



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Cunninghame House,
Irvine.

17 July 2014

Planning Committee

You are requested to attend a Meeting of the above mentioned Committee of North Ayrshire Council to be held in the Council Chambers, Cunninghame House, Irvine on **TUESDAY 22 JULY 2014** at **2.00 p.m.** to consider the undernoted business.

Yours faithfully

Elma Murray

Chief Executive

1. Declarations of Interest

Members are requested to give notice of any declarations of interest in respect of items of business on the Agenda.

2. Minutes

The accuracy of the Minutes of meeting of the Committee held on 28 May will be confirmed and the Minutes signed in accordance with Paragraph 7 (1) of Schedule 7 of the Local Government (Scotland) Act 1973 (copy enclosed).

3. Garnock Valley

Submit report on the following application:

14/00284/PPM: Site to the North West of Longbar Farm, Glengarnock, Beith

Erection of secondary school, primary school and nursery building, incorporating swimming pools, indoor sports facilities, playing fields and parking/drop off area (copy enclosed).

4. Enforcement Notice: Irvine: 44 Caldon Road, Irvine

Submit report by the Corporate Director (Development and Environment) on a proposed Enforcement Notice under the Town and Country Planning (Scotland) Act 1997 requiring cessation of unauthorised hot-food takeaway use (copy enclosed).

5. Breach of Condition Notice: Beith: 54 Eglinton Street

Submit report by the Corporate Director (Development and Environment) on a proposed Breach of Condition Notice under the Town and Country Planning (Scotland) Act 1997 requiring removal of a caravan from the land in accordance with Condition 2 of Planning Permission dated 24 July 2013 (ref: 13/00357/PP) (copy enclosed).

6. North Ayrshire Local Development Plan: Action Programme

Submit report by the Corporate Director (Development and Environment) on the proposed adoption and publication of the revised Action Programme in respect of the North Ayrshire Local Development Plan (copy enclosed).

7. Seascape/Landscape Assessment for the Firth of Clyde

Submit report by the Corporate Director (Development and Environment) on the Seascape and Landscape Assessment for the Firth of Clyde as non-statutory planning guidance, for use as a material consideration in the determination of planning applications (copy enclosed).

8. Urgent Items

Any other items which the Chair considers to be urgent.

Planning Committee

Sederunt: Matthew Brown
John Ferguson
Robert Barr
John Bell
John Bruce
Joe Cullinane
Ronnie McNicol
Tom Marshall
Jim Montgomerie
Robert Steel

(Chair)
(Vice-Chair)

Chair:

Attending:

Apologies:

Meeting Ended:

Planning Committee
28 May 2014

IRVINE, 28 May 2014 - At a Meeting of the Planning Committee of North Ayrshire Council at 2.00 p.m.

Present

John Ferguson, Robert Barr, John Bell, John Bruce, Joe Cullinane, Tom Marshall, Ronnie McNicol, Jim Montgomerie and Robert Steel.

In Attendance

J. Miller, Senior Manager (Planning, Transportation and Regeneration)(Development and Environment); and A. Craig, Team Manager (Litigation) and M. Anderson, Acting Committee and Member Services Manager (Chief Executive's Service).

Chair

Councillor Ferguson in the Chair.

Apologies for Absence

Matthew Brown.

1. Declarations of Interest

There were no declarations of interest by Members in terms of Standing Order 16 and Section 5 of the Code of Conduct for Councillors.

2. Minutes

The accuracy of the Minutes of the (i) ordinary meeting of the Committee held on 19 March 2014 and (ii) the special meeting held on 8 May, 2014 was confirmed and the Minutes signed in accordance with Paragraph 7 (1) of Schedule 7 of the Local Government (Scotland) Act 1973.

3. Irvine/Kilwinning

3.1 14/00072/MDPO: Ayrshire Central Hospital, Kilwinning Road, Irvine

NHS Ayrshire and Arran, Ayrshire Central Hospital, Kilwinning Road, Irvine have applied for permission for the deletion of part of Conditions 14(b) of Planning Permission in Principle 12/00475/PPPM requiring the opening up of the Red Burn culvert at Ayrshire Central Hospital, Kilwinning Road, Irvine.

The Senior Manager (Planning, Transportation and Regeneration) advised the Committee that, since the committee papers were produced, the Local Development Plan has been adopted and that this should be noted in terms of any reference to policies within the Development Plan.

The Committee agreed to grant the application.

3.2 14/00153/MSCM: Ayrshire Central Hospital, Kilwinning Road, IRVINE

NHS Ayrshire and Arran, Ayrshire Central Hospital, Kilwinning Road, Irvine have applied for planning permission for the erection of North Ayrshire Community Hospital with support accommodation, including associated access, parking, landscaping and other works at Ayrshire Central Hospital, Kilwinning Road, Irvine. One representation has been received, as detailed in the report.

The Senior Manager (Planning, Transportation and Regeneration) advised the Committee that, since the committee papers were produced, the Local Development Plan has been adopted and that this should be noted in terms of any reference to policies within the Development Plan.

The Committee was also advised of the following amendments to the report:-

- the addition of the phrase "service vehicles and staff parking" to the end of paragraph 3;
- the amendment of the response to Condition 3, to read "The existing access points.....will still be utilised but for ambulance drop-offs, service vehicles and staff parking";
- the amendment of the response to Condition 8, to read "See response to condition 7"; and
- the amendment to Condition 1 of Appendix 1, to read "That, prior to the commencement of the operation of the development...."

The Committee, having considered the terms of the representation, agreed to grant the application, subject to the following conditions:-

1. That prior to the commencement of the operation of the development a detailed Signage Strategy to improve directional and information provision to the satisfaction of North Ayrshire Council as Planning Authority.
2. That development shall not commence until an assessment of the potential for the proposed use to cause noise and vibration nuisance including, if applicable, noise produced by the ventilation equipment, to occupants in the surrounding area, has been submitted to the Council as Planning Authority. Where potential noise or vibration disturbance is identified, proposals for the attenuation of that noise or vibration shall be submitted to and approved in writing by North Ayrshire Council as Planning Authority. The approved scheme shall cover both development and operational phases and be implemented prior to either commencement of development or the development being brought into use, whichever is relevant, and shall thereafter be retained in accordance with the approved scheme to the satisfaction of North Ayrshire Council as Planning Authority. Such an assessment and the recommendation of any attenuation measures shall be carried out by a suitably qualified person.

3. (a) Prior to commencement of any works on site, the recommendations contained within the 2010 Geo-Environmental Assessment and Ground Investigation Report, submitted in support of the application, shall be implemented. Any amendments to the approved remediation plan shall not be implemented unless approved in writing by North Ayrshire Council as Planning Authority.

(b) On completion of the remediation works, the developer shall submit a completion report to North Ayrshire Council as Planning Authority, confirming that the works have been carried out in accordance with the approved remediation plan and that the works have successfully reduced risks to acceptable levels.

(c) Any previously unsuspected contamination which becomes evident during the development of the site shall be brought to the attention of North Ayrshire Council as Planning Authority within one week or earlier of it being identified. A more detailed site investigation to determine the extent and nature of the contaminant(s) and a site-specific risk assessment of any associated pollutant linkages, shall then require to be submitted to and approved in writing by the Council as Planning Authority.

4. That the recommendations within the Extended Phase 1 Ecology Assessment, submitted in support of the application, shall be implemented to the satisfaction of North Ayrshire Council as Planning Authority. Details shall be submitted demonstrating of the undertaking and/or programming of these recommendations implementation.

5. That prior to the commencement of development, the applicant shall submit a strategic assessment of how new buildings shall reduce their CO2 emissions to a level above or in line with the building standards through appropriately designed: on-site low or zero carbon generating technologies (LZCGTs); and/or passive/operational energy efficiency measures. The specific implementation/detail documentation shall be submitted at the time of submission for Building Warrant.

3.3 14/00235/PP: Riverway Retail Park, Irvine

M&G Real Estate, City Place House, 55 Basinghall Street, London have applied for planning permission for the modification of condition 4 in outline planning permission CH/01/88/0546/L and the corresponding condition in Reserved Matters Approval 01/89/0259 relating to non-food retail use, as amended by planning permission N/06/00400/PP and N/11/00644/PP, to read as follows, "That the proposed development shall be used for the retailing of non-food comparison goods and for no other purpose with the following exceptions: Unit 1 - Class 1 convenience retailing in a single unit of 1393 sq.m; Unit 1A - up to 70 sq.m. may be used for the sale of ancillary food and drink (for consumption off the premises) within Class 1; Unit 4 - up to 140 sq.m. may be used for convenience retailing (food and drink for consumption off the premises) within Class 1", at Riverway Retail Park, Irvine.

The Senior Manager (Planning, Transportation and Regeneration) advised the Committee that, since the committee papers were produced, the Local Development Plan has been adopted and that this should be noted in terms of any reference to policies within the Development Plan.

The Committee agreed to grant the application, subject to the following conditions:-

1. That condition 4 of outline planning permission ref. CH/01/88/0546/L and the associated approval reserved matters CH/01/89/0259; condition 1 of N/06/00400/PP and condition 1 of N/11/00644/PP are hereby amended to read as follows:

"That the proposed development shall be used for the retailing of non-food comparison goods and for no other purpose with the following exceptions:

Unit 1 - Class 1 convenience retailing in a single unit of 1393 sq.m;

Unit 1A - up to 70 sq.m. may be used for the sale of ancillary food and drink (for consumption off the premises) within Class 1;

Unit 4 - up to 140 sq.m. may be used for convenience retailing (food and drink for consumption off the premises) within Class 1.

Reason: To restrict the development to the terms of its justification/special need."

2. That the conditions imposed on outline planning consent ref. CH/01/88/0546/L and the associated approval of reserved matters ref. CH/01/89/0259 are still applicable, unless otherwise discharged in writing by North Ayrshire Council as Planning Authority.

3.4 13/00038/PPPM: West Byrehill Industrial Estate, Byrehill Place, Kilwinning

Ashtenne Industrial Fund LP, 80 St. Vincent Street, Floor 6, Glasgow, has applied for planning permission in principle for the demolition of an industrial building and the erection of a residential development with associated accesses, engineering operations, open space and landscaping, and a neighbourhood centre (Classes 1,2 and 3) at West Byrehill Industrial Estate, Byrehill Place, Kilwinning.

The Senior Manager (Planning, Transportation and Regeneration) advised the Committee that, since the committee papers were produced, the Local Development Plan has been adopted and that this should be noted in terms of any reference to policies within the Development Plan.

The Committee was also advised of (a) an amendment to the recommendation of the report, to delete parts (ii) and (iii) of the recommendation; and (b) a request by the applicant to extend the period covered by any planning permission beyond the three years recommended.

The Committee agreed (a) to grant the application, subject to (1) the applicants entering into a Section 75 Agreement: (i) to specify the nature and extent of off-site employment space improvements at Nethermaines and South Newmoor Industrial Estates as referenced within a business plan to be agreed; and (ii) for the provision of affordable housing; and (2) the following conditions:-

1. That, prior to the commencement of development on site, a further application(s) for the approval of the matters specified in this condition must be submitted to and approved by North Ayrshire Council as Planning Authority. These matters are as follows:

- (a) the layout of the site, including all roads, footways, shared paths, car parking areas, and open spaces;
- (b) the siting, design and external appearance of all building(s) and any other structures, including plans and elevations showing their dimensions and type and colour of external materials;
- (c) a detailed flood risk assessment, including cross-sections of existing and proposed ground levels, details of under-building and finished floor levels in relation to a fixed datum, preferably ordnance datum, and detailing how flood issues are addressed.
- (d) the means of drainage and surface water strategy and methodology for sewage disposal, including Sustainable Urban Drainage Systems (SUDS), all set out in a comprehensive Drainage Assessment, including maintenance. The SUDS shall be self-certified by a suitably qualified person;
- (e) the means of access to the site including an updated Transport Strategy, addressing all modes of transport;
- (f) the design and location of all boundary treatments including walls and fences;
- (g) the landscaping and associated maintenance proposals for the site, including details of existing trees, hedgerows and other planting to be retained and tree protection measures together with proposals for new planting specifying number, size and species of all trees and shrubs and a woodland management implementation programme;
- (h) details of the phasing of development (covering all relevant aspects of development detailed in (a) above); and
- (i) a design and access statement with the design issues in accordance with the relevant supplementary approved design guidance.

2. That the application(s) for approval of these further matters must be made to the Council as Planning Authority before whichever is the latest of the following:

- (a) expiry of 3 years from when permission in principle was granted
- (b) expiry of 6 months from date when an earlier application for approval was refused, and
- (c) expiry of 6 months from date on which an appeal against the refusal was dismissed.

Approval of the further specified matters can be made for -

- (i) different matters, and
- (ii) different parts of the development at different times.

Only one application for approval of matters specified in conditions can be made after 3 years from the grant of planning permission in principle.

3. That the proposed development shall be designed in accordance with the principles of the Scottish Government's "Designing Streets" and "Designing Places" policy documents and replacement thereof and North Ayrshire Council's Neighbourhood Design Guidance to the satisfaction of North Ayrshire Council as Planning Authority.

4. That prior to the commencement of the development, hereby approved, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority, a Strategy for Open Space which shall include proposals for (i) the provision of open space and play provision, in accordance with the North Ayrshire Council policy "Provision and Maintenance of Landscaping, Open Space and Play Areas in New Housing Developments" and replacement thereof together with proposals for the management and maintenance thereof.

5. That the further application(s) required under the terms of Condition 1 above shall include submission of a strategic assessment of how new buildings shall reduce their CO2 emissions to a level above or in line with the building standards through appropriately designed: on-site low or zero carbon generating technologies (LZCGTs); and/or passive/operational energy efficiency measures. The specific implementation/detail documentation shall be submitted at the time of submission for Building Warrant, all to the satisfaction of North Ayrshire Council as Planning Authority.

6. That the recommendations within the Ecology Assessment Survey submitted in support of the application, shall be implemented to the satisfaction of North Ayrshire Council as Planning Authority. Details shall be submitted demonstrating of the undertaking and/or programming of these recommendations. In addition, details of a scheme for the removal of non-native species from the site, shall be submitted for the approval in writing of North Ayrshire Council as Planning Authority. Thereafter any such scheme, which may be approved, shall be implemented to the satisfaction of North Ayrshire Council as Planning Authority

7. That prior to the commencement of the development, hereby approved, the applicant shall undertake a desk study of the application site, (including the review of any previous site investigations) to assess the likelihood of contamination and assist in the design of an appropriate site investigation and subsequent suitable quantitative risk assessment as advocated in BS10175: 2011. Remediation proposals shall also be presented in relation to any significant findings. All documentation shall be verified by a suitably qualified Environmental Consultant and submitted to North Ayrshire Council as Planning Authority. Any required remediation measures shall be undertaken, prior to the commencement of the development to the satisfaction of North Ayrshire Council as Planning Authority. Thereafter the presence of any significant unsuspected contamination, which becomes evident during the development of the site, shall be reported to North Ayrshire Council and treated in accordance with an agreed remediation scheme. On completion of the proposed works written verification, detailing what was done by way of any remediation, shall also be submitted to the North Ayrshire Council as Planning Authority.

8. That the development hereby approved shall commence in phases, and in accordance with the following transport requirements, unless otherwise agreed in writing by North Ayrshire Council as Planning Authority and in consultation with Transport Scotland.

No more than 180 houses constructed on the site shall be occupied until either,

(i) An updated transport assessment has been submitted to and approved by the planning authority,
in consultation with Transport Scotland, confirming that additional development can be
accommodated within the capacity of the trunk road network; OR

(ii) An updated transport assessment has been submitted to and approved by the planning
authority, in consultation with Transport Scotland, confirming that additional
development can be
accommodated within the capacity of the trunk road network in the event of the
implementation of
appropriate measures identified within the approved transport assessment; OR

(iii) The modifications to the A78(T)/A738(T) Pennyburn roundabout, generally as indicated in SIAS
drawing number 75064-1 titled Pennyburn Roundabout Signalisation - Revision 1,
and the
modifications to the A738(T)/Pennyburn Road mini-roundabout and the A738(T)
Whitehirst Road
signalised to form a roundabout junction generally as indicated in SIAS drawing
number 75064-5
titled Whitehirst Park Road have been implemented; OR

(iv) North Ayrshire Council as Planning Authority Planning Authority or any other party has concluded an appropriate legal agreement or agreements for the funding and implementation of the works to mitigate the development.

9. That there shall be no means of direct access onto the A78 trunk road either pedestrian or vehicular.

10. That prior to the commencement of the development, details of a barrier along the boundary of the site with the A738 trunk road and with the A78 trunk road, shall be submitted for the approval in writing of North Ayrshire Council as Planning Authority. Thereafter the details, as may be approved, shall be provided and maintained by the developer or subsequent owner of the land to the satisfaction of North Ayrshire Council as Planning Authority.

11. That the house completion rate of the development, hereby approved, shall be restricted to 20 houses per annum, unless otherwise agreed in writing by of North Ayrshire Council as Planning Authority.

and (b) not to accede to the applicant's request that the period covered by the planning permission be extended beyond the three years recommended.

4. North Coast and Cumbraes

14/00054/PPM: Site to south east of Hunterston B Power Station, West Kilbride

SP Energy Networks, Ochil House, 10 Technology Avenue, Hamilton International Technology Park, Blantyre, have applied for planning permission in principle for the development of a sub-station and associated access road on agricultural land to the south of Hunterston B Power Station, comprising outdoor electrical equipment and a control building within a secure fenced compound, on a site to the south east of Hunterston B Power Station, West Kilbride.

The Senior Manager (Planning, Transportation and Regeneration) advised the Committee that, since the committee papers were produced, the Local Development Plan has been adopted and that this should be noted in terms of any reference to policies within the Development Plan.

The Committee agreed, Councillor Barr dissenting, to grant the application, subject to the following conditions:-

1. That prior to the commencement of the development the applicants shall submit for the written approval of North Ayrshire Council as Planning Authority exact details of: (i) the external finishes to the control building; (ii) the design and finish of the proposed noise enclosures and fire wall; and (iii) the design and finish of the perimeter fence.

2. That the proposed route for any abnormal loads on the trunk road network shall be approved by Transport Scotland prior to the movement of any abnormal load. Any accommodation measures required including the removal of street furniture, junction widening and traffic management shall be similarly approved, to the satisfaction of North Ayrshire Council as Planning Authority.
3. That prior to any works commencing on site, a Traffic Management Plan shall be submitted for the written approval of North Ayrshire Council as Planning Authority following consultation with Transport Scotland, to the satisfaction of North Ayrshire Council as Planning Authority.
4. That no development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicants, agreed by the West of Scotland Archaeology Service and approved by North Ayrshire Council as Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of North Ayrshire Council as Planning Authority in agreement with the West of Scotland Archaeology Service.
5. That the presence of any significant unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of Environmental Health. Thereafter a suitable investigation strategy as agreed with North Ayrshire Council in writing shall be implemented and any necessary remediation works carried out prior to any further development taking place on the site, all to the satisfaction of North Ayrshire Council as Planning Authority.
6. That no development shall take place until there has been submitted to and approved by North Ayrshire Council as Planning Authority a scheme of landscaping, which shall include proposals for the early implementation of the landscaping, details of species, planting densities, soil treatment and aftercare and shall include indications of all existing trees and hedgerows on the land and details of any to be retained together with measures for their protection in the course of the development.
7. That all planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with the planting programme agreed under condition 6 above; and any trees or plants which, within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless North Ayrshire Council as Planning Authority gives written consent to any variation.

8. That the schedule of mitigation measures as detailed in Part 1 of the Environmental Report submitted in support of the application shall be implemented in accordance with the details described therein. This shall include the provision of an Environmental Management Plan and appointment of a suitably qualified Environmental Clerk of Works to ensure delivery of the ecological mitigation measures contained in the Environmental Report during the construction of the development, details of which shall be submitted for the written approval of North Ayrshire Council as Planning Authority prior to the commencement of the development.

9. That prior to the commencement of the development the applicants shall agree a Detailed Emergency Response Plan (DERP) with North Ayrshire Council as Planning Authority in consultation with the Nuclear Site Licensees and the Emergency Planning Consultative Committee, which shall include details of all emergency planning requirements for the site in construction and operational phases and options for consultation meetings if required. The DERP shall also provide details of plant location, heights and sizes, alerting and notification arrangements, muster points, shelter areas, emergency evacuation routes, arrangements with emergency services and emergency contact numbers etc., all to the satisfaction of North Ayrshire Council as Planning Authority.

10. That prior to the commencement of the development, the applicant shall submit for the written approval of North Ayrshire Council as planning authority exact details of the proposed disposal of foul drainage from the development, both during construction and operation; the approved details including programming shall be implemented to the satisfaction of North Ayrshire Council as planning authority.

11. That, prior to the commencement of the development, hereby approved, confirmation shall be submitted in writing to North Ayrshire Council as Planning Authority and certified by a suitably qualified person that a scheme to treat the surface water arising from the site has been prepared in accordance with the principles and practices contained in CIRIA's "Sustainable Urban Drainage Systems Manual", published in March 2007. Thereafter, the certified scheme shall be implemented prior to the completion of the development and maintained thereafter to the satisfaction of North Ayrshire Council as Planning Authority.

The meeting ended at 2.40 p.m.

NORTH AYRSHIRE COUNCIL

Agenda Item 3

Planning Committee

Planning Area

**22 July 2014
Garnock Valley**Reference
Application
Registered
Decision Due
Ward**14/00284/PPM
14th May 2014

14th September 2014
Kilbirnie and Beith**

Recommendation	Grant with Conditions contained in Appendix 1
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Location	Site To North West Of Longbar Farm, Glengarnock
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Applicant	North Ayrshire Council Finance & Property Cunninghame House, Irvine KA12 8EE
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Proposal	Erection of secondary school, primary school and nursery building, incorporating swimming pools, indoor sports facilities, playing fields and parking/drop off area
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1. Description

Planning permission is sought for the development of the "Garnock Campus" on an 8 hectare, greenfield site between Beith Road and Caledonian Road in Glengarnock. The development would comprise a primary school with nursery, secondary school and a range of indoor and outdoor leisure facilities for both school and community use, including swimming pools, sports halls and gymnasium. The development would serve as a replacement for Glengarnock Primary School, Garnock Academy and Garnock Swimming Pool.

The undulating topography of the land has had a strong influence on the position of the proposed building, resulting in its siting towards the southern part of the site facing onto Beith Road. The campus would be contained in a single building of high quality, contemporary design that would vary in height from 2 to 3 storeys. Whilst the schools and public entrances to the building would be separate from each other, the building would be roughly X-shaped on plan and focussed on a double height central space which would feature a community cafe. Wings of 2 storeys and 3 storeys in height would radiate from the central core space to other parts of the building. The proposed hours of operation of the campus would be from 8am - 10pm each day, and it is proposed that the public would have access to the swimming pools and other facilities throughout these times. A brief description of the campus building is as follows:

- 2 storey west wing: primary school incorporating nursery;
- 3 storey north wing: secondary school incorporating classrooms, auditorium, library, etc;.
- 2 storey central core: main public entrance with reception area, community cafe and school dining facilities;
- east wing (2 storey equivalent): swimming pools (10.5m x 8.7m training pool and full sized 6 lane, 25 metre pool) and associated changing facilities;
- east wing (3 storey equivalent): gym, fitness suite and two games halls.

Following a Planning Officer request, the applicant has proposed that the campus building would be moved approximately 10 metres further to the east of the original proposal as submitted on 14th May 2014.

The outdoor facilities at the campus would include the following:

- early years play area;
- primary school playground;
- external dining area for secondary school;
- full size grass football pitch with grass stepped spectator area;
- full size 3G pitch for rugby and football with grass stepped spectator area;
- 100m running track.

At an earlier stage in the proposal, a multi-use games area had been proposed on an area of ground to the west of the proposed primary school. This has now been omitted from the proposals in favour of a larger playground for the primary school.

The proposed vehicular access into the site would be from a new junction to be formed on Beith Road (B777) at a point between the eastern end of Daisybank and Longbar Farm. The access would lead to a car park and bus drop-off/pick-up point. The car park would provide for staff parking and public use, including disabled parking spaces, and a total of 161 spaces are proposed, including drop-off spaces. Following the agreement to relocate the building some 10 metres further to the east, revised car parking and drop-off arrangements are under consideration. An exit route onto the B777 is proposed to the east. Cycle and scooter parking provision for staff and pupils is also proposed at a ratio appropriate to the proposed development, taking into account the school catchment area.

The applicant has indicated that consideration will be given at a future date to the provision of a smaller parking area adjacent to Caledonian Road for drop-off purposes and for the use of the public attending rugby or football matches. This would be the subject of a separate application for planning permission.

Pedestrian footpaths are proposed from a point between the railway line and the west of Daisybank (part of which would follow the route of the pathway formerly known as the Wee Pad), from Caledonian Road to the north and from the B777 to the south of the site. There would be no vehicular or pedestrian access into the site from Daisybank. The proposed footpaths would be lit.

To encourage sustainable transport, a range of off-site transport improvements have been indicated by the applicant. These include the following:

- (a) 2 new bus stops on the B777 site frontage;
- (b) a new controlled pedestrian crossing close to the bus stops and site access;
- (c) promote a part-time mandatory 20mph limit to coincide with the start and end of the school day;
- (d) path improvements, including widening of the footway from the site both to Beith and to Glengarnock to accommodate pedestrians and cyclists, including the provision of street lighting where there is none at present;
- (e) improved pedestrian crossing facilities at Caledonian Road close to its junction with the B777;
- (f) promote, through traffic regulation orders, a reduction of the speed limit on the B777 between Longbar and Willowyard to 40mph, and on Caledonian Road to 30mph;
- (g) promote, through traffic regulation orders, the introduction of speed reduction measures on Caledonian Road;
- (h) widen the narrow footway on Kirkland Road in Kilbirnie;
- (i) investigate the provision of a traffic island at the Paddockholm.

Dense planting and earth mounding is proposed to create a landscaped buffer between the main development area and the rear of Daisybank, with the route of the proposed pathway defining the outer edge of the landscaped buffer. This area lies outwith the school boundaries and would not be used for playground purposes. Otherwise, the remainder of the undeveloped spaces would largely be planted with grass. A SUDS pond is proposed on the low-lying ground to the north west of the main development area, adjacent to the railway line. Significant earth works are required to form a level area of ground suitable for building on.

The site is located to the north of Beith Road (B777) between the Glasgow - Ayr railway line and Daisybank on the west; Caledonian Road to the north and sloping ground to the east up to Davidson Avenue, Longbar. Davidson Avenue and Caledonian Road also function as sections of National Cycleway Route 7. The site has two relatively level areas, one at the north and one in the centre. There are areas of undulating and sloping ground around the level areas, with a former railway embankment crossing the northern part of the site from west to east.

In terms of the adopted North Ayrshire Local Development Plan the site is allocated as countryside. The following policies are applicable to the consideration of the proposal:

LDP Vision and Spatial Strategy

Policy PI 10 - Community Infrastructure

Policy PI 1 - Walking, Cycling and Public Transport

Policy PI 7 - Waste Management

Policy PI 8 - Drainage, SUDs and Flooding

Policy PI 13 - Carbon Emissions and New Buildings

General Policy.

In terms of planning history, there have been no previous planning applications for the site. As the planning application falls into the major developments category, pre-application consultation was required, and a notice (ref. 14/00047/PPM) was submitted on 29th January 2014. This initiated the statutory pre-application procedures. A series of public events in each of the main Garnock Valley communities were held between 28th April and 1st May 2014 and a pre-application consultation report has been prepared and submitted with the proposal.

Other documentation submitted in support of the application includes a design and access statement, transport assessment, site investigation report, geotechnical report, civil and structural design statement, flood risk assessment, bat survey and Phase 1 habitat/protected species survey.

A summary of each of the supporting documents is provided below:

Pre-application Consultation (PAC) Report

The PAC report indicates that four public events, one in each of the main Garnock Valley communities, were held during the week commencing 28th April 2014. The PAC report notes that the events were well attended, and indicates that the central theme of most oral and written feedback was in relation to the transport and access arrangements from Beith and Kilbirnie, and also the impact on the housing at Daisybank, Glengarnock. The applicant agreed to consider the following in response to the concerns raised:

- Reducing the speed of traffic along the B777 between Longbar and Beith, and at Caledonian Road, Glengarnock;
- Safe junctions for access/egress on the B777;
- Extending the waking/cycle route from Beith into the site;
- Ensuring the route into the school adjacent to Daisybank is treated to the satisfaction of the Planning Authority;
- Ensuring the boundary treatment with Daisybank is treated to the satisfaction of the Planning Authority;
- Ensuring the boundary treatment with the railway is treated to the satisfaction of the Planning Authority.

Design and Access Statement

The statement considers the location of the site, its topography and context within the area, its physical constraints, the relationship with the landscape and the opportunities presented by the industrial history of Glengarnock. The statement also considers the client brief, the rationale for the proposed siting within the site, the campus design and its architectural character. The statement also discusses how the design has evolved in response to the unique characteristics of the site. The access issues raised by the site together with commentary on public transport, walking and cycling routes in the area are also considered.

Transport Assessment (TA)

The TA describes the proposal; the accessibility of the site; proposed mitigation measures and off-site improvements; traffic modelling assessment; considers the proposed development against national and local transport policy objectives and presents a summary of the findings reached.

Site Investigation Report (SI)

The SI report has been prepared following intrusive site investigation, desk studies and consideration of other data sources. It considers past and present uses of the site, geology, mineral stability, contamination, site investigation data, soakaway drainage design, foundation design and provides a risk assessment. The risk assessment concludes that a "low risk" rating has been assigned to the site.

Geotechnical Report

The Geotechnical report presents the findings of intrusive site investigation undertaken between January and February 2014. Investigation includes mineral stability, groundwater and testing for contaminants, the findings of which influence factors such as siting, foundation design and the building programme. The report concludes that mineral stability beneath the proposed campus structures may be regarded as satisfactory.

Civil and Structural Design Statement

This document discusses the design philosophy for the proposed development and considers flood risk and surface water drainage.

Flood Risk Assessment

A flood risk assessment document has been produced which concludes that the site is not at risk of flooding. Drainage design would ensure that rainwater will be accommodated within the site without detriment to the properties.

Bat Survey and Phase 1 Habitat and Protected Species Survey

The above studies, undertaken in 2013, did not indicate the presence of any bat roosts nor any rare wildlife species on the site.

The submission of the planning application follows the selection of the preferred site by the full Council on 7th November 2012. The decision to progress with the Glengarnock site followed a lengthy period of site evaluation dating back to 2009. The Council has evaluated and appraised various options within the Garnock Valley. 11 sites were initially considered, and this was short listed to 4. Site assessment involved elected Members and officers from a variety of disciplines within the Council, including planning, Education, Estates and Roads. Taking account of the range of factors considered in relation to the site selection, including planning considerations, officers recommended that the Glengarnock site be selected as the preferred location for the campus. The sole purpose of this report is to consider the submitted proposal for the chosen site on its individual merits in terms of the Town and Country Planning legislation.

2. Consultations and Representations

The application was subject to statutory neighbour notification procedures, and included the publication of an advertisement in a local newspaper for the purposes of neighbour notification on 21st May 2014. Twenty five members of the public have submitted objections, some having sent multiple comments in separate correspondence. Objections have also been received from the parent councils of three local schools. Two letters of representation in support of the proposal, one from the parent council of a local school, have also been received.

Objections

1. Concerns are expressed regarding the choice of site at Glengarnock in preference to the other sites which were originally considered. There are brownfield sites available for redevelopment in the area, such as the former steelworks site. A greenfield site should not have been chosen.

Response: The decision to progress with the Glengarnock site was taken by the full Council on 7th November 2012 following a lengthy period of site evaluation dating back to 2009. The Council has evaluated and appraised various options within the Garnock Valley. Eleven sites were initially considered, and this was short listed to four. Site assessment involved elected members and officers from a variety of disciplines within the Council, including Planning, Education, Estates and Roads. Taking account of the range of factors considered in relation to the site selection, including planning considerations, officers recommended that the Glengarnock site be selected as the preferred location for the campus. It is not the purpose of this report to re-assess the merits of alternative sites nor does it make reference to them.

2. The site has historically been used for the grazing of livestock and is still classed as countryside in the Local Development Plan. The proposal is therefore contrary to the Local Development Plan.

Response: The proposal is not considered to be contrary to the LDP. See Analysis, below.

3. The Parent Councils of Garnock Academy, Moorpark Primary School and Beith Primary School all consider that the applicant's responses to the pre-application consultation feedback is not considered acceptable, and that concerns which were raised about transportation have largely been ignored in the application. The transportation issues raised include: traffic impact, and particularly the inadequacy of the proposed car/bus drop-off and pick-up arrangements; the lack of specific proposals for off-site improvements to path infrastructure for walking and cycling; the lack of capacity on existing public bus services to cope with the demand from the school population, together with the unsuitable timetabling of these services relative to the start and end of the school day, as well as the 60mph speed limit of the B777 to Beith which would increase safety risks to large numbers of children walking alongside this road. Other matters raised by the Parent Councils are considered in the remaining points, below.

Response: It is considered that the matters raised in the PAC report have been adequately addressed in the application process, and there have been a number of officer meetings held to discuss transportation issues. A condition can be imposed to secure the details and implementation of a range of proposed measures to support sustainable, active travel, and a condition requiring the production of a Travel Plan for the development could be attached to any grant of planning permission. Concerns regarding the speed limit and frequent accidents on this length of road were also identified during the pre-application consultation stage. Procedures to review the

appropriateness of the present speed limit are underway in light of this information.

4. Concerns are expressed about safety of children and others attending the proposed schools on the site. Hazards referred to include the proximity of the Lochshore Industrial Estate and its access road to the site (Caledonian Road); the proximity of the site to the railway station/railway line; blind corners on the B777; narrow, unlit sections of footpath, with dense vegetation that conceals certain areas and the proximity of the site to Kilbirnie Loch. It is reported that there have been numerous car accidents on the B777 between Glengarnock and Beith since the existing roadside pavement was formed several years ago: additional use of this pavement by large groups of children would increase the risks to their safety.

Response: As per point 3, above. See also the response to point 5, below.

5. Significant concerns are expressed about the health and safety of children travelling to the site on foot, given that it is within the 3 mile limit for secondary school transport provision. In addition, many primary school children reside within the 2 mile distance, but the proposed site would be further from their homes than the present Glengarnock Primary School, thereby adding time and distance to their journey to and from school. It is considered that the existing footpaths and cycle routes leading to the site are unsafe for large numbers of school children - and the general public - to walk along due to their inadequate width, the long distances involved and the speed of vehicles alongside. Statistics published by the government indicate that children are often at risk from traffic accidents especially on the routes to and from school. The path from Beith is alongside the B777 and Caledonian Road, which carries a large volume of industrial, commercial and car traffic. The B777 from Beith to Kilbirnie also serves as a diversion route for high sided vehicles due to the low railway bridges on the A760 near Lochwinnoch and the A737 outside Dalry. Various ideas proposed in the Transport Assessment, such as "walking buses" and "cycle trains" are worthy but impractical given the routes and distances involved. Due to the removal of the existing school bus services from the Beith area, there are fears that traffic levels will increase on these roads because of the proposed development, further adding to pedestrian safety concerns. It is also considered by many that it is unreasonable of the applicant to expect children to walk long distances from Beith and Kilbirnie to attend school, particularly during periods of cold, wet weather, and sometimes in the dark (during winter) on sub-standard routes, possibly along an unlit cycle track which leads into an industrial estate. This would particularly affect households with no access to a car, adding to the disadvantages they already face.

Response: The applicant has indicated a range of works which would be undertaken off-site in order to support sustainable, active travel, such as walking and cycling. The role of the planning system is to consider whether or not the site is, or can be, adequately accessed by all modes of transport, taking as a starting point active travel (eg. walking and cycling), then public transport, then the private car . It is considered that the site is centrally located within the Garnock Valley relative to the main settlements, making it a suitable location in land use planning terms for the wider community the

campus is intended to serve, over and above the nursery, primary and secondary schools. It is also proposed to form new footpath connections into the site from the west, north and south, as illustrated on the submitted plans. It is noted that the site is located immediately adjacent to an established bus route and Glengarnock Railway Station. There are already long established bus services which link up Glengarnock with Kilbirnie, Beith and Dalry (and the wider area) using the B777 adjacent to the site, and new bus stops will be conveniently provided on the B777 near the campus entrance. There are also frequent train services at Glengarnock Station, with a half hourly service to Dalry. The applicant has advised that, as the project develops, further consultation with public transport providers will take place to explore mutually beneficial options. The private car will also be catered for in a number of ways, including the provision of car parking and drop-off/pick-up points. Conditions could be imposed in relation to the implementation of the off-site works and the need for a travel plan.

6. There are general concerns over the increased level of traffic the development will attract to the site on roads that are considered unsuitable for higher volumes of traffic. The Kirkland Bridge, on the B777 west of the site between Kilbirnie and Glengarnock, is subject to traffic signal controls which reduces traffic flow. The additional traffic from Kilbirnie to the site will lead to significant delays at peak times. The additional traffic from Beith to the site will increase the existing safety difficulties on the priority junctions on the Beith bypass. The development will also create parking difficulties in the vicinity of the site, and the proposed junctions between the site and the B777 are considered unsafe due to the blind bends either side of the campus site.

Response: A Transport Assessment for the proposal has been submitted which has been assessed by the Council's Transportation section and found to be acceptable for the proposed development, subject to the provision of an addendum to address certain matters. A condition requiring the submission of an addendum to the Transport Assessment could be imposed. As noted above, conditions could be imposed in relation to the implementation of the off-site works and the need for a travel plan.

7. Concern is expressed that a high proportion of the site is water logged and is affected by contamination, mining and subsidence issues. The original plan at the site selection meetings held by the Council in 2012 was for the campus to be sited at the north of the site adjacent to Caledonian Road.

