

Infrastructure and Environment Services Committee  
14 August 1996

**Irvine, 14 August 1996** - At a meeting of the Infrastructure and Environment Services Committee of North Ayrshire Council at 2.00 p.m.

**Present**

Samuel Gooding, David Munn, Patrick Browne, Jack Carson, Ian Clarkson, James Clements, John Donn, Margaret Highet, Elizabeth McLardy, Thomas Morris, Robert Reilly and George Steven.

**In Attendance**

The Director of Planning, Roads and Environment, Dr. Jack McCorkell (Head of Planning and Environment), Neil Buchan (Head of Roads), John Hair (Principal Officer Accounting and Budgeting) and Sandra Bale (Administration Officer).

**Chair**

Mr. Gooding in the Chair.

**Apologies for Absence**

John Sillars.

**1. Minutes Confirmed**

The Minutes of the Meeting of the Committee held on 5 June 1996, copies of which had previously been circulated, were confirmed.

**2. Ayrshire Joint Structure Plan Committee**

Submitted the annexed report (Appendix I & E 1) of the Ayrshire Joint Structure Plan Committee, being the Minutes of their Meeting held on 28 June 1996.

The Committee agreed to adopt the report.

**3. Argyll and the Islands Enterprise Company/North Ayrshire Council Liaison Committee**

Submitted the annexed report (Appendix I & E 2) of the Argyll and the Islands Enterprise Company/North Ayrshire Council Liaison Committee, being the Minutes of their Meeting held on 6 June 1996.

The Committee agreed to adopt the report.

#### **4. Protecting the Built Heritage: A Green Paper**

Submitted report by the Director of Planning, Roads and the Environment on the Green Paper "Protecting the Built Heritage".

The Secretary of State for Scotland has published a Green Paper "Protecting the Built Heritage" which has been sent to local authorities and a range of voluntary and other organisations for consultation.

The Committee agreed (a) to approve the comments on the Green Paper as detailed in the report; and (b) to forward a copy of the report to the Secretary of State and to COSLA.

#### **5. West Coast Rail 250 Campaign: 1996 Programme**

Submitted report by the Director of Planning, Roads and the Environment on a request for financial support for the West Coast Rail 250 Campaign.

The West Coast Rail 250 is a campaign for the full modernisation of the West Coast main railway line. To enable the campaign to maintain continuity during 1996, the support of all local authorities involved, both in terms of active lobbying and financially is sought.

The Committee agreed (a) to note the West Coast Rail 250 Campaign Business Plan for 1996; (b) to support the aim of the campaign to secure full modernisation of the West Coast Main Line; and (c) to contribute £500 to the campaign in 1996 from existing budgets.

#### **6. Draft National Planning Policy Guideline: Transport and Planning**

Submitted report by the Director of Planning, Roads and the Environment on the Scottish Office draft National Planning Policy Guideline on Transport and Planning.

After discussion the Committee agreed (a) to advise the Scottish Office that the Council (i) welcomes the draft National Planning Policy Guideline on Transport and Planning; (ii) considers that any significant reduction in the need for travel, especially by car, and the resultant polluting emissions are unlikely to be achieved while "freedom of choice" and "competitiveness" are given equal emphasis; (iii) is concerned that the necessary investment required to improve the quality of public transport will not be provided in the current deregulated and intensely competitive environment; (iv) considers that despite the aims of the NPPG to reduce the need for travel, further improvements to the trunk road network serving North Ayrshire are required to support the continued economic development of the area, and the Council will therefore continue to lobby the Government for the necessary funds to secure these improvements and (v) that, the NPