mitigation shall thereafter be retained in perpetuity.
- (15R) To protect the amenity of future occupiers from railway noise and vibration.
- (16C) The external materials of the development shall be in accordance with the approved plans unless otherwise agreed in writing by the Planning Authority.
- (16R) In the interests of visual amenity and to safeguard the character of the area.

### **Advisory Notes:**

- (1) Road Will Not Be Adopted: The Council as Roads Authority advises that the Council will not adopt the road on its completion.
- (2) Road Opening Permit: That a Road Opening Permit shall be applied for, and obtained from the Council as Roads Authority, for any work within the public road limits, prior to works commencing on site.
- (3) Roads (Scotland) Act: The Council as Roads Authority advises that all works on the carriageway to be carried out in accordance with the requirements of the Transport (Scotland) Act 2005 and the Roads (Scotland) Act 1984.
- (4) New Roads and Street Works Act 1991: In order to comply with the requirements of the New Roads and Street Works Act 1991, all works carried out in association with the development on the public road network, including those involving the connection of any utility to the site, must be co-ordinated so as to minimise their disruptive impact. This co-ordination shall be undertaken by the developer and his contractors in liaison with the local roads authority and the relevant utility companies.
- (5) Costs of Street Furniture: The Council as Roads Authority advises that any costs associated with the relocation of any street furniture shall require to be borne by the applicant / developer.
- (6) Costs of TROs: The Council as Roads Authority advises that promotion of Traffic Regulation Orders resulting from this development shall require to be fully funded by the applicant - including any relevant road signs and markings.
- (7) Signage to TSRGD 2016: The Council as Roads Authority advises that only signs complying with the requirements of 'The Traffic Signs Regulations and General Directions 2016' are permitted within public road limits.

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- (8) Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer

151 St. Vincent Street, GLASGOW, G2 5NW

E-mail: AssetProtectionScotland@networkrail.co.uk

**List of Determined Plans:**

<b>Plan Type</b>	<b>Reference</b>	<b>Version No.</b>	<b>Received Date</b>
Drawing	L(00)002		09.03.2022
Drawing	L(00)003	K	24.05.2025
Drawing	L(00)004	F	24.05.2025
Drawing	L(00)01		09.03.2022
Drawing	L(01)301	House Type A Floor Plans	09.03.2022
Drawing	L(01)301	House Type B Floor Plans	09.03.2022
Drawing	L(02)301		09.03.2022
Drawing	L(02)301		09.03.2022

**Reason for Decision (where approved):**

The siting and design of the development hereby approved is considered to accord with the provisions of the development plan and there is no significant adverse impact on the amenity of neighbouring land and buildings.

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. South Ayrshire Council Planning Guidance – Open Space and Designing New Residential Developments
5. Consultation Responses.
6. Representations

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**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:**

Mr David Clark, Development Management Co-ordinator - Telephone 01292 616 118