Response: The proposed development would incorporate sustainable urban drainage (SUDS) which has been designed to address the drainage issues on the site, which stem from the combined effects of rainfall, topography, soils and geology. The site investigation reports submitted with the application, prepared following studies of historic records and the carrying out of intrusive surveys of ground conditions, state that the site may be considered largely stable with regard to coal or other mineral extraction. A zone of possible shallow mineworkings in a portion of land to the north east of the site was identified - however, no structures are proposed to be developed within this area. The reports also state that, overall, the site is not heavily impacted with contaminants deleterious to human health. Any unsuspected areas of contaminated land can be remediated to an agreed

methodology, and this will be addressed by a planning condition. As noted below, the Coal Authority has raised no objection in respect of mining and subsidence issues.

8. Concern is expressed regarding the adverse impacts of the proposal on the amenity of the residential area at Daisybank. These include the following:

- i) despite the large area of land available for development within the site, the campus building, paths and playgrounds would be positioned very close to Daisybank, which contrasts with what was originally envisaged for a campus building nearer to Caledonian Road and open land to the south;
- ii) consequently, the scale and design of the building, as well as other site infrastructure, would adversely affect the character and setting of Daisybank;
- iii) the proposed footpath into the site to the west of Daisybank would adversely affect the appearance of the entrance to the street, with new features such as signage and security fencing required to prevent Daisybank becoming a drop-off point. Privacy and security would also be lost because of the close proximity of the proposed path to Daisybank;
- iv) the increased activity from traffic and people would alter the quiet character of Daisybank;
- v) the development would result in increased pollution levels in terms of noise, litter and vehicle emissions from early morning until late into the evening, in contrast to what is currently a quiet, clean greenfield location used for cattle grazing, and this would be detrimental to the health and well-being of local residents: many details relating to these issues have not been submitted;
- vi) the development would have an adverse effect on privacy because of overlooking from windows, and result in the loss of the open outlook over the fields to the north;
- vii) the development would overshadow and overlook Daisybank;
- viii) the landscaping would take many years to become effective as a privacy screen.

Response: The siting of the campus building within the site, as advised within the Design and Access Statement, was selected as the optimum area within the application site, as noted above. Two meetings were held during June with local residents, one of which was on site. In summary, the applicant has investigated and considered the matters raised and has agreed to reposition the campus building approximately 10 metres further east, and also to further enhance the proposed landscaped 'buffer' area between Daisybank and the campus building. Amended siting details can be sought through condition.

In respect of the scale and design of the building, this matter is considered further within the Analysis, below. The development of a school campus within a mainly residential area would be acceptable in principle.

The applicant considers the retention of the proposed path link to the west of Daisybank necessary to enable pedestrians from the west of the site to gain access to the campus. In response to this issue, the applicant has indicated that the path to the side of Daisybank would be gated and that the gates could be closed during late evening and overnight in order to deter any potential anti-social behaviour.

The design of the boundary treatments and landscaping would mitigate the impact of the development on Daisybank.

In respect of the points raised about increased pollution, Environmental Health, as noted below, has offered no objections subject to conditions to address concerns of noise and air quality. In terms of litter, the applicant has advised that a litter reduction strategy will be introduced, which, as well as providing a street cleaning and litter picking regime, will mitigate the potential for litter to become a nuisance in or around the site.

It is not considered that any significant overshadowing onto Daisybank would occur, given that the relative ground levels and the siting of the campus building further away from the houses. In addition, there would be no direct window-to-window overlooking and this would be further mitigated by the proposed landscaped buffer area.

A condition could be imposed to require the submission of a planting schedule to ensure an effective privacy screen at this location.

9. The B777 to the south of the site is prone to flash flooding from heavy rainfall and is also at risk of flooding due to its proximity to the Powgree Burn. The site itself is heavily waterlogged and has poor drainage. The submitted Flood Risk Assessment makes no mention of the flooding risk which will be caused by the development to its surroundings.

Response: A flood risk assessment (FRA) has been prepared for the proposed development, which has raised no objections from the internal and external consultees. A sustainable urban drainage system (SUDS) has been designed for the proposal and would be implemented as part of the site infrastructure works. In relation to concerns about the Powgree Burn, the FRA states that "possible flooding of the Beith Road may occur in extreme conditions, however the school building itself will sit higher at approx. +40.00m providing a freeboard of approximately 4m. " The FRA goes on to state that "the on-site drainage system is to be designed in accordance with SUDS requirements and therefore will:

- 1. Provide sufficient attenuation to accommodate a 1:30 year return period storm event – plus a 20% uplift to account for climate change – without detrimental effect to the school building, neighbouring properties or the adjacent highway.*
- 2. Limit the discharge from site to a 1 in 2 Year equivalent greenfield run-off up to this event.*
- 3. Provide a safe flood path in the event of a greater storm to ensure no flooding occurs within the building in events up to a 1:1000 Year Storm."*

It is considered that the above response confirms that there would be no flood risk to the surrounding area arising from the development. A SUDS condition could be attached to any grant of planning permission.

10. Concerns are expressed that the proposed development would have an adverse effect on the local economy (eg. town centres) on the grounds that small schools give small businesses and corner shops regular weekly trade. This pattern of trade would be lost as a result of this proposal due to the relocation of school pupils and staff to another site. In addition, the relocation of the swimming pool and gym to the proposed site would have similar adverse effects. Elsewhere in North Ayrshire, the Council is relocating its leisure facilities into town centres, not away from them.

Response: The applicants have advised that "the economic impact and regeneration potential of the campus development was one of a range of factors considered by officers and elected members during the site selection process. The location of the new facilities are geographically more central to the main settlements within the Garnock Valley, making it more accessible to the wider community than any of the local town centres."

11. Concern has been raised that the proposed path into the site to the west of Daisybank would not be suitable because of its proximity to the railway line, giving rise to potential dangers to trains from thrown material, as well as increasing litter within the railway generally, giving rise to vermin. The path would also compromise the safety of its users at peak times due to the potential for crushing between the fences which enclose it. It would be preferred if this path would be omitted from the plans.

Response: Network Rail are statutory consultees as part of the planning process and raised no objections (see Consultations, below). The applicant has advised that "safety and security is a high priority and the specification of the boundary with the railway line, to be agreed, will mitigate potential for harm. Developing a litter reduction strategy, as well as providing a street cleaning and litter picking regime, will mitigate the potential for litter to become a nuisance in or around the site. All paths and roads will be built to satisfy the requirements of the relevant regulations, this will mitigate the potential risk of crushing."

12. Concern is expressed about the effect of the development on the staff, clubs and individuals who currently work at, or regularly attend Garnock Swimming Pool. If the campus is restricted to school use during daytime, with the swimming pools only available in the evenings and weekends, there will be a detrimental effect on leisure provision in the area.

Response: The applicants have advised that the swimming and leisure facilities would not be restricted in this way, and would be available for public use based on the existing service pattern available at Garnock Swimming Pool, which includes morning, afternoon and evening sessions. This would enable existing user groups and individuals to continue to use the swimming pools based on their current arrangements.

13. Concern is expressed about school security, given that the general public would also have access to the proposed campus during school hours.

Response: The applicants have advised that there will be a secure main entrance to the campus which will be used by the public, school visitors, etc. This will be the shared reception point for all the campus facilities and will give access to the central atrium/circulation space. The majority of pupils will enter via separate entrances, with the primary children having specific entrance points defined by year group. There will also be internal security arrangements to prevent unauthorised access by the public to teaching areas.

14. Concern is expressed that there would not be enough lockers for every child. There are no drying facilities indicated on the submitted plans either. Given the distances that many pupils will be expected to walk, drying facilities should be provided for pupils. Lockers should be provided to enable pupils to store books in the school rather than carry them around in their bags.

Response: These are not material planning considerations although the matters have been referred to the applicant for their consideration.

15. Concerns have been expressed about the accuracy of some of the information contained in the Transport Assessment. For example, one of the maps highlights the floating catchment area for the primary schools. As of August 2013, this area no longer applies as the Council changed the catchment area for Moorpark Primary. All children in what was the "floating area" are now required to attend Glengarnock Primary, therefore further increasing the travel distance for some pupils.

Response: The revised floating catchment area has now been relayed to the consultant conducting the Transport Assessment. This information will be updated as part of an addendum to the Transport Assessment.

16. School transport provision or subsidised bus services should be provided for pupils attending the proposed schools. Public bus services referred to in the Transport Assessment do not have the capacity to accommodate the demand from school pupils if school transport from Beith is removed. The Transport Assessment does not take account of proposed revisions to school hours, nor the possible removal of services by bus companies.

Response: It is not the role of the planning system to provide transport services, but to ensure that major development is well located in relation to a variety of modes of transport. It is considered that the site is centrally located for the communities it would serve. This matter has been reported to the applicants for comment, and they have advised that "studies of bus routes and timetables highlight that the site benefits from a good level of service with the 32, X34, X35, X36 and 904 all passing the site. These routes also serve much of the residential areas to the north-west and from Beith, and could be used as alternative to car travel for both the educational campus and the community/leisure facilities. Public transport is one of a range of travel options available. Walking and cycling will also be

encouraged and travel plans will be in place to facilitate this. While car drop-off is not encouraged a facility for this will be provided. As the project develops further consultation with transport providers will take place to explore mutually beneficial options." The travel plan would be completed before the campus becomes operational, and subject to review thereafter.

17. There does not appear to be a separate playground for the primary school on the submitted plans. It is considered unacceptable for primary children to have to play only on hard landscaped areas.

Response: The applicants have advised that "the provision of outdoor space will be in accordance with relevant legislation. There are large areas of landscaping, both hard and soft, included in the proposals. As the project moves through its final design stages, a landscape architect will be employed to develop the landscaping proposals. There will be designated areas for primary and nursery use." As noted above, the proposed multi-use games area has been omitted in favour of a larger playground area to serve the primary school. The further development of the landscaping proposals could be addressed by a condition.

18. The proposed development would result in the loss of a green space, including hedgerows, small trees and marshland, which would be to the detriment of biodiversity and nature conservation in the area, including local bat populations.

Response: It is not considered that the proposed development would have irreversible effects on biodiversity and nature conservation in the area. A bat survey and Phase 1 Habitat survey of the site was undertaken in 2013, which did not indicate the presence of any bat roosts nor any rare wildlife species on the site. A condition can be imposed requiring that the bat survey is updated prior to any development taking place in order to safeguard any bat roosts. New landscaping is proposed for the site, which would secure the replacement of any hedgerows or trees lost as a result of the development. As noted above, the further development of the landscaping proposals could be addressed by a condition.

19. The design of the building features large areas of glazing which could result in classrooms becoming overheated unless blinds or tinted glass are used. Light pollution will be caused by the glazing when the lights are turned on.

Response: The applicant's agent has advised that the "façade has been modelled so as to maximise natural light and views to the learning spaces of the school and endow these with open and spacious qualities. These spaces will primarily be naturally ventilated, with some spaces, such as labs, workshops etc. also having mechanical ventilation. The natural ventilation strategy is based on a tried and tested solution. Furthermore, spaces have been thermally modelled throughout all times of the year using specialist computer software to ensure overheating can be dealt with effectively and this information has been fed back into the design process. As the project progresses, this will continue to be assessed as the design evolves to ensure overheating and glare do not become an issue. All inhabited spaces

affected by glare or those identified in the thermal model will contain blinds to ensure natural lighting levels can be controlled by the users within." It is considered that the proposed design would address the concerns raised. The mitigation of light pollution from external lighting could be addressed through a condition.

20. It was indicated during the pre-application consultation events that the proposed library would be over two levels and that the lower level would be open to the community. There are public libraries in each of the main settlements in the Garnock Valley so there should be no need for another within the proposed campus.

Response: The applicants have advised that "the campus is conceived as a community facility and, as such, it is appropriate that the 'Learning Resource Centre' proposed should benefit the entire community." There is no further planning issue to consider in relation to this matter.

21. The proposed leisure facilities do not appear to cater for hockey, which is considered to be a lost opportunity. There does not appear to be a storage area for kayaks and canoes within the swimming pool area, which are currently provided in Garnock Swimming Pool.

Response: The applicants have advised that the brief for the sports facilities has been developed taking into account the requirements of the curriculum, engagement with various sports groups, KA Leisure requirements, sportscotland and assessment of availability and demand across the authority. A store adjacent to the swimming pool is included in the design. The sports and leisure element of the scheme would be managed by KA Leisure who will engage with their stakeholders to determine the most appropriate use of the facilities provided. There is no further planning issue to consider in relation to this matter, as the proposal is for educational and leisure use for the wider community.

Representations

1. Dalry Primary School Parent Council support the application to have the new campus on the proposed site without any unnecessary delay, but consider that insufficient attention has been given to traffic access and the walking/cycling routes. Rather than objecting to the whole application, Dalry Primary School Parent Council consider that all parties involved should work together to get a commitment that, if walking/cycling routes are not of a high standard, then the children affected should be transported by school bus. This would help child safety, air quality and traffic management.

Response: Support for the proposal is noted. Proposals have been indicated for improvements to the walking/cycling route to Beith, as well as other transportation measures, the details of which could be sought through a planning condition.

2. The advantages of those people who would use public transport to access the community building is noted. However, Caledonian Road would appear to be a safer access road into the site than the B777. There will still be a "blind corner" when coming from Glengarnock to the site.

Response: Noted. There is a path proposed along the route of the former Wee Pad into the site from the Kilbirnie/Glengarnock area to the west. A path from Caledonian Road is also proposed. The applicants have indicated that access to the path would be restricted during late evening and overnight.

Consultations

Access Officer - no objections. In relation to the Transportation Assessment (TA) produced for the site, a range of issues have been discussed with the applicant's consultants, SIAS, including the inclusion of a mitigation measure to widen the path adjacent to the B777 in line with national good practice guidance, eg. Cycling By Design. The mitigation measures proposed within the TA will complement the works proposed to improve active travel opportunities within the Kilbirnie area through the NCN Route 7 Kilbirnie Community Links project being undertaken by NAC Development and Environment Services in 2014/15 and 2015/16 and link to the Core Paths network in line with Policy PI 4 of the adopted Local Development Plan (LDP). This will improve and increase the opportunities for active travel to and from the site. In line with Policy PI 1 of the adopted LDP, any new paths within the site or linking to the site should be clearly signposted, well lit and overlooked where possible. In terms of cycle parking, provision should be made for at least 10% of the peak staff numbers, 10% of the peak visitor numbers and at least 10% of the pupil numbers within the cycling catchment area for the facility i.e. excluding those pupils transported by bus. Parking provision for scooters should also be provided for 1% of pupil numbers within the cycling catchment area. In line with Policy PI 1 of the adopted Local Development Plan, the cycle and scooter parking should be secure and located in a visible and accessible location. The purpose of this is to meet the objective of the Cycling Action Plan for Scotland (CAPS) that 10% of all journeys will be undertaken by bike by 2020 and in recognition of the fact that cycling is an encouraged method of transport for the development.

Response: The proposed development would make provision for active travel to and conditions could be attached to meet the above requirements.

Coal Authority - no objections. The application site does not fall with the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted. In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice within the decision notice as an informative note to the applicant in the interests of public health and safety.

Response: Noted. An informative note containing the Standing Advice of the Coal Authority could be attached to any grant of planning permission.

Education and Skills - no objections. Support the proposal on the basis that the development of a lifelong learning campus has the potential to further raise standards and provide significant benefits in terms of the range and quality of provision and support for learners of all ages and abilities. The proposal provides the opportunity to have better, more modern facilities in a high quality design with social integration and civic pride. The application site is located centrally within the Garnock Valley to provide, as far as possible, an education and leisure facility that would be accessible to all parts of the area whether journeys are made by public transport, walking, cycling or by car.

Response: Noted. See Analysis, below.

Environmental Health - no objections subject to conditions. Contaminated land issues have been adequately addressed in the submitted site investigation reports, although a condition relating to unsuspected contamination is recommended as a safeguard. Conditions and/or informatives relating to the need for a noise survey and air quality study are also recommended.

Response: Conditions and informatives to meet the requirements of Environmental Health could be attached to any grant of planning permission.

Kilbirnie & Glengarnock Community Council - object to the proposal on the basis that the positioning of the campus building on the site would adversely affect the amenity of Daisybank. The residents of Daisybank have expressed their concerns to the Community Council that they were not adequately consulted, and that the position of the campus building is very close to Daisybank, as opposed to it being at the other end of the site.

Response: The design team advises that the proposed siting of the building in close proximity to Daisybank is based on the site topography. This matter was raised during pre-application consultation by Daisybank residents, and has been documented in the Pre-Application Consultation Report. At the request of local members, meetings were held on 2nd June and 23rd June 2014 to enable residents to express their specific concerns directly to the

project manager and design team. Consequently, the applicant's design team were asked to consider repositioning the building further away from Daisybank. Agreement has been reached on this matter, as noted above, resulting in the repositioning of the campus building 10 metres further east, away from Daisybank. It is considered that this would help to address the concerns raised by Daisybank residents.

NAC Flooding Officer - no objections subject to conditions. There is a known and recorded flooding problem from the Powgree Burn downstream of the site at Kersland Road; therefore, surface water attenuation at the proposed campus site is essential. SUDS drawings and calculations require to be submitted to address this matter. The location of access points to the site are also important due to the flooding issue at Beith Road.

Response: The applicant's agents have agreed to address the outstanding flood prevention issues regarding raised by the flooding officer through a planning condition.

Network Rail - no objections in principle to the proposal. Advice has been provided with respect to a range of issues, including drainage, boundary treatment, landscaping, construction works, ground level changes, embankments and supporting structures which are in close proximity to the proposed development.

Response: The applicant's agent has been sent the consultation response from Network Rail to ensure all of the railway safety and operational requirements are met. In response, the applicants have advised that the agent is dealing with all of the matters raised, which could also be addressed by conditions in relation to drainage, boundary treatment and landscaping design. An informative could be attached to direct the applicant to the Network Rail Asset Protection Engineer for further discussion.

SEPA - no objections. Parts of the site are within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding from the Powgree Burn. From the layout drawing submitted, it is acknowledged that the school building itself would be adjacent to the medium flood extent of the SEPA Flood Map. It is also demonstrated (planning drawing L(-)003A) and stated in the Civil and Structural Design Statement by Goodson Associates) that there is approximately 4-6m (depending on location) level difference between the Powgree Burn and the proposed building. It is therefore thought that potential flood risk from the Powgree Burn is low. It is, however, noted from planning drawing L(-)201A that there is slightly less freeboard between the burn and the lower ground finished floor levels (FFL). Freeboard is a matter for the local authority to determine in their capacity as the Flood Prevention Authority (FPA). North Ayrshire Council should therefore satisfy themselves with the proposed freeboard allowances. SEPA view schools as a highly vulnerable land use and therefore the development should be protected up to the 1:1000 year flood extent through appropriate flood risk management measures. The school building lies adjacent to the medium likelihood flood extent and proposed FFLs are significantly above the level of the Powgree Burn. SEPA would recommend the use of water resistant

materials and forms of construction as outlined in PAN 69. It is noted from the Civil and Structural Design Statement that the proposal will connect to the Scottish Water combined sewer. Scottish Water's assessment of the site must demonstrate that the existing sewerage system can accommodate the development's flow with no detriment to the current situation. If this is not the case, a Development Impact Assessment (DIA) should be carried out to identify mitigation measures that provide either betterment or no detriment to the existing system to Scottish Water's satisfaction. It is noted that 2 levels of SUDS are proposed for the road and car parks and 1 level for the roof run off, these are appropriate levels of SUDS. Any proposed discharge of surface water to the water environment must be in accordance with the principles of the SUDS Manual (C697) which was published by CIRIA in March 2007.

Response: Noted. Details of SEPA's response has been sent to the applicant's agent for information and action, where appropriate. The application has been subject to consultation with the Council's Flooding Officer and Scottish Water. A SUDS condition could be attached to any grant of consent.

Scottish Water - no objections. Camphill Water Treatment Works currently has capacity to service this proposed development. At present there is limited capacity at Stevenston Point Wastewater Treatment Works to serve this new demand. The applicant should discuss the proposal directly with Scottish Water. In some circumstances it may be necessary for the applicant to fund works on existing infrastructure to enable the development to connect. A totally separate drainage system will be required with the surface water discharging to a suitable outlet. Scottish Water requires a sustainable urban drainage system (SUDS) as detailed in Sewers for Scotland 2 if the system is to be considered for adoption. If the connection to public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s). This should be done through a deed of servitude.

Response: The matters raised by Scottish Water have been reported to the applicant and agent for their information. SUDS proposals have been indicated on the submitted plans, and a condition could be attached to address the outstanding details. An informative could also be attached to ensure the requirements of Scottish Water are met.

NAC Strategic Planning & Infrastructure (Transportation) - no objections subject to conditions. A range of matters have been extensively discussed with the applicant's transport engineer throughout the consultation process. It is recommended that an addendum to the Transport Assessment is submitted which addresses the outstanding issues relating to transport infrastructure both within the site and beyond.

Response: Noted. A condition to require an addendum to the Transport Assessment could be attached to any grant of consent. A condition relating to the provision of off-site transport infrastructure works, as may be required, and the preparation of a Travel Plan could also be attached. An informative could be attached regarding further consents for off-site road works in terms of the Roads (Scotland) Act 1984.

sportscotland - no objections. From reviewing aerial imagery and the information submitted with the planning application, it would appear that there are no uses within the site boundary (red line) for which sportscotland are a statutory consultee. It is noted that there is a football pitch on adjacent land to the east of the site (within the blue line boundary), which is within Council ownership and is indicated as being a zone for future development in the Design and Access statement. It is understood that this is area not the subject of this planning application. Provided that this is the case, then offer no objection to the current planning application, although would respectfully request to be consulted at such time as the adjacent land is the subject of a planning application for development that would result in the loss of the pitch or prejudice the use of the pitch.

Response: Correspondence has been sent to sportscotland confirming that the existing pitch which serves Longbar does not form part of the current application. On this basis, sportscotland has no objection to the current proposal. Should any future proposal be made that would affect the existing pitch, it is noted that sportscotland require to be re-consulted.

Strathclyde Partnership for Transport - no objections. SPT welcome the choice of location that makes best use of the existing public transport, although acknowledge that the relocation creates a number of challenges. Detailed comments have been provided in relation to school transport pick-up and drop-off facilities; bus stop provision; walking and cycling; parking; provision of travel information; travel planning and public transport provision have been provided. A condition in relation to the need for a public transport strategy is recommended.

Response: The matters raised by SPT have been discussed and agreement has been reached on an appropriate wording for a condition which could be imposed in relation to the recommended public transport strategy. SPT have indicated their willingness to engage in ongoing discussions with the Council in relation to a range of transport matters as the project develops.

West of Scotland Archaeology Service - no objections subject to condition. The proposal is situated in an area of some archaeological potential which has been in use by humans for thousands of years. This is illustrated by the many archaeological records in the surrounding landscape which are the result of random reporting of finds and sites made accidentally during ground disturbance over the last 150 years or so. The proposal is reasonably large in scale so the potential for significant unrecorded sub-surface archaeological deposits remains an issue. Despite disturbance from ploughing in recent times it is possible that significant archaeological remains may survive within the application boundary and that these may be damaged or destroyed by the ground-breaking elements of the proposals. West of Scotland Archaeology Service advise the Council to consider attaching an archaeological condition to any consent they may be minded to grant this application. The suggested wording of such a condition is provided, which is based Planning Advice Note 2/2011.

Response: A condition to meet the requirements of the West of Scotland Archaeology Service could be attached to any grant of consent.

Dalry Community Council - no comments.

Police Scotland - no comments.

3. Analysis

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that decisions by planning authorities shall be taken in accordance with the development plan, unless material considerations indicate otherwise. In this case, the adopted North Ayrshire Local Development Plan is the development plan. The following policies are applicable to the consideration of the proposal:

LDP Vision and Spatial Strategy

Policy PI 10 - Community Infrastructure

Policy PI 1 - Walking, Cycling and Public Transport

Policy PI 7 - Waste Management

Policy PI 8 - Drainage, SUDs and Flooding

Policy PI 13 - Carbon Emissions and New Buildings.

General Policy

It is considered that the main determining issues which consider the principle of the development are the LDP Vision and Spatial Strategy, and Policy PI 10. The remaining policies relate to matters of detail rather than issues of principle.

Firstly, in terms of the LDP Vision & Spatial Strategy, it is considered that the development of a multi-purpose campus would achieve considerable benefits for the communities of the Garnock Valley. The benefits of the proposal would sit well with the Vision and Spatial Strategy, particularly STRAT 3: Regeneration, which states that “the LDP will play a role in bringing forward ambitious proposals for new schools, which will bring about a perception change to the local area and provide the best environment to create young

people who are confident and aspirational.” The proposed campus development has evolved against this background over several years and it is considered that the proposal would meet the regeneration aspirations of the Council in this regard. The Council's Education Authority has identified some of the benefits which would arise from the proposed development in their consultation response. It is considered that the proposal accords with the aims and objectives of STRAT 3.

Secondly, in terms of specific policies, the following requires consideration:

Policy PI 10: Community Infrastructure

Policy PI 10 supports proposals for the development of education and commercial leisure. The swimming pools and gym fitness suite are considered to be commercial leisure facilities, as members of the public will be charged for their use. To accord with the policy, the following criteria must be satisfied:

- (a) the site has a high level of accessibility, particularly for walking, cycling and public transport;
- (b) a range of alternative sites have been examined;
- (c) co-location with other similar or complimentary facilities has been considered.

With respect to criterion (a), the development would be centrally located for the communities to be served. The application site, as noted above has convenient access to a choice of sustainable modes of transport. The applicant has indicated that improvements would be made to the existing roadside footpath from Beith, including widening and the provision of street lighting. Other localised improvements have also been identified through the Transport Assessment. Glengarnock Railway Station is located nearby, and Beith Road is served by a number of bus services, connecting the site to the adjacent towns of Beith, Kilbirnie, Dalry and beyond. In addition, as noted above, the applicant has advised that as the project develops further, consultation with transport providers will take place to explore mutually beneficial options. The requirements of criterion (a) have been met.

With regards to criterion (b), as noted above, the Council identified the application site following an extensive site selection process.. The requirements of criterion (b) have, therefore, been satisfied.

Regarding criterion (c), the proposal will involve co-locating Garnock Academy, Glengarnock Primary School, Garnock Swimming Pool and a range of other public leisure facilities onto one site. Co-location has, therefore, been demonstrated, and this would increase the potential for linked trips. The requirements of criterion (c) have therefore been met.

Based on the above, the principle of development is in accordance with Policy PI 10.

Thirdly, turning to other policies which focus on particular topics or issues, PI 1, PI 7, PI 8, PI 13 and the General Policy all require consideration.

Policy PI 1: Walking, Cycling and Public Transport

This policy is specifically relevant to development proposals which will result in significant trip generation, and requires proposals to demonstrate that account has been taken of the needs of walkers, cyclists and public transport users. To accord with the policy, the following criteria must be satisfied:

- (a) the proposals reflect the principles of “Designing Streets” where applicable;
- (b) at an early design stage, consideration has been given to likely desire routes (public transport nodes, schools, town centres etc.) which shall inform the design of the development;
- (c) connectivity is maximised within and to the development site by providing direct routes to wider path networks where possible;
- (d) any paths through the site are clearly signposted, well lit and where possible overlooked;
- (e) secure cycle parking of a proportionate scale, in a visible and accessible location, is provided where the development will be used by a significant volume of visitors (including employees). Changing and shower facilities should also be provided where appropriate;
- (f) discussion with Strathclyde Partnership for Transport (SPT) has been undertaken to consider the provision of new or diverted bus route(s) to serve the development where the proposal is not within 400m of a public transport node. New/diverted routes may require to be subsidised by the developer where such schemes are not commercially viable; and
- (g) proposals for national or major development (as defined by the Planning Etc. (Scotland) Act 2006) which will involve significant trip generation will require the preparation of a Travel Plan for the development.

A Transport Assessment may be required where development will involve significant trip generation.

Criterion (a) requires proposals to reflect the principles of 'Designing Streets' - however, given the type of development, this is not considered relevant.

Criterion (b) requires that consideration has been given, at an early design stage, to likely desire routes which shall inform the design of the development. Criterion (c) requires that connectivity within and to the development is maximised by providing direct routes to wider path networks wherever possible. It is considered, as noted above, that both criteria have been met. The proposed building would be positioned at the southern end of the site enabling new footpath connections to be formed to the existing routes around the site. A connection to Caledonian Road, providing connections to Lochshore area, the national cycle route and local footpaths, is also proposed. Outwith the site, upgrading of the rural section of footpath to Beith is also proposed, as well as other minor works such as additional lighting and pedestrian guard rails. Within the site itself, there are numerous circulation routes for pedestrians and cyclists.

Criterion (d) requires any paths through the site to be clearly signposted, well lit and, where possible, overlooked. Signposting and lighting can be addressed by a planning condition.

Criterion (e) requires the provision of secure cycle parking. This has been proposed at a ratio of 10% to occupancy. Siting and design details can be the subject of a condition.

Criterion (f) and (g) relates to public transport routes and Travel Plans for major developments. As noted above, Beith Road (B777) is a bus route and bus stops outside the site are proposed. There may be scope for additional bus services to serve the proposed development, a large proportion of whom will be pupils attending the schools. A condition requiring the preparation of Travel Plan for the development can be imposed to meet the requirements of Criterion (g).

The proposed development is in accordance with Policy PI 1, subject to conditions.

Policy PI 7: Waste Management

This policy requires the preparation of a Site Waste Management Plan (SWMP) for major developments. A SWMP could be secured by a planning condition. The proposals must also take cognisance of the Council's waste collection requirements. An informative note can be attached for the applicant to discuss their requirements with Waste Management. The proposed development is in accordance with Policy PI 7, subject to a condition.

Policy PI 8: Drainage, SUDs and Flooding

This policy requires that a comprehensive drainage assessment is submitted in support of development proposals to the satisfaction of the Council's Flooding Risk Management section unless it can be otherwise demonstrated that the site can be satisfactorily drained.

Such an assessment has been provided, and, as noted above, considers the wider impact of the development in terms of hydrological, flooding and drainage interests. Scottish Water, SEPA and the Council's Flooding Officer have no objections to the proposal in this regard. The proposed development is in accordance with Policy PI 8, subject to conditions.

Policy PI 13: Carbon Emissions and New Buildings

This policy states that all new buildings must reduce CO2 emissions above or in line with building standards. This requirement could be secured by a condition. The proposed development is in accordance with Policy PI 8, subject to a condition.

The underlying policy for development in countryside locations is Policy ENV 1 which provides support for the development of essential public infrastructure, as proposed.

General Policy

Finally, the General Policy requires to be considered. This can take place in conjunction with consideration of the supporting documents, such as the Design and Access Statement. The General Policy is split into a number of individual criteria, which are as follows:

- (a) Siting, Design and External Appearance
- (b) Amenity
- (c) Landscape Character
- (d) Access, Road Layout, Parking Provision
- (e) Safeguarding Zones
- (f) The Precautionary Principle
- (g) Infrastructure and Developer Contributions
- (h) 'Natura 2000' sites
- (i) Waste Management

Taking each in turn, the following observations have been made:

(a) The proposed development would contrast significantly in terms of scale and design with the established pattern of development in the surrounding area, which comprises of several groups of traditional housing dating from the early part of the twentieth century. Such contrasts in scale and design are considered inevitable given the range of uses the campus would accommodate. The proposal is for a unique building, specifically designed for the site and taking into account its semi-rural setting. It is considered that the proposal would add positively to the design quality of public buildings in North Ayrshire at a prominent location relative to a major transport corridor, namely the Glasgow - Ayr railway line.

The submitted Design and Access Statement considers the site and its surroundings. The Statement indicates that the site has, in general, an undulating topography, with only two level areas of ground large enough to accommodate the main elements of the proposed development (ie. the campus building and sports pitches). One of the level areas is to the north, this being adjacent to the railway and close to Caledonian Road; the other is to the south close to Beith Road on a plateau between relatively steep slopes on the south western and eastern fringes of the site. The Design and Access Statement indicates that, in order to mitigate the costs of excavation and retention, the two level areas are considered the most suitable for development.

It is further considered in the Design and Access Statement that the level area to the south, due to its proximity to Beith Road and Glengarnock, would be the most suitable part of the site for the campus building. There are further advantages conferred by the southern area - such as the shorter walking distance to public transport, the potential benefits of a major community building in the townscape (rather than being 'disconnected' from the community at a more remote part of the site), better noise mitigation from the railway, shorter utilities connections - all of which would add positively to the civic nature of the project. Conversely, the more remote area to the north would be better suited for use as sports pitches, and would also provide ease of access to the existing Lochshore sports pitches to the north west of the site further along Caledonian Road.

The proposal would infill a substantial gap in the built environment between Glengarnock and Longbar. The effect of the proposed campus development would knit together the existing built environment, which would act to reduce the perception of Longbar as being remote from the wider community. Planning permission in principle was recently granted for new housing development to the east of Longbar (ref. 13/00501/PPPM). Within this wider context, it is considered that the proposed campus development would be appropriately sited and would form a natural expansion to Glengarnock, focussed on a public transport node. Containment of the urban edge would be achieved through the embankment of Caledonian Road, which forms a robust physical barrier between the urban edge at Longbar and the rural area to the north east.

The principles of Designing Places have been incorporated into the proposed development. The campus would combine contemporary architectural features with a range of materials chosen to create high quality and durability. In recognition of the semi-rural character of the site, "green walls" would feature on the building which would both enhance and soften its appearance using plants. Overall, the proposed design is considered to be an adequate response to the Council's wider aims of raising design standards throughout North Ayrshire. The development would also contribute positively to developing a greater sense of place for the Garnock Valley since it would act as a focal point for the whole area. A condition requiring the submission of full details of the external finishes and surface treatments could be imposed.

The need to reduce carbon emissions within the project has also been taken into account in terms of, amongst other matters, energy efficient heating systems, use of glazing and other materials and energy efficient lighting design. A condition could be imposed to meet this requirement, as noted above.

(b) Amenity covers environmental issues such as lighting, noise, vibration, smell/fumes, emissions, disturbance from vehicular or pedestrian traffic. The proposed development would introduce changes to the existing semi-rural character of the area resulting in a much greater level of activity than at present. The most sensitive nearby land uses are the housing areas at Daisybank and Longbar. The effects on residential amenity therefore require

consideration. As noted above, the applicant has agreed to reposition the campus building 10m east. It is also proposed to create a landscaped buffer area between the rear of Daisybank and the development area, which would mitigate visual impact and would utilise a combination of the natural topography, earthworks and landscaping. Potential noise and air quality impacts on the amenity of the area require to be addressed in more detail, and Environmental Health has recommended conditions/informatives to address these matters. The development would generate additional vehicular traffic on a B class road as well as an industrial access road (Caledonian Road), although traffic would not be routed along any residential street in order to access the site. Lighting design could be controlled by condition. It is considered that the impacts on residential amenity arising from the proposal would be acceptable, subject to the above noted mitigation measures.

(c) The general requirement is for edge of settlement sites to be bounded by substantial structure planting to ensure an appropriate boundary between town and country. Notwithstanding the rural character of the site, there is existing development to the south west (Daisybank and Glengarnock), west (Lochshore Industrial Estate), north of Caledonian Road (Willowyard bonded warehouses), and to the east (Longbar), leaving only the southern boundary open to the countryside south of the B777. The landform south of the B777 rises steeply uphill beyond the Powgree Burn, which effectively contains the site from the rural area between Glengarnock and Dalry. Network Rail would not be supportive of tree planting close to the railway line. Some of the existing landscape features on the site, such as hedgerows, would be removed as a result of the development. There is scope for replanting new hedgerows in the site to help define pathways and edges. A landscaping condition could be imposed to address these matters.

(d) Access routes to the site for walking, cycling and vehicles have been proposed and assessed by NAC Roads and Transportation and Strathclyde Partnership for Transport (SPT). As noted above, the proposed access points have been subject to revision and a condition could be imposed to ensure that final details are submitted for consideration prior to the development taking place. As noted above, the site is located adjacent to a bus route and Glengarnock Railway Station. A condition has been recommended by SPT in relation to a public transport strategy, which could be attached to any grant of consent. The access component of the Design and Access Statement addresses the specific issue of disabled access to the development and how this will be maintained. It is considered that the proposed network of paths into the site would be appropriately graded and designed to enable access for people with disabilities without the need for stairs or steps. This approach is continued into the building itself and on the surrounding grounds. In summary, it is considered that access arrangements would be adequate for people with disabilities.

(e) The site lies outwith the safeguarding zone for the Willowyard Bonded Warehouses and there are no safeguarding zones to consider.

(f) The proposed development would not cause significant, irreversible damage to the environment, existing development or any proposed development.

(g) As noted above, there are off-site proposals for improving the footpath to Beith as well as other works outwith the site. A condition could be imposed to ensure that the necessary infrastructure upgrading is completed before the development becomes operational. Scottish Water and SEPA have no objections to the proposal.

(h) The proposed development does not affect any 'Natura 2000' sites. There are no other nature conservation designations affecting the site. The applicant has submitted a bat survey, Phase 1 habitat and protected species survey, which demonstrates that there are no endangered or protected species at risk. An updated bat survey could be undertaken to ensure that the information regarding bat roosts is fully up to date before any works commence on site. This could be addressed by condition.

(i) As the proposal is for a major development, the preparation of a Site Waste Management Plan will be required. As noted above, this could be addressed by condition.

There are no other material considerations. In summary, it is considered that the proposed development accords with the provisions of the development plan. Accordingly, planning permission should be granted, subject to conditions.

4. Full Recommendation

See Appendix 1.



CRAIG HATTON
Corporate Director (Development and Environment)

Cunninghame House, Irvine
26 May 2014

For further information please contact Mr A. Hume, Planning Officer , on 01294 324318

APPENDIX 1

RECOMMENDATION FOR PLANNING APPLICATION REF NO 14/00284/PPM

Grant subject to the following conditions:-

1. That, prior to the commencement of the development, hereby approved, a revised masterplan showing the campus building in a position approximately 10 metres further east of that shown on site plan refs. L(90)001, L(90)002 and L(90)003 shall be submitted to North Ayrshire Council as Planning Authority. The revised masterplan shall take into account all other layout/siting matters arising as a consequence of the amended campus building position, and shall be approved in writing by North Ayrshire Council as Planning Authority prior to the commencement of any works on site. Thereafter, the development shall be implemented only in accordance with such details as may be approved, unless otherwise agreed in writing with North Ayrshire Council as Planning Authority. For the avoidance of doubt, site masterplan drawings ref. L(90)001, L(90)002 and L(90)003 are not hereby approved.
2. That, prior to the commencement of the development, hereby approved, an addendum to the Transport Assessment, addressing the matters raised in the consultation response of North Ayrshire Council Strategic Planning & Infrastructure (Transportation) dated 1st July 2014, shall be submitted for the written approval of North Ayrshire Council as Planning Authority.
3. That, prior to the commencement of the development, hereby approved, detailed SUDS drawings and calculations shall be submitted demonstrating a reduction in surface water flow from the development below the green field run-off rate for the written approval of North Ayrshire Council as Planning Authority. Thereafter, the SUDS scheme as may be approved shall be fully implemented prior to the campus becoming operational and shall be maintained thereafter to the satisfaction of North Ayrshire Council as Planning Authority.
4. That, prior to the commencement of the development, hereby approved, the applicant shall secure the implementation of a programme of archaeological works in accordance with a written scheme of investigation, the scope of which shall be agreed with the West of Scotland Archaeology Service and approved in writing by North Ayrshire Council as Planning Authority. Thereafter, the applicant shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of North Ayrshire Council Planning Authority in agreement with the West of Scotland Archaeology Service.
5. That, prior to the commencement of the development, hereby approved, an updated bat survey shall be undertaken following an inspection of the site for the presence of bat roosts. In the event of any bat roosts being found within the site, the report shall include a mitigation plan to conserve or replace bat roosting sites, and shall be submitted for the written approval of North Ayrshire Council as Planning Authority prior to the commencement of the development. Any mitigation plan which may be approved shall be brought into operation prior to the commencement of site operations.

6. That the presence of any significant unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of Environmental Health. Thereafter, a suitable investigation strategy as agreed with North Ayrshire Council shall be implemented and any necessary remediation works carried out prior to any further development taking place on the site, all to the satisfaction of North Ayrshire Council as Planning Authority.

7. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority full details of all external path and lighting improvement works, including the upgrading of the footpath between the site and Beith together with all other works as may be deemed necessary by North Ayrshire Council as Roads Authority. Thereafter, the external path improvements and all other works as may be approved shall be fully implemented prior to the campus becoming operational to the satisfaction of North Ayrshire Council as Planning Authority.

8. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority a detailed schedule of the proposed external finishes to be used on the campus building and an annotated plan indicating the surface treatments for open spaces, footpaths, play areas, roads and car parks. Thereafter, the development shall be implemented only in accordance with such details as may be approved, unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

9. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority a detailed plan and schedule of the proposed boundary treatments to be formed as part of the development. Thereafter, the boundary treatments as may be approved shall be implemented prior to the campus becoming operational to the satisfaction of North Ayrshire Council as Planning Authority.

10. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority a scheme of landscaping, which shall include details of species, planting densities, soil treatment and aftercare. Thereafter, the landscaping scheme as may be approved shall be implemented prior to the campus becoming operational to the satisfaction of North Ayrshire Council as Planning Authority.

11. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority a noise impact assessment in accordance with PAN 1/2011 'Planning and Noise' and the associated Technical Advice Note (TAN) - 'Assessment of Noise'. The assessment shall take into account all noise related details contained in the consultation response of Environmental Health dated 25th June 2014. Thereafter, the findings arising from the noise impact assessment as may be approved shall be implemented prior to the campus becoming operational to the satisfaction of North Ayrshire Council as Planning Authority.

12. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority the specification of the boiler plant to be installed at the campus. The specification shall take into account all of the air quality related details contained in the consultation response of Environmental Health dated 25th June 2014. Thereafter, the building operations shall be implemented only in accordance with such details as may be approved to the satisfaction of North Ayrshire Council as Planning Authority.

13. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority details of measures to be taken to reduce carbon dioxide emissions arising from the campus building. Thereafter, the building operations shall be implemented only in accordance with such details as may be approved to the satisfaction of North Ayrshire Council as Planning Authority.

14. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority details of all external lighting and signposting within the site. Thereafter, the external lighting and signposting scheme as may be approved shall be implemented prior to the campus becoming operational to the satisfaction of North Ayrshire Council as Planning Authority.

15. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority details of secure cycle parking within the site, which shall be provided at a rate of 10% for the peak level of staff/visitors and 10% of pupils within a defined cycling catchment area. The cycling catchment area shall be defined by the applicant for the written agreement of North Ayrshire Council as Planning Authority prior to the calculation of the 10% figure. In addition, details of secure scooter parking at a rate of 1% of pupil numbers within the defined cycling catchment area shall be submitted for the written approval of North Ayrshire Council as Planning Authority. Thereafter, all details as may be approved shall be implemented prior to the campus becoming operational to the satisfaction of North Ayrshire Council as Planning Authority.

16. That prior to the campus becoming operational, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority details of a Travel Plan for the campus. Such a Travel Plan shall include details of active travel proposals for all users of the site and an indication of the measures which shall be undertaken to reduce car journeys. Thereafter, the Travel Plan as may be approved shall be implemented upon the campus becoming operational to the satisfaction of North Ayrshire Council as Planning Authority and reviewed at 2 yearly intervals thereafter, unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

17. That, within 12 months of the date of approval, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority a Public Transport Strategy for the campus. This shall provide details of public transport infrastructure to be provided (bus stops and shelters) and travel information to be provided to ensure users are aware of pedestrian, cycle and public transport provision. The strategy may also include measures for the provision of real time public transport information and details of the frequency, routing of and funding mechanisms for any new or amended bus services to serve the development. Thereafter, the development shall be implemented in accordance with such details as may be approved, unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

18. That prior to the campus becoming operational, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority details of a Site Waste Management Plan (SWMP). Thereafter, the SWMP as may be approved shall be implemented upon the campus becoming operational to the satisfaction of North Ayrshire Council as Planning Authority and reviewed at 5 yearly intervals thereafter, unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

The reason(s) for the above condition(s) are:-

1. To meet the requirements of North Ayrshire Council as Planning Authority.
2. To meet the requirements of North Ayrshire Council as Roads Authority.
3. To demonstrate that the risk of downstream flooding arising from run-off has been taken into account in the SUDS scheme.
4. To meet the requirements of the West of Scotland Archaeology Service.
5. In the interests of nature conservation.
6. To meet the requirements of Environmental Health.
7. To meet the requirements of the North Ayrshire Council as Roads Authority.
8. In the interests of visual amenity.
9. To ensure boundary treatments are appropriately designed and implemented.
10. To ensure the landscaping scheme is appropriately designed and implemented.
11. To meet the requirements of Environmental Health.
12. To meet the requirements of Environmental Health.
13. To meet the requirements of the adopted North Ayrshire Local Development Plan.
14. In the interests of visual amenity.

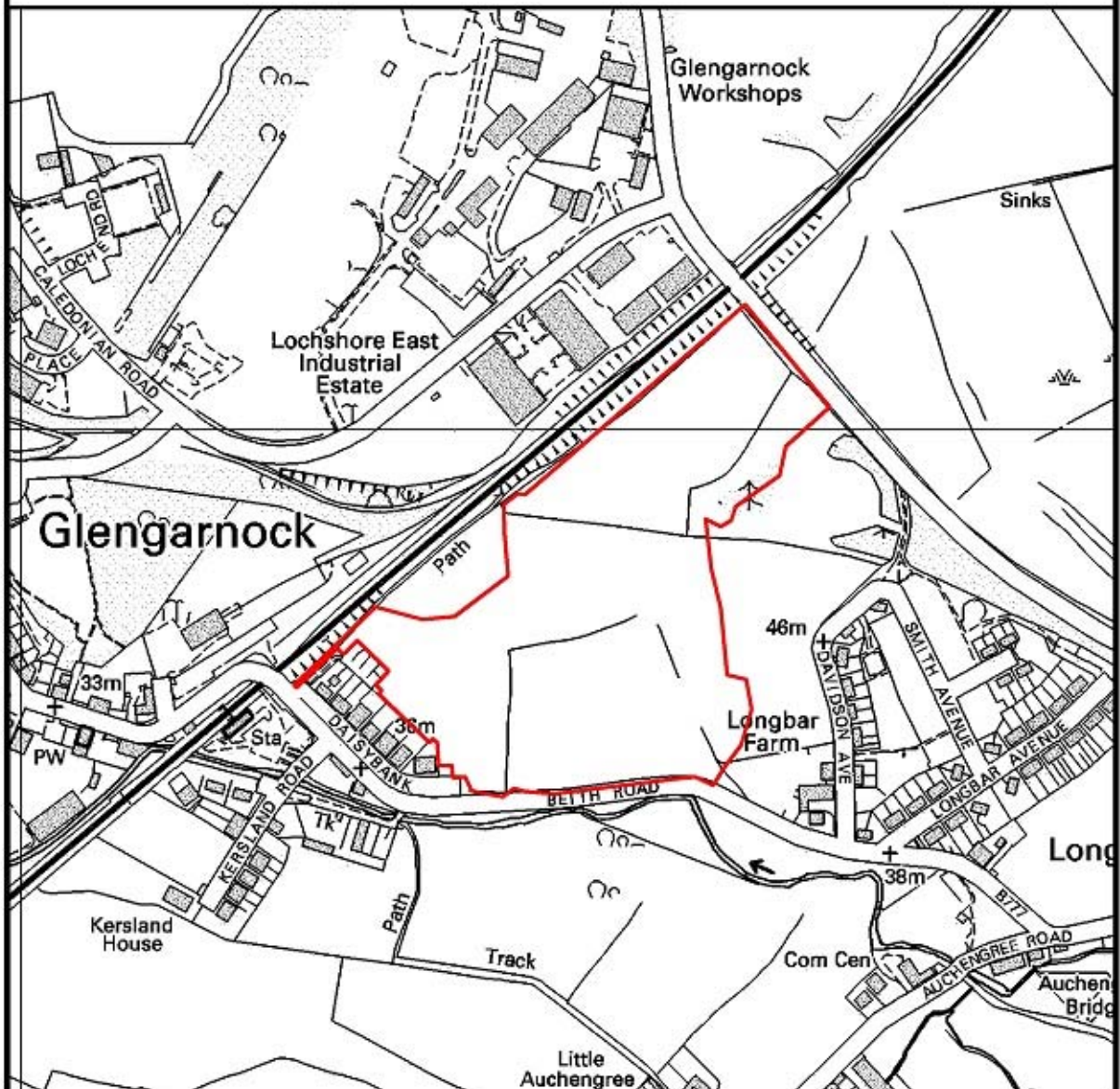
15. To meet the requirements of the North Ayrshire Council as Planning Authority.
16. To meet the requirements of the North Ayrshire Council as Roads Authority.
17. To ensure that proper consideration is given to public transport prior to the campus becoming operational.
18. To meet the requirements of the adopted North Ayrshire Local Development Plan.

Reason(s) for approval:

1. The proposal complies with the relevant provisions of the Local Development Plan and there are no other material considerations that indicate otherwise.

Committee Plans

14/00284/PPM



NORTH AYRSHIRE
COUNCIL

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Not To Scale



NORTH AYRSHIRE COUNCIL

Agenda Item 4

22 July 2014

Planning Committee

Subject: **Enforcement Notice: Irvine: 44 Caldon Road**

Purpose: To seek approval to serve an Enforcement Notice under the Town and Country Planning (Scotland) Act 1997 requiring cessation of unauthorised hot-food takeaway use.

Recommendation: That the Committee approves the serving of an Enforcement Notice to effect the cessation of the unauthorised hot-food takeaway use.

1. Introduction

- 1.1 This report recommends the service of an Enforcement Notice requiring the cessation of an unauthorised hot-food takeaway use at 44 Caldon Road, Irvine, KA12 0RF ("the Property").
- 1.2 44 Caldon Road is a shop unit situated within a row of shop units on the north side of Caldon Road. The lawful use of the property is as Class 1 (Retail) use only. The property had been operated as a butcher's shop (Class 1) until approximately January 2013. It is understood that the current use of the property as a hot-food takeaway commenced in September 2013. An application for planning permission to retain the use (ref: 13/00589/PP) was refused on 23 December 2013. An appeal to the Local Review Body was dismissed on 28 May 2014.
- 1.3 The use of the unit for hot-food takeaway results in the loss of a Class 1 use which undermines the potential shopping facilities for residents in the local area. There are at least two existing lawful hot-food takeaways in the catchment area of the property and there is therefore no demonstrable need for the use. The use of the property for the sale of hot-food for takeaway is therefore contrary to Policy TC5 of the Local Development Plan, adopted on 20 May 2014.

2. Current Position

- 2.1 The property was last used as a Class 1 use in approximately January 2013 when it was operated as a butcher's shop. Following closure of the butcher's shop, an application for planning permission to use the property as a hot-food takeaway was submitted in March 2013 (ref: 13/00174/PP). The applicant, who owns the property, was advised that under the then Local Plan policies it must be demonstrated that the property had been marketed, without success, for a continued Class 1 use. As insufficient evidence had been submitted, the applicant withdrew the application. It was indicated at that time that the property would be operated as a cold food/sandwich bar, within Class 1 use.
- 2.2 Complaints were received in September 2013 that the property was in use as a hot-food takeaway. An inspection of the property on 11 September 2013 confirmed that this use was in operation. The food being offered for sale was predominately items such as hot filled rolls, burgers and chips. Equipment such as deep-fat fryers, a large hotplate/griddle, ovens, grills and microwaves were on site. Both the owner of the property and the occupier have been advised that the sale of hot food should both cease and all equipment required for the preparation of the hot food be removed. The sale of cold food and hot and cold drinks could continue.
- 2.3. A valid application to retain the use of the property as a hot-food takeaway was received by the Council in November 2013 (ref: 13/00589/PP). This was refused on 23 December 2013 on the grounds that the hot-food takeaway use failed to satisfy the requirements of Policy TC6 of the Local Plan, adopted 2005; namely that it had not been demonstrated that the change of use met a recognised local need, and that it had not been demonstrated to the Council's satisfaction that all reasonable steps had been taken to let or sell the property for retail purposes and that no interest in the property had been expressed at a rental level similar to nearby retail properties.
- 2.4 A review against the refusal of planning permission was lodged with the Local Review Body. The Local Review Body dismissed the appeal on 28 May 2014 and upheld the decision to refuse permission for the reasons given. The Local Review Body also agreed that the use of the property as a hot-food takeaway was also contrary to Policy TC5 of the recently adopted Local Development Plan, as there are at least two existing units providing the same or similar services (i.e. hot-food takeaway) to a majority of the catchment area of 44 Caldon Road, Irvine and notwithstanding a petition in support of the use, no need for the use had been demonstrated.

- 2.5. Following dismissal of the appeal by the Local Review Body, both the owner of the property and the occupier were advised, in writing, to cease the hot-food takeaway use and remove all cooking equipment required to prepare the hot-food within 14 days. The letter stated that should the use continue the Council would have no option but to consider formal enforcement action. An inspection of the property on 1 July 2014 revealed that the hot-food takeaway use remained in operation with the cooking equipment on site. The occupier indicated that it was intended to continue the use and submit a further application for planning permission, which would address the previous reasons for refusal. To date, no such application has been received

3. Proposals

- 3.1 The operation of the hot-food takeaway use at the Property has resulted in the loss of Class 1 (Retail) unit for the area and has undermined local shopping facilities. There are at least two other hot-food takeaway uses in the area and there is no demonstrable need for further hot-food takeaway uses.
- 3.2 In the interest of protecting local shopping facilities, it is recommended that Committee approves the serving of a Notice under S.127 of the Town and Country Planning (Scotland) Act 1997 to requiring the following:-
- i) Cease the hot-food takeaway use of the Property and remove the deep-fat fryers, oven, hotplate/griddle, grills and all other cooking equipment which facilitate the use

4. Implications

Financial Implications

- 4.1 N/A

Human Resource Implications

- 4.2 N/A

Legal Implications

- 4.3 The proposed enforcement notice is in accordance with Section 127 (1) of the Town and Country Planning (Scotland) Act 1997. There is a right of appeal against an Enforcement Notice. Such an appeal would be made to the Scottish Government's Directorate of Planning and Environmental Appeals. Should an appeal be unsuccessful or no appeal made, then the Notice would come into effect. Non-compliance with a Notice is an offence for which those responsible for compliance can be reported to the Procurator Fiscal.

Equality Implications

4.4 N/A

Environmental and Sustainability Implications

4.5 N/A

Implications for Key Priorities

4.6 N/A

Community Benefit Implications

4.7 N/A

5. Consultations

5.1 N/A

6. Conclusion

6.1 It is considered that the serving of an Enforcement Notice under S.127 of the Town and Country Planning (Scotland) Act 1997 is the only option left open to the Council to secure the cessation of the unauthorised hot-food takeaway use at 44 Caldon Road, Irvine.



CRAIG HATTON
Corporate Director (Development and Environment)

Reference : ID

For further information please contact Iain Davies, Planning Inspector on
01294 324320

Background Papers

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Enforcement Notice

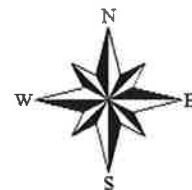
44 Caldon Road, Irvine



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NORTH AYRSHIRE COUNCIL

Agenda Item 5

22 July 2014

Planning Committee

Subject: Breach of Condition Notice: Beith: 54 Eglinton Street

Purpose: To seek approval to serve a Breach of Condition Notice under the Town and Country Planning (Scotland) Act 1997 requiring removal of a caravan from the land in accordance with Condition 2 of Planning Permission dated 24th July 2013 (ref: 13/00357/PP).

Recommendation: That the Committee approves the serving of a Breach of Condition Notice to secure compliance with Condition 2 of Planning Permission dated 24th July 2013 (ref: 13/00357/PP).

1. Introduction

- 1.1 This report recommends the service of a Breach of Condition Notice requiring compliance with a condition attached to a planning permission at 54 Eglinton Street, Beith ("the Property").
- 1.2 54 Eglinton Street is a vacant plot with a history of non-implemented planning permissions dating back to 1994. Planning permission was granted on 24 July 2013 (ref: 13/00357/PP) for the 'erection of detached dwelling house to include the formation of raised timber decking to rear.' The development allowed the placing of a caravan on site to allow the developer to live on site whilst the dwelling house was being built. In the interest of the amenity of the area the caravan was only permitted for a temporary period. Condition 2 of the planning permission governed how long the caravan could be on site. If the building operations did not commence before 24 September 2013 then the caravan was to be removed. In the circumstance that the building operations began, the caravan was to be removed when the dwelling house was completed and occupied or by 24 July 2014, whichever was sooner.
- 1.3 The caravan was placed on site in July 2013, before the permission had been granted. The development did not commence prior to 24 September 2013, which was a breach of Condition 2. Despite requests to the owner of the land, the caravan has not been removed and works have not commenced. The owner has been requested, in writing, to remove the caravan by 24 July 2014. A recent inspection has revealed the caravan remains in situ.

- 1.4 54 Eglinton Street is located within the Beith Conservation Area and is a prominent plot on the approach to the centre of Beith from the south. The caravan, although sited at the rear of the plot, is visible from Eglinton Street. The caravan is out of keeping with the overall appearance of the Conservation Area and causes harm to local amenity. It is considered that the most appropriate way to abate the harm to amenity is to seek compliance with the terms of Condition 2.

2. Current Position

- 2.1 Planning permission was granted on 24 July 2013 (ref: 13/00357/PP) for the 'erection of detached dwelling house to include the formation of raised timber decking to rear.' The development allowed the placing of a caravan on site to allow the developer to live on site whilst the dwelling house was being built. Condition 2 of the permission restricted the time period in which the caravan could remain on site, in order to protect the amenity of the site. The caravan was to be removed by 24 September 2013 if building operations did not commence or on completion and occupation of the dwelling house or 24 July 2014 (whichever was sooner) if building operations commenced (see Appendix 1).
- 2.2 The caravan was placed on site in July 2013 and no building operations had commenced by 24 September 2013. The Council wrote to the owner's agents and informed them that there was breach of Condition 2. As the agent was submitting information relating to other conditions and a building warrant application had been submitted, no further action was taken on the understanding from the agents that development would commence shortly.
- 2.3 In January 2014, following complaints that the fence which had been erected to screen the caravan had collapsed, the owner was contacted directly. The owner stated that he would commence works following the issue of the building warrant. The building warrant was issued on 14 January 2014, however, works again did not commence. The owner was again contact directly and responded that works may not commence due to personal circumstances. The owner was informed that Condition 2 of the permission was in breach and had been since 24 September 2013. The Council had not taken any action in order to allow more time for works to commence, however, if works were not to commence then the caravan must be removed.

- 2.4 The Council wrote to the owner at their last known address and care of their agent on 29 April 2014. This letter stated that Condition 2 of the planning permission was in breach and the caravan should be removed within 6 weeks. A response was received from the agents stating that they were no longer acting for the owner and provided a further address. A subsequent letter was sent to the owner at the new address, which again stated that the condition was in breach and asked that the caravan be removed by 24 July 2014. If it was not removed the Council would have no option but to consider formal enforcement action including the issue of a breach of condition notice requiring Condition 2 be complied with. To date, no response has been received.

3. Proposals

- 3.1 A recent inspection has revealed that the caravan remains in situ and works have not commenced. Although the last possible date the caravan could remain on site until is 24 July 2014, Condition 2 has been in breach since 24 September 2013. The caravan by its appearance and effect on the Beith Conservation Area has an adverse impact on local amenity.
- 3.2 In the interest of protecting the amenity of the area, it is recommended that the Committee approves the serving of a Breach of Condition Notice under S.145 of the Town and Country Planning (Scotland) Act 1997 requiring the following;
- i) Remove the caravan from the land.

4. Implications

Financial Implications

- 4.1 N/A

Human Resource Implications

- 4.2 N/A

Legal Implications

- 4.3 The proposed breach of condition notice is in accordance with Section 145 (2) of the Town and Country Planning (Scotland) Act 1997. There is no right of appeal against such a notice. Non-compliance with a Breach of Condition Notice is an offence for which those responsible for compliance can be reported to the Procurator Fiscal.

Equality Implications

4.4 N/A

Environmental and Sustainability Implications

4.5 N/A

Implications for Key Priorities

4.6 The proposed enforcement action supports single outcome agreement local outcome 12a "Our environment is protected and enhanced"

Community Benefit Implications

4.7 N/A

5. Consultations

5.1 N/A

6. Conclusion

6.1 It is considered that the serving of a Breach of Condition Notice under S.145 of the Town and Country Planning (Scotland) Act 1997 is the only option left open to the Council to secure the compliance with Condition 2 of planning permission dated 24 July 2013 (ref: 13/00357/PP).



CRAIG HATTON
Corporate Director (Development and Environment)

Reference :
For further information please contact on

Background Papers

Condition 2 of Planning Permission dated 14th July 2013 (ref: 13/00357/PP)

That the siting of the caravan as per the position shown on the block plan is hereby approved for a temporary period, and shall be fully removed from the site to the satisfaction of North Ayrshire Council as Planning Authority as follows:

- (a) in the event that the building operations hereby approved do not commence within 2 months from the date of this permission;
- (b) upon the occupation of the dwellinghouse or by 24th July 2014, whichever is sooner.

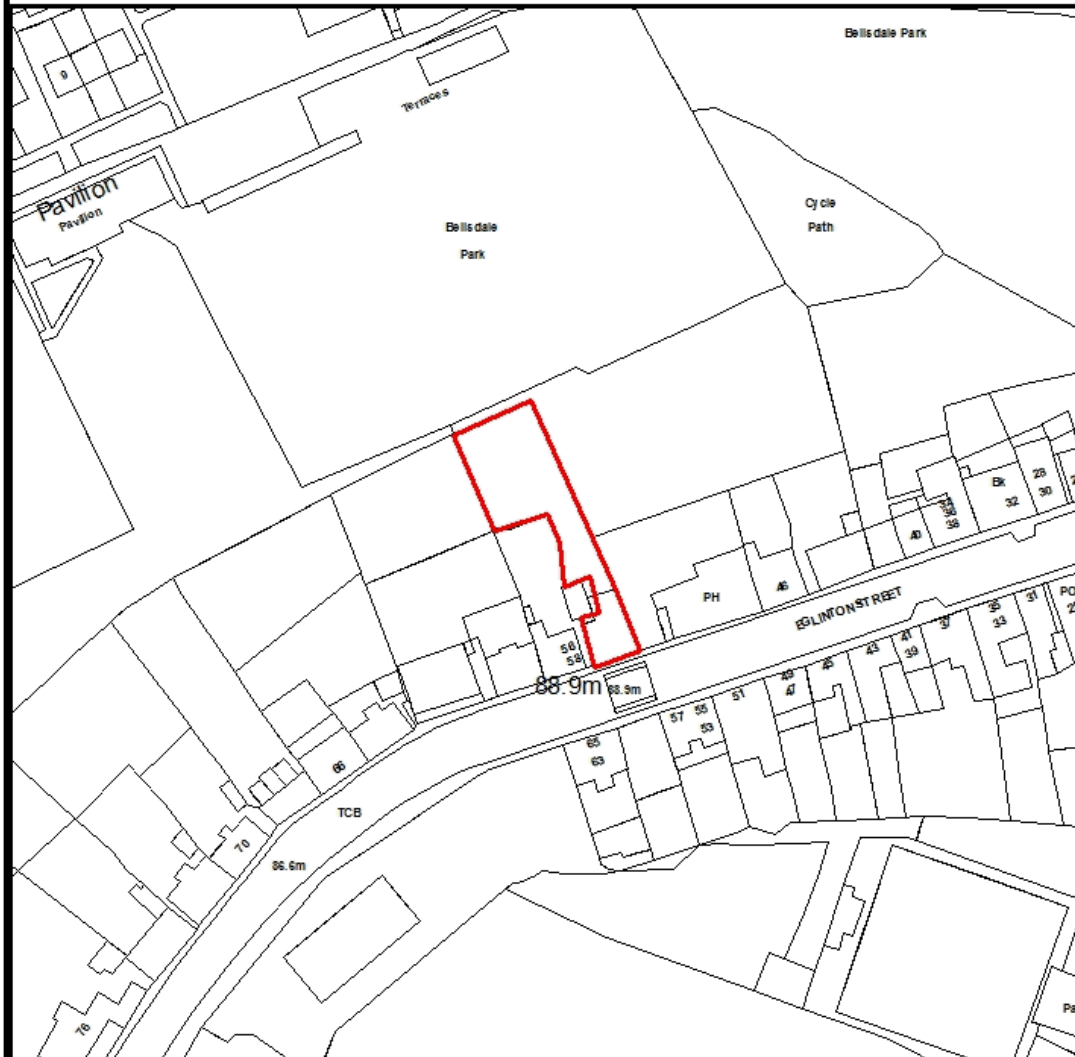
In addition, the caravan shall be moved to the position shown on the block plan within 2 weeks of the date of this permission, and screened from the public road using a method which shall be agreed beforehand with North Ayrshire Council, as Planning Authority.

For the avoidance of doubt, the caravan shall not be occupied until the commencement of building operations on the site. For the purposes of this condition, "building operations" shall be defined as the commencement of works to build the house, excluding any site investigation or ground clearance operations beforehand.

Reason - To define clearly the circumstances under which the caravan can be sited/occupied, in the interests of amenity of the area.

Breach of Condition Notice

54 Eglinton Street, Beith



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NORTH AYRSHIRE COUNCIL

Agenda Item 6

22 July 2014

Planning Committee

Subject: **North Ayrshire Local Development Plan: Action Programme**

Purpose: To seek Committee approval to adopt and publish the revised Action Programme at Appendix 1.

Recommendation: That the Committee agrees to: (i) note progress on the implementation of the North Ayrshire Local Development Plan to date; and (ii) adopt and publish the Action Programme at Appendix 1.

1. Introduction

- 1.1 The North Ayrshire Local Development Plan (LDP) was adopted on 20 May 2014. Planning legislation requires the LDP to be accompanied by an action programme, which sets out how the Council intends to implement the plan. The document requires to be updated and republished at least every two years.

2. Current Position

- 2.1 The Action Programme lists actions to deliver the proposals of the LDP, along with the lead agencies to undertake the actions, and the timescales for doing so. The document was first published and consulted upon in Spring 2011, with revisions made in 2012 and again in 2013. The most recent draft at Appendix 1 has been updated to reflect the post-examination modifications to the plan (i.e. proposals deleted or inserted by Scottish Government appointed Reporters), and also to reflect progress with major developments in the area. Design and layout revisions have been made to better reflect current council priorities, and for improved ease of use.
- 2.3 Not all actions stated in the Action Programme are led by the Council. The delivery of some actions are contingent upon external funding, different agencies, and timing of development etc. Officers will continue to liaise closely with stakeholders, ensuring that all parties are signed up to the actions.

- 2.4 Since publication of the current Action Programme in Spring 2013, progress on implementation of the LDP has included:-
- West Byrehill Industrial Estate, Kilwinning where planning permission in principle was granted in May 2014, subject to a Section 75 agreement, for erection of residential development and a neighbourhood centre. It is envisaged the consent will facilitate the comprehensive regeneration of this strategically important brownfield site.
 - Middleton Road, Perceton where planning permission was granted in April 2013, subject to a Section 75 agreement, for 172 new homes. This proposal involved an innovative new partnership working arrangement between officers and the developer from the outset, achieving a higher quality layout, less design iterations and faster processing time for the application. The approach taken by the Council in this regard has been shortlisted for a Scottish Award for Quality in Planning.
 - Irvine Beach Park, Irvine, where the construction of a golf course, spa hotel and fractional accommodation/residential development secured planning permission in June 2013. The development is expected to be a significant economic benefit to North Ayrshire, enhancing the golf tourism potential of the area with associated spend and additional employment.
- 2.5 Furthermore, in the last few months, officers have received Proposal of Application Notices (PANs) for major housing development at Blairland Farm, Dalry and mixed-use proposals at Sharphill Estate, Saltcoats. A PAN details the public engagement that an applicant intends to undertake, as the prelude to the submission of a planning application. Progress with other LDP proposals is outlined in the Action Programme at Appendix 1.

3. Proposals

- 3.1 The publication of an updated Action Programme at least every two years is a statutory requirement. In addition, the planning authority is obliged to publish an Action Programme within three months of adoption of the LDP, which was on the 20th May 2014. The Committee are therefore invited to: (i) note progress on the implementation of the North Ayrshire Local Development Plan to date; and (ii) adopt and publish the Action Programme at Appendix 1.

4. Implications

Financial Implications

4.1 None.

Human Resource Implications

4.2 None.

Legal Implications

4.3 None.

Equality Implications

4.4 None.

Environmental Implications

4.5 None.

Implications for Key Priorities

4.6 The Action Programme serves to implement the policies and proposals of the LDP, which in turn directly support high level outcomes contained within the Single Outcome Agreement 2013-2017, such as increasing jobs density. The Action Programme also contributes to the Council Plan objective of regenerating our communities and increasing employment.

Community Benefit Implications

4.7 None.

5. Consultations

5.1 The Action Programme is the subject of ongoing consultation with the stakeholders identified within the document.

6. Conclusion

- 6.1 The publication of a regular Action Programme to accompany the LDP is a statutory requirement. The revised Action Programme at Appendix 1 outlines significant progress in implementation of the policies and proposals of the recently adopted LDP. The Council is also obliged to send copies of the approved Action Programme to Scottish Ministers, to publish the document on the Council's website, and to place paper copies in local libraries alongside the LDP.



CRAIG HATTON
Corporate Director (Development and Environment)

Reference : AMcN/KY

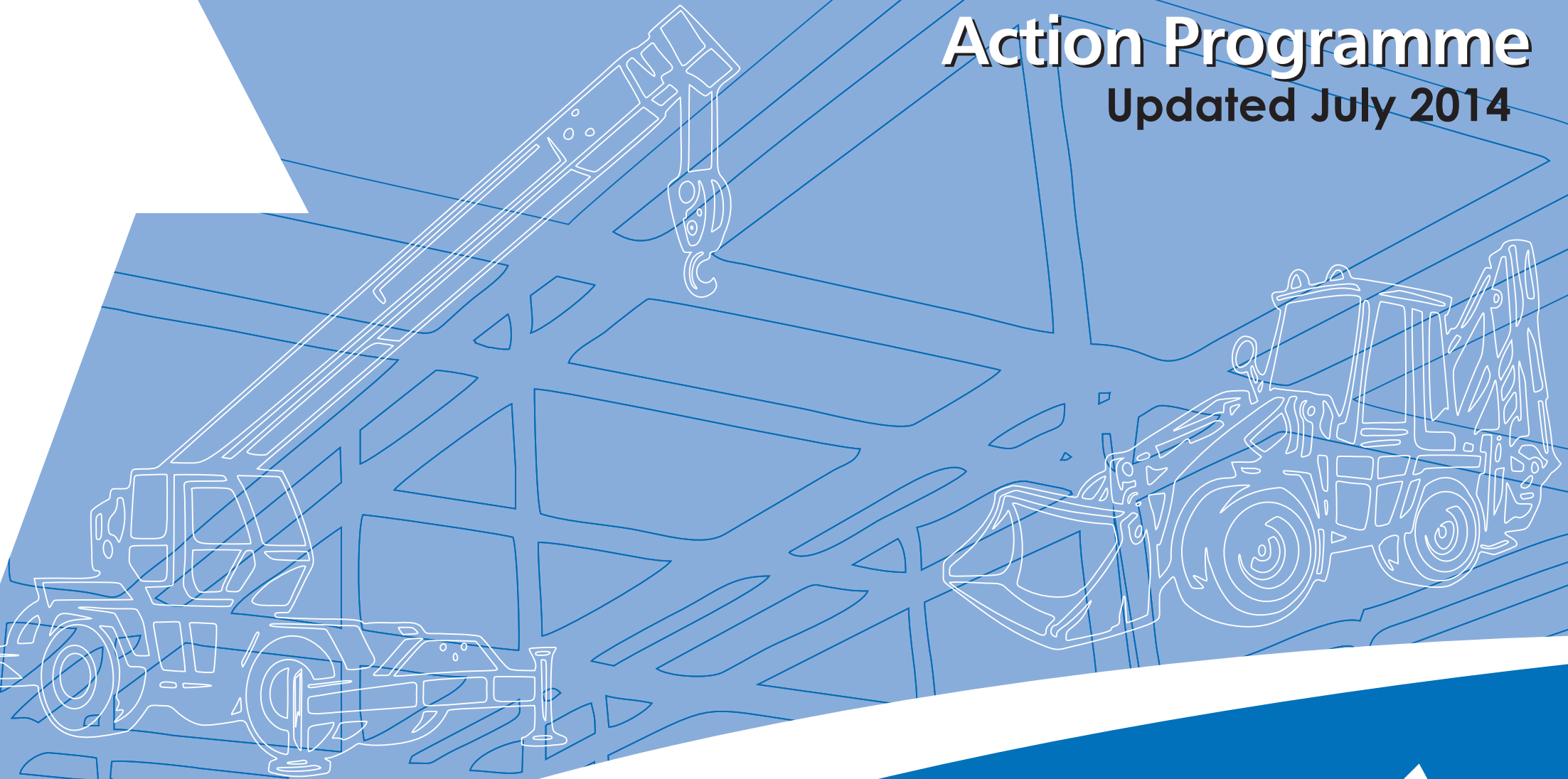
For further information please contact Andrew McNair, Planning Officer, on 01294 324769.

Background Papers

North Ayrshire Local Development Plan - adopted 20 May 2014.

Action Programme

Updated July 2014



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

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1. Introduction

North Ayrshire Council adopted its first ever Local Development Plan (LDP) on 20 May 2014 and was one of the first planning authorities in Scotland to devise this new style of plan. The North Ayrshire LDP is an important land-use document that indicates where certain types of development should happen and where they should not, providing certainty to investors and communities. The LDP sets out a positive, long term vision for growth across North Ayrshire, identifying land and infrastructure to deliver some 7,500 new homes and sites for businesses to locate and expand. Growth is guided by the policies and proposals of the LDP, which take a pro-active approach to enabling quality development as well as protecting North Ayrshire's outstanding environment.

Planning legislation requires the LDP to be accompanied by an action programme. First published in 2011, the Action Programme outlines how the Council intends to deliver the plan by working in partnership with different agencies. Where possible, the Action Programme details:

- actions required to deliver the policies and proposals of the LDP;
- the name of the agency/organisation who is to carry out the actions;
- the timescale for carrying out each action; and
- significant progress achieved.

The Action Programme is also a 'live' document under constant review, meaning that it will be annually updated to reflect major progress with specific proposals, and changing circumstances. In line with legislation, the Action Programme will be republished every two years. More information will be added, as we move forward with the plan.

Not all actions are dependent upon North Ayrshire Council. Some actions may be contingent on external funding, the developer, timing of development etc. Nevertheless, it is important actions are met within stated timescales as this will maintain stakeholder confidence in the plan by facilitating timely delivery of development and related outcomes.

On a regular basis, North Ayrshire Council will liaise with stakeholders to discuss the proposed delivery and phasing of development, provision of infrastructure and any potential issues, ensuring that all parties are signed up to the actions and that the timescales are practical and achievable.

For further information, including electronic copies of the LDP and published supplementary guidance, please visit: www.north-ayrshire.gov.uk/localplans . Alternatively, contact us:

By post: Strategic Planning & Infrastructure, Development Planning Services, North Ayrshire Council, Cunninghame House,
IRVINE, KA12 8EE
By email: LDP@north-ayrshire.gov.uk
By phone: 01294 324300

2.1 Vision and Spatial Strategy

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2.1a VISION & SPATIAL STRATEGY

Ref	Policy	Policy aim	Key actions	Lead Partners	Timescale	July 2014 update
STRAT1	STRAT 1: Population	Stimulate population growth by providing land and infrastructure to deliver 7,500 new homes and by facilitating opportunities for appropriate employment, shopping and leisure development.	<ul style="list-style-type: none"> • Prepare and update development briefs and masterplans as appropriate. • Monitor phasing and building completions through the housing land audit process. • Maintain a 5 year effective housing land supply at all times. • Guide new residential development towards appropriate locations. • Facilitate infrastructure delivery to support growth. 	NAC, developers, landowners.	On-going	<ul style="list-style-type: none"> • Montgomerie Park, Longbar, West Byrehill, Middleton Road & Ardrossan Harbour sites secured consent for large-scale residential development (subject to a S75 agreement in some cases)(2012-2014). • Housing Land Audit 2013 confirmed a 5 year effective supply (Q2 2014). • Planning Guidance for small-scale housing allocations under preparation (Completion Q3-Q4 2014).
STRAT2	STRAT 2: Employment	Facilitate development to help achieve the Council's creation target of 13,000 new jobs in North Ayrshire by 2020.	<ul style="list-style-type: none"> • Continue to safeguard key business and industrial sites from inappropriate alternative uses. • Monitor the take up of employment land. • Explore ways to maximise potential for economic development at Hunterston, Ardeer, Lochshore, and the Irvine Enterprise Area. • Guide major business development toward Strategic Business Locations. • Encourage new economic activity by implementing positive policies facilitating new employment development and the reuse, refurbishment, and redevelopment of employment land. • Promote innovation to support the transition to a low carbon economy. 	NAC, developers, landowners, businesses, Scottish Enterprise, IBRC.	On-going	<ul style="list-style-type: none"> • NAC/IBRC successfully made case to Scottish Government for identification of i3 Business Park as an Enterprise Area, which came into effect in April 2012 (Q2 2012). • Completion of Competitive Advantage Study identifying potential uses for Hunterston (Q3 2013). • NAC secured 'Energy Hub' status for Hunterston within revised NPF 3 (Q1 2014). • New employment uses secured consent at Ardrossan Harbour, Nethermains, South Newmoor and West Byrehill (subject to S75 agreement)(Q2 2013 – Q2 2014). • Framework for monitoring take up of employment land under preparation (Completion Q3-Q4 2014). • Preparation of Supplementary Guidance on Climate Change (completion Q4 2014)

2.1b VISION & SPATIAL STRATEGY

Ref	Policy	Policy aim	Key actions	Lead Partners	Timescale	July 2014 update
STRAT3	STRAT 3: Regeneration	Deliver transformational change in our towns and villages.	<ul style="list-style-type: none"> • Implementation of supplementary guidance to improve design quality across North Ayrshire. • Facilitate regeneration and reuse of existing buildings and the regeneration of previously developed land. • Promote centres as the focus of retail, commercial leisure development and community infrastructure. • Monitor levels of vacant and derelict land. 	NAC, developers, landowners, Historic Scotland, CSGN, IBRC.	On-going	<ul style="list-style-type: none"> • PPM consent granted for new Irvine community, cultural and leisure centre, which will form a key part of Irvine Town Centre's on-going revival (Q2 2013). • PPPM consent granted for redevelopment of Ardrossan Harbour, comprising housing, nursing home, commercial units, distributor road and coastal defence works (Q2 2013). • PPPM consent granted for new business/industrial units (Classes 4, 5 & 6) at Nethermains Industrial Estate (Q2 2013). • PPPM consent granted for new business/industrial units (Classes 4, 5 & 6), ancillary hotel, crèche, retail units at South Newmoor Industrial Estate (Q2 2013). • PPPM consent granted for residential development and neighbourhood centre (Classes 1, 2 & 3) at West Byrehill subject to S75 agreement (Q2 2014).
	STRAT 4: Tourism	Improve the range and quality of tourist facilities within North Ayrshire.	<ul style="list-style-type: none"> • Prepare development briefs as appropriate. • Facilitate tourism proposals across North Ayrshire, building on our well established golf and marine assets. 	NAC, developers, landowners, Visit Scotland.	On-going	<ul style="list-style-type: none"> • PPM consent granted for Ardrossan Marina extension (Q2 2013). • PPM consent granted for 18 hole links golf course with associated residential development consisting of spa hotel and 176 apartments at Irvine Beach Park (Q2 2013). • PPPM consent granted for extension to golf course and leisure facilities, residential development and upgrading of nature reserve at North Gables, subject to S75 agreement (Q4 2013). • Engagement with National Trust to develop tourism proposals for Brodick Castle and Country Park.

2.1c VISION & SPATIAL STRATEGY

Ref	Policy	Policy aim	Key actions	Lead Partners	Timescale	July 2014 update
STRAT5	STRAT 5: Environment	Facilitate appropriate development which retains and attracts people and investment to rural, coastal and island locations.	<ul style="list-style-type: none"> Support enhancements to the Ayrshire Central Scotland Green Network. Steer new development towards appropriate locations within the countryside. Monitor the effectiveness of supplementary guidance for wind turbines, coastal and rural design. 	NAC, developers, landowners, SNH, CSGN, FCS.	On-going	<ul style="list-style-type: none"> Completion of projects under the CSGN banner, including path network upgrades at Beach Park, New Town Trail and Ardeer Quarry, as well as tree planting, wildflower meadows and access improvements within Irvine Enterprise Area (2012-2013). Consultation on Supplementary Guidance: Open Space (Incorporating Green Network) expected Autumn 2014 (Q4 2014).
STRAT6	STRAT 6: Transport	Improve strategic transport links	<ul style="list-style-type: none"> Support delivery of the Dalry A737 bypass by continuing to safeguard the corridor required for this major transport project. Facilitate improved park and ride provision, where appropriate. Seek opportunities for incorporating sustainable travel within new development. Continue to lobby for further improvements to the A737, A78 and the Arran road network. 	NAC, Transport Scotland, developers, landowners, SPT.	On-going	<ul style="list-style-type: none"> Extensions to park and ride delivered at Irvine and Kilwinning (2012-14). NAC allocated £2 million within its 10 year Capital Plan to fund strategic road interventions in Irvine Bay mitigating the cumulative impact of development provided for by the LDP (Q1 2013). Draft orders for Dalry by-pass scheme, published July 2013 (Q3 2013). Transport appraisal commissioned to consider the feasibility of additional improvements to North Ayrshire's strategic road network (Q1 2014). Protocol and Section 48 Agreement for strategic road interventions under development (Q3 2014). Preparation of LTS underway (Expected Q1 2015).
STRAT7	STRAT 7: Delivery	Establish mechanisms to facilitate development of stalled sites.	<ul style="list-style-type: none"> Devise proposals to stimulate physical development, enabling market recovery. 	NAC, developers, landowners	On-going	<ul style="list-style-type: none"> Consultant appointed to determine appropriate means of stimulating development activity (Q1 2013). This has prompted other specific actions outlined elsewhere in the Action Programme.

2.2 Economic Development & Regeneration

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2.2a Economic Development & Regeneration

Ref	Proposal	Key actions	Lead Partners	Timescale	July 2014 update
ED1	Ardrossan Harbour, Ardrossan	<ul style="list-style-type: none"> Secure comprehensive masterplan, guiding residential led development, incorporating leisure, local retail, café, office, and hotel. Masterplan to include links with housing development opportunity at Montgomerie Street. Safeguard land for commercial port related use with direct access to the local road network. Implement development in accordance with planning consent and Ardrossan North Shore Design Principles (2014). 	NAC, developers, IBRC	2014-2019+	<ul style="list-style-type: none"> PPPM consent secured for redevelopment of Ardrossan Harbour, comprising housing, nursing home, commercial units, distributor road and coastal defence works (Q2 2013). The proposed extension to Ardrossan Marina, including new marina facilities and improved pedestrian links, secured permission (Q2 2013). The constabulary building has been transformed into a 10,000 sq. ft. health centre (Q2 2014). Pre-application discussion ongoing with a developer in relation to the residential element of proposal.
ED2	Ardeer Energetics Cluster	<ul style="list-style-type: none"> Ensure proposals take account of major safeguarding zone restrictions. Investigate ways in which the potential of this site could be maximised. 	NAC, developers, IBRC	2014-2019+	<ul style="list-style-type: none"> Preparation of International Strategy and Renewables Strategy which may identify future opportunities at Ardeer (Q3 2014).
ED3	Irvine Riverside Business Park	<ul style="list-style-type: none"> Implement planning policy safeguarding site from non-conforming uses. Market the site as strategic business location. Implement business plan for Enterprise Area. 	NAC, IBRC, Scottish Enterprise, businesses.	2014-2019+	<ul style="list-style-type: none"> Identification of i3 Business Park as an Enterprise Area, which came into effect April 2012 (Q2 2012).
	Hunterston	<ul style="list-style-type: none"> Prepare supplementary guidance for Hunterston, supplementing the LDP, NPF 3, NRIP and the Hunterston Advantage Study. See Page 25, Table 2.5, SG5. Market the site as an 'Energy Hub'. Articulate the case for improvements to the B714, A78, A737 and the rail network to support and facilitate development. 	NAC, Clydeport, Scottish Government, Scottish Enterprise, NDA, EDF	2014-2019+	<ul style="list-style-type: none"> Completion of Hunterston Competitive Advantage Study (Q3 2013). Transport study commissioned by North Ayrshire Council to identify and prioritise strategic transport improvements (Q1 2014). Opportunities for renewable energy sector to be explored through International Strategy and Renewables Strategy both, under preparation (Q3 2014).

2.2b Economic Development & Regeneration

Ref	Proposal	Key actions	Lead Partners	Timescale	July 2014 update
ED5	North Newmoor, Irvine	<ul style="list-style-type: none"> Agree development mix within development brief/masterplan. Demonstrate an element of retained employment use, the nature of which to be agreed with reference to a business plan. Employment uses to be located on-site, unless suitably alternative provision can be provided off-site. Retail development to serve local need in accordance with Policy TC5. Improve access across B7080 (Long drive) and A78 to improve connectivity to adjacent areas and provide safer routes to school. Prepare drainage impact/flood risk assessment. Secure contributions toward AH. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> Initial discussions with landowner have taken place.
ED6	South Newmoor, Irvine	<ul style="list-style-type: none"> Implement development in accordance with 13/00040/PPPM. Submission of further applications for matters specified in conditions. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> 13/00040/PPPM consented May 2013 (Q2 2013).
ED7	West Byrehill, Kilwinning	<ul style="list-style-type: none"> Agree Section 75 agreement between landowner and NAC. Submission of further applications for matters specified in conditions. Council to enter into Section 48 agreement with Transport Scotland, regarding improvements to A78(T)/A738(T) Pennyburn roundabout and A738(T) Whitehirst. Implement development in accordance with 13/00038/PPPM. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> 13/00038/PPPM consented May 2014 subject to Section 75 agreement (Q2 2014). Section 75 under negotiation Section 48 agreement under development (Q3 2014).
ED8	Irvine Industrial Estate, Irvine	<ul style="list-style-type: none"> Market remaining sites/vacancies within business park. Implement planning policy safeguarding site from non-conforming uses. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> On-going.

2.2c Economic Development & Regeneration

Ref	Proposal	Key actions	Lead Partners	Timescale	July 2014 update
ED9	Nethermains, Kilwinning	<ul style="list-style-type: none"> Implement development in accordance with 13/00040/PPPM. Submission of further applications for matters specified in conditions. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> 13/00039/PPPM consented May 2013 (Q2 2013).
ED10	Tournament Park, Irvine	<ul style="list-style-type: none"> Agree development mix within development brief/masterplan. Demonstrate an element of retained employment use, the nature of which to be negotiated with reference to a business plan. Employment uses to be located on-site, unless suitably alternative provision can be provided off-site. Secondary access route to site to be provided by development of 250th unit. Proposed Core Path IK50 requires to be constructed through site. Development to include links with adjacent Ayrshire Central Hospital site. Undertake drainage impact assessment. Retail development to serve local need in accordance with Policy TC5. Secure contributions toward AH. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> Parameters for development brief/master plan under preparation with developer (Q2 2014).
ED11	Lochshore North, Glengarnock	<ul style="list-style-type: none"> Agree development mix within a comprehensive masterplan. Masterplan to propose links with Kilbirnie Town Centre, and a well-connected network of green infrastructure. Development at Caledonian Road should consider links to wider masterplan area. Secure contributions toward Town Centre Regeneration Fund and improvements to existing business/industrial development at Lochshore South, which may include its rationalisation/consolidation. 	NAC, Scottish Enterprise, developers.	2014-2019+	<ul style="list-style-type: none"> Initial meeting with landowner held in May 2014 (Q2 2014).
ED12	Lochshore South, Glengarnock	<ul style="list-style-type: none"> Market remaining sites/vacancies within business park. Implement planning policy safeguarding site from non-conforming uses. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
ED13	Market Road, Brodick	<ul style="list-style-type: none"> Implement boundary fencing on site peripheries. Implement planning policy safeguarding site from non-conforming uses. Ensure remediation information is provided with applications, if necessary. 	NAC, landowners developers.	2014	<ul style="list-style-type: none"> Boundary fencing completed April 2014 (Q2 2014).

2.2d Economic Development & Regeneration

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
ED14	Irvine Beach Park, Irvine	<ul style="list-style-type: none"> Implement proposals for golf course with associated residential development consisting of hotel and 176 apartments in accordance with 13/00015/PPM. 	NAC, developers, IBRC.	2014-2019+	<ul style="list-style-type: none"> 13/00015/PPM consented June 2013 (Q2 2013).
ED15	Auchrannie, Brodick	<ul style="list-style-type: none"> Devise and agree masterplan for future expansion of Auchrannie Hotel & Spa. 	NAC, developers	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from developers.
ED16	Largs Yacht Haven, Largs	<ul style="list-style-type: none"> Secure consolidation and appropriate development of facilities. Ensure proposals complement existing marina uses. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from developers.
ED17	Whitehouse, Lamlash	<ul style="list-style-type: none"> Agree detail of design and layout for hotel development and related timeshare/residential at site. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from developers.
ED18	Lochranza Youth Hostel, Lochranza.	<ul style="list-style-type: none"> Agree detail of enabling development, including design and layout, subject to satisfactory demonstration of need through a business plan. Secure funds from enabling development (up to 3 dwellings) to cross subsidise extension to hostel. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from developers.
ED19	Home Farm & Cladach, Brodick	<ul style="list-style-type: none"> Ensure new uses and development complement existing rural business/craft development. Ensure the development of Claddach has regard to the historic and environment sensitivities of the area. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from developers.

2.3 Infrastructure Delivery

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2.3a Infrastructure Delivery

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
Infra1	Deliver Irvine Bay Transport Improvements	<ul style="list-style-type: none"> Agree Section 48 agreement between NAC and Transport Scotland. Devise protocol for charging transport model maintenance fee to applicants. Secure fee payment to fund upgrades to transport model, helping the Council to programme the improvements. Appoint design team to provide detailed road layouts and undertake procurement. Construct improvements. 	NAC, Transport Scotland, landowners, developers.	2012-2019+	<ul style="list-style-type: none"> NAC allocated £2 million within its 10 year Capital Plan to fund strategic road interventions (Q1 2013). Heads of Terms for Section 48 agreement under development (Q3 2014). Protocol under development (Q3 2014).
Infra2	A737 Dalry Bypass proposals	<ul style="list-style-type: none"> Safeguard the corridor required for this major transport project. Input into the design and route of by-pass. Continue to lobby Transport Scotland for timeous delivery of the Den re-alignment and other improvements on the A737 route. 	Transport Scotland, NAC, landowners.	2011-2016+	<ul style="list-style-type: none"> Draft orders for Dalry by-pass scheme, published July 2013 (Q3 2013). Transport study commissioned by North Ayrshire Council to identify and prioritise strategic transport improvements (Q1 2014).
Infra3	Core path network	<ul style="list-style-type: none"> Safeguard the route for the amended NCN Route 7 off road route from Kilwinning to Kilbirnie. Protect access to core paths and other important routes, having regard to statutory access rights under the Land Reform (Scotland) Act 2003. Ensure new development integrates with the Core Path Network where appropriate. 	NAC, developers, landowners, Sustrans.	2014-2019+	<ul style="list-style-type: none"> Various access improvement projects under way.
Infra4	Extension to Beith Health Centre	<ul style="list-style-type: none"> Safeguard land required for extension. Input into design, siting, scale etc. of extension. 	NAC, NHS.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from developers.

2.3b Infrastructure Delivery

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
Infra5	Additional cemetery provision	<ul style="list-style-type: none"> Reserve sites identified on LDP maps for provision. 	NAC, SEPA.	2014-2019+	<ul style="list-style-type: none"> No further action required at present.
Infra6	Green Infrastructure	<ul style="list-style-type: none"> Prepare, consult and adopt supplementary Guidance: Open Space (Incorporating Green Network). See Page 26, Table 2.5, SG2. 	NAC.	2014-2015	<ul style="list-style-type: none"> Consultation on guidance expected Autumn 2014 (Q4 2014).
Infra7	Garnock Campus	<ul style="list-style-type: none"> Determination of planning application 14/00284/PPM - Erection of secondary school, primary school and nursery building, incorporating swimming pool, indoor sports facilities, playing fields and parking/drop off area. 	NAC.	Q3 2014	<ul style="list-style-type: none"> Planning application validated May 2014 (Q2 2014).

2.4 Housing Opportunity Sites

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2.4a Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
Irvine					
Irv1	Tournament Park	<ul style="list-style-type: none"> See Page 10, Table 2.2c, ED10. 	NAC, developers, landowners.	2014-2019+	<ul style="list-style-type: none"> See Page 10, Table 2.2c, ED10.
Irv2	Harbourside	<ul style="list-style-type: none"> Agree S75 agreement between NAC and developer. Submission of further applications for matters specified in conditions. Implement development in accordance with 09/00690/PPPM. 	NAC, IBRC, developer.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from stakeholders.
Irv3	Middleton Road, Perceton	<ul style="list-style-type: none"> Agree Section 75 agreement between NAC and developer . Implement development in accordance with 13/00667/PPM. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> 13/00667/PPM granted consent in March 2014.
Irv4	Church Street	<ul style="list-style-type: none"> Develop proposals and agree development mix. Demonstrate an element of retained employment use, the nature of which to be negotiated with reference to a business plan. Acceptable employment uses include residential, office, hotel/leisure. Undertake flood risk assessment. Incorporate links to and along River Irvine. Secure contributions toward AH. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from landowners.
Irv5	North Newmoor	<ul style="list-style-type: none"> See Page 9, Table 2.2b, ED5. 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> See Page 9, Table 2.2b, ED5.

2.4b Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
Irvine					
Irv6	Fencedyke	<ul style="list-style-type: none"> Planning input into Council housing proposal. 	NAC.	2014-2016	<ul style="list-style-type: none"> Design Team appointed May 2014 (Q2 2014).
Irv7	North Gailes	<ul style="list-style-type: none"> Implement development in accordance with 13/00408/PPPM. Agree Section 75 agreement. 	NAC, developers.	2013-2019+	<ul style="list-style-type: none"> 13/00408/PPPM granted consent in November 2013 subject to a Section 75 agreement (Q4 2014).
Irv8	Perceton House	<ul style="list-style-type: none"> Market site. Develop proposals in accordance with Perceton House Development Brief Developable area to exclude areas which are required to preserve the setting of the listed building, and designed gardens. Secure contributions toward AH. 	NAC, developers.	2013-2019+	<ul style="list-style-type: none"> Development brief approved for site in May 2013 (Q2 2013). GVA Grimley appointed to market site in February 2014 (Q2 2014).
Irv9	John Galt	<ul style="list-style-type: none"> No further actions required at this stage. 	NAC.	2012-2014	<ul style="list-style-type: none"> Design brief finalised for site in January 2013 (Q1 2013). Construction of 80 Council houses underway (Q1 2014).
Kilwinning					
Kil1	Longford Avenue, Nethermains	<ul style="list-style-type: none"> Develop proposals. Flood risk to be examined as part of overall drainage assessment. Secure contributions toward AH. 	NAC, landowners developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from landowners.
Kil2	Nethermains	<ul style="list-style-type: none"> See Page 10, Table 2.2c, ED9. 	NAC, developers,	2014-2019+	<ul style="list-style-type: none"> See Page 10, Table 2.2c, ED9.
Kil3	West Byrehill	<ul style="list-style-type: none"> See Page 9, Table 2.2b, ED 7. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> See Page 9, Table 2.2b, ED 7.
Kil4	Redstone	<ul style="list-style-type: none"> No further action. 	NAC.	2012-2014	<ul style="list-style-type: none"> Construction of 44 homes Council houses completed June 2014 (Q2 2014).
Kil5	Hazeldene	<ul style="list-style-type: none"> Develop proposals. 	NAC, landowners. developers,	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from landowners.
Kil6	Mossculloch Farm	<ul style="list-style-type: none"> Develop proposals. 	NAC, landowners. developers	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from landowners.
Kil7	Corsehillhead	<ul style="list-style-type: none"> Develop proposals 	NAC, landowners, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting further action from landowners.

2.4c Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
Three Towns					
TT1	Ardrossan Harbour, Ardrossan	<ul style="list-style-type: none"> See Page 8, Table 2.2a, ED1. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> See Page 8, Table 2.2a, ED1.
TT2	Montgomerie Street, Ardrossan	<ul style="list-style-type: none"> See Page 8, Table 2.2a, ED1. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> See Page 8, Table 2.2a, ED1.
TT3	Sharphill East, Saltcoats	<ul style="list-style-type: none"> Secure access road to Sharphill West. Secure enabling link to new employment provision through phasing and business plan. Secure contribution toward AH. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Pre-application consultation under way.
TT4	Sharphill West, Saltcoats	<ul style="list-style-type: none"> Secure access road connecting Dalry Road with Burns Avenue and contribution toward AH. Secure structure planting to north of site. Masterplan to consider integration with existing development and proposal to east, and to include central open space. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Pre-application discussion ongoing with landowner.
TT5	Former Kerelaw School, & Kerelaw South, Stevenston.	<ul style="list-style-type: none"> Undertake flood risk assessment. Update development brief to reflect new provisions in the LDP. Secure contribution toward AH. Secure linkages between sites. Secure off-site road improvements on Kerelaw Road. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
TT6	Lundholm Road, Stevenston	<ul style="list-style-type: none"> Secure link between residential development and new employment provision as proposed via phasing plan and business plan. Site to be accessed via Lundholm Road to west of site. Access from east at First Avenue not acceptable. Secure Landscape treatment on site's eastern boundary. This should provide separation with industrial area via the relocation of existing landscaping bunds. Secure contribution toward AH. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Pre-application discussion ongoing with landowner.

2.4d Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
Springside					
Spring 1	Springside Farm	<ul style="list-style-type: none"> Secure links to Core Path IK18. Secure traffic calming on Overtoun and Station Roads. Secure analysis of Overtoun/Crosshouse Road junction. Secure contribution toward AH. Agree structure planting in advance of future phased development to the west. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
Garnock Valley					
GV1	Blairland Farm, Dalry	<ul style="list-style-type: none"> Secure planting to south and west to offset visual impact considerations. Landscape buffer may be required given proximity to safeguarded route for Dalry bypass. Agree site access points and off-site road improvements. Footpath linkage to Dalry Railway Station to be explored. Investigate capacity issues at Dalry Primary School. Secure contributions for education, if needed. Investigate potential for flooding in consultation with the Council's Flooding & Structural Design Section. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Pre-application consultation undertaken for proposals (Q1 2014). Residential proposals progressing to formal planning application.
GV2	Lomond Castings, Dalry	<ul style="list-style-type: none"> Investigate capacity issues at Dalry Primary School. Secure contributions for education, if needed. Secure links to Core Path network. Update Flood Risk Assessment, if necessary. Secure gateway feature as part of development. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.

2.4e Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
Garnock Valley					
GV3	West Bankside	<ul style="list-style-type: none"> Secure foot and cycle links to Core Path and School Road and contributions toward Regeneration Fund. Agree traffic calming on Largs Road and off-site improvements to School Road. Undertake Flood Risk Assessment. Secure provision of substantial landscaped buffer on western boundary. Landscaping to tie in with existing mature woodland. Ensure units on the boundary with School Road face onto School Road and are sited to reflect existing building line. Similarly units on the boundary of Largs Road must also face onto Largs Road and follow the building line. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
GV4	Garnock Academy, Kilbirnie (site of)	<ul style="list-style-type: none"> Agree off site road improvements to School Road. Undertake flood risk assessment. Explore potential for new bridge access to Milton Road. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Planning application for a replacement Garnock Campus is progressing to determination - July 2014 (Q3 2014).

2.3f Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
Garnock Valley					
GV5	Garnock View, Glengarnock	<ul style="list-style-type: none"> Devise proposals. Undertake Flood Risk Assessment. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
GV6	Beith Road, Longbar	<ul style="list-style-type: none"> Implement development in accordance with 13/00501/PPPM. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Planning consent secured April 2014 (Q2 2014).
GV7	Auldelea Road, Beith	<ul style="list-style-type: none"> Secure principal access from Auldelea Road. Secure off site traffic calming. Undertake Flood Risk Assessment Wetland corridor along route of burn. Secure landscape planting to ensure no impact on setting of Woodside House and Lodge. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
GV8	Lochshore	<ul style="list-style-type: none"> See Page 10, Table 2.2c, ED11 	NAC, Scottish Enterprise, developers.	2014-2019+	<ul style="list-style-type: none"> See Page 10, Table 2.2c, ED11

2.4g Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
North Coast					
NC1	Ardrossan Road, Seamill	<ul style="list-style-type: none"> Investigate capacity issues at St Peter's primary. Secure contribution toward education, if necessary. Undertake analysis of cumulative impact on junction of Chapelton Road and A78. Agree vehicular access arrangements. Secure contribution toward AH. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
NC2	Lawhill Farm, West Kilbride	<ul style="list-style-type: none"> Investigate capacity issues at St Peter's primary. Secure contribution toward education, if necessary. Agree vehicular access arrangements, potentially via Highthorne Crescent/Craufurd Avenue. Undertake analysis of cumulative impact on junction of Chapelton Road and A78. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
NC3	Ardrossan High Road, West Kilbride	<ul style="list-style-type: none"> Investigate capacity issues at St Peter's primary. Secure contribution toward education, if necessary. Undertake analysis of cumulative impact on junction of Chapelton Road and A78. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
NC4	Southannan Road, Fairlie	<ul style="list-style-type: none"> Undertake Flood Risk Assessment Undertake tree survey (as site is covered by a Tree Preservation Order) and agree extent of tree felling, if necessary. Secure a maximum of 4 dwellings on site. 	NAC, developers	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
NC5	East of Golf Course Rd, Skelmorlie	<ul style="list-style-type: none"> Secure two road accesses required via Hillview and Golf Course Road. Secure pedestrian/cycle route connecting to site at Skelmorlie Golf Club. Undertake traffic assessment and secure off-road improvements, if required. Secure contribution toward AH. 	NAC, developers	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.

2.4h Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
North Coast					
NC6	Land at Skelmorlie Golf Club, Sklormorlie	<ul style="list-style-type: none"> Secure access through land to west. Secure pedestrian/cycle route connecting to site to East of Golf Course Road. Undertake traffic assessment and secure off-site road improvements, if necessary. Secure contribution toward AH. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
NC7	Alexander Avenue, Largs.	<ul style="list-style-type: none"> Undertake analysis of junctions onto Greenock Road and town centre. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Negotiation with landowner ongoing.
NC8	Copeland Crescent, Millport (now St. Beya Gardens).	<ul style="list-style-type: none"> No further actions required. 	NAC.	2012-2013	<ul style="list-style-type: none"> Construction of 12 amenity bungalows completed 2013 (Q4 2013).
NC9	Noddsdale Meadow, Largs	<ul style="list-style-type: none"> Secure analysis of junctions servicing Greenock Road or town centre via transport assessment. Secure pedestrian footbridge across Noddsdale Burn at a point to be agreed. Ensure development does not back onto floodplain (as with existing residential development to the east of Noddsdale Burn). Secure erection of a vehicular barrier along Noddleburn Road/Noddsdale Burn, the location and extent of which is to be agreed. Secure substantial landscape buffer to provide a new, coherent edge to the settlement. Secure contribution toward AH. Update flood risk assessment, if necessary. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.

2.4i Housing Opportunity Sites

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
North Coast					
NC 10	Brisbane Glen Road, Largs.	<ul style="list-style-type: none"> Secure analysis of junctions servicing Greenock Road or town centre via transport assessment. Secure substantial landscape buffer to provide a new, coherent edge to the settlement. Install new 'cut-off drain' and sediment traps along the eastern boundary of the site and a new surface water culvert, connecting the site with the Noddsdale Burn. The design, siting and phasing of this infrastructure are to be agreed. Update flood risk assessment, if necessary. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
Isle of Arran					
Arr1	Cairnhouse Farm	<ul style="list-style-type: none"> Secure contribution towards AH. Devise proposals. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
Arr2	Benlister North, Lamlash	<ul style="list-style-type: none"> Secure contribution towards AH. Devise proposals. 	NAC, developers	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
Arr3	Benlister South, Lamlash	<ul style="list-style-type: none"> Devise proposals. 	NAC, developers	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
Arr4	Brathwic Terrace, Brodick	<ul style="list-style-type: none"> Devise proposals. 	NAC, developers	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
Arr5	Montrose House, Brodick	<ul style="list-style-type: none"> Devise proposals. 	NAC, developers	2014-2019+	<ul style="list-style-type: none"> Preliminary discussions ongoing in relation to redevelopment of the site (2014).
Arr6	S. of Golf Course Rd, Whiting Bay	<ul style="list-style-type: none"> Devise proposals. 	NAC, developers	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
Arr7	Springbank, Brodick	<ul style="list-style-type: none"> Devise proposals. 	NAC developers	2013-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.
Arr8	Ladeside Place, Shiskine	<ul style="list-style-type: none"> Devise proposals. 	NAC, developers.	2014-2019+	<ul style="list-style-type: none"> Awaiting action from landowner.

2.5 LDP Guidance

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2.5 LDP Guidance

Ref	Proposal	Key actions	Lead Partners	Timescales	July 2014 update
SG1	Adoption of guidance documents as 'statutory' guidance	<ul style="list-style-type: none"> Update documents. Submit guidance to Scottish Ministers for approval. 	NAC.	Q3 2014	<ul style="list-style-type: none"> Various wind farm, design and affordable guidance documents have been subject to consultation and SEA screening.
SG2	Adoption of Open Space (incorporating Green Network) guidance as 'statutory' guidance	<ul style="list-style-type: none"> Prepare Guidance. Public consultation. SEA screening. Revise document, before submission to Scottish Ministers for approval. 	NAC.	Q3 2014 - Q1 2015	<ul style="list-style-type: none"> Draft to be consulted upon in November 2014 onwards.
SG3	Adoption of Control of Advertisements Policy as 'statutory' guidance	<ul style="list-style-type: none"> As above. 	NAC.	Q4 2014 - Q2 2015	<ul style="list-style-type: none"> Awaiting scheduling in Work Programme.
SG4	Adoption of Climate Change guidance as 'statutory' guidance	<ul style="list-style-type: none"> As above. 	NAC.	Q4 2014 - Q2 2015	<ul style="list-style-type: none"> Awaiting scheduling in Work Programme.
SG5	Adoption of Hunterston guidance as 'statutory' guidance	<ul style="list-style-type: none"> As above. 	NAC.	Q1 2015+	<ul style="list-style-type: none"> Awaiting outcome of implementation of Action Plan associated with the Hunterston Competitive Advantage Study.
SG6	Adoption of Drainage, SUDs & Flooding guidance	<ul style="list-style-type: none"> As above. 	NAC.	Q1 2015+	<ul style="list-style-type: none"> Awaiting scheduling in Work Programme.
SG7	Outdoor Access guidance	<ul style="list-style-type: none"> As above. 	NAC.	Q1 2015+	<ul style="list-style-type: none"> Awaiting scheduling in Work Programme.

Abbreviations

AH	Affordable Housing
CSGN	Central Scotland Green Network
EDF	Électricité de France
FCS	Forestry Commission Scotland
IBRC	Irvine Bay Regeneration Company
LDP	Local Development Plan
NAC	North Ayrshire Council
NDA	Nuclear Decommissioning Authority
NHS	National Health Service
NPF	National Planning Framework
NRIP	Nation Renewables Infrastructure Plan
PP	Planning Permission
PPM	Planning Permission Major
PPPM	Planning Permission in Principle Major
RSL	Registered Social Landlord
SEA	Strategic Environmental Assessment
SEPA	Scottish Environment Protection Agency
SNH	Scottish Natural Heritage
SPT	Strathclyde Passenger Transport
SUDs	Sustainable Urban Drainage Systems

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NORTH AYRSHIRE COUNCIL

Agenda Item 7

22 July 2014

Planning Committee

Subject: **Seascape/Landscape Assessment for the Firth of Clyde**

Purpose: To seek approval of the Seascape and Landscape Assessment for the Firth of Clyde as non-statutory planning guidance, for use as a material consideration in the determination of planning applications.

Recommendation: That the Planning Committee approves the Seascape and Landscape Assessment of the Firth of Clyde as non-statutory planning guidance, for use as a material consideration in the determination of planning applications.

1. Introduction

- 1.1 The draft National Marine Plan considered by Cabinet on 12 November 2013 recognised that landscape and seascape are important elements of people's enjoyment of the marine and coastal environment. Seascape contributes significantly to "sense of place", quality of life, and economic livelihood. Within North Ayrshire the seascape is a vital asset to the tourism and recreational sector. The Clyde Estuary Forum, in conjunction with the local planning authorities, has produced an assessment of the landscape and seascape of the Firth of Clyde. This assessment complements existing guidance when considering the impact of development or activity on seascapes or coastal landscapes.

2. Current Position

- 2.1 The Seascape and Landscape Assessment highlights the importance in the Clyde of the interrelationship of views and the importance it has to a range of economic interests.

2.2 The North Ayrshire coastal area falls within four coastal character areas:

- Upper Firth of Clyde - Portencross to Skelmorlie and the Cumbraes;
- Lower Firth of Clyde (East) – Portencross to Irvine Bay and the east coast of Arran (Sannox to Kildonan);
- Sound of Bute – the Cock of Arran (Lochranza to Sannox); and
- Lower Firth of Clyde (West) – the west coast of Arran (Lochranza to Kildonan).

2.3 This categorisation into four coastal character types is a reflection of the extent, diversity of coastal features, uniqueness of the seascape and openness of the North Ayrshire coastline. Any offshore development within these coastal areas would be sensitive to onshore interests and any landward development would require to be compatible in terms of scale with existing landscape and seascape characteristics.

2.4 Overall the document highlights that new development should, where possible, be focussed on areas where there is existing development, taking into consideration scale, massing and existing cultural heritage, in order not to have an adverse impact on the setting and character of the coastline. The study identifies a series of key issues for each coastal character area and a summary of these findings is included in the Appendix to this report.

3. Proposals

3.1 It is proposed that the Planning Committee agrees to approve the Seascape and Landscape Assessment of the Firth of Clyde as non-statutory planning guidance for use as a material consideration in the determination of planning applications which are anticipated to have an impact on the seascape and/or coastal landscape.

4. Implications

Financial Implications

4.1 There are no financial implications.

Human Resource Implications

4.2 There are no human resource implications.

Legal Implications

- 4.3 There are no legal implications.

Equality Implications

- 4.4 There are no equality implications.

Environmental and Sustainability Implications

- 4.5 It is recognised that consideration of seascape and landscape issues associated with any coastal or offshore development will help to ensure that new development should where possible occur in locations where there is existing development and take account of aspects of scale and massing so that there is no adverse impact on the setting and character of the coastline. These considerations will complement existing Local Development Plan policy guidance when considering the impact of development or activity on seascapes or coastal landscapes.

Implications for Key Priorities

- 4.6 The new Seascape and Landscape Assessment will help contribute to “North Ayrshire – the place to be” identified in the Council Plan and aligns with the Council’s Economic Development & Regeneration Strategy which recognises our coastline as 'a priceless asset' with key tourism destination assets such as Arran, Largs, Cumbrae and various marinas.

5. Consultations

- 5.1 No consultation was necessary for the content of this report.

6. Conclusion

- 6.1 The Seascape and Landscape Assessment will inform the assessment of development proposals affecting our coastline and help ensure that there is no unacceptable adverse impact on the setting and character of the coast which is recognised as a key Council asset.



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Reference : DH/KY

For further information please contact Richard Henry, Planning Officer on 01294 324777

Background Papers

Seascape/Landscape Assessment of the Firth of Clyde (March 2013) carried out on behalf of the Firth of Clyde Forum.

Seascape/Landscape Assessment of the Firth of Clyde carried out on behalf of the Firth of Clyde Forum

Key Findings for North Ayrshire

The North Ayrshire coastal area falls within four coastal character areas:

- Upper Firth of Clyde - Portencross to Skelmorlie and the Cumbraes
- Lower Firth of Clyde (East) – Portencross to Irvine Bay and the east coast of Arran (Sannox to Kildonan)
- Sound of Bute – the Cock of Arran (Lochranza to Sannox)
- Lower Firth of Clyde (West) – the west coast of Arran (Lochranza to Kildonan)

The study identifies a series of key issues for each coastal character area which should be considered when assessing the landscape and visual implications of development on or in the coastal area. These include:

- Take into account the experience from the sea, which is experienced from ferries and the many sailing boats that use this area. Views from the sea focus on the islands, and on the distinctive lower hills immediately behind the coast.
- The presence of marinas and islands encourage sailing boats to come close to shore, so close up views from the sea are exceptionally important.
- Maintain the seascape setting of the islands which are frequently seen in profile, backlit by sun or sunsets.
- Maintain the seascape setting of Arran as its iconic profile is a key focus over a wide area and its northern peaks and coastline are also valued as a National Scenic Area.
- The isolated coast along the northern coast of Arran is sensitive to any development being a relatively rare quality within the whole of the Firth of Clyde study area.
- Focus development in those areas where development is already more prevalent to reinforce the contrast with the more secluded areas of character whilst maintaining key views e.g. cluster at Hunterston.
- Wherever possible seek to reduce the impacts of lighting especially in relation to extending lit areas along the Ayrshire coast and maintain the existing stretches of unlit coast on the Cumbraes and at Portencross.
- Detailed design guidance is provided in respect of tall coastal structures; the setting of archaeological and historic sites and landmark buildings; development on key skylines including headlands and backdrop hills; and the need for consistent infrastructure design to avoid visual clutter and reinforce a strong sense of place (especially in areas such as Millport and Largs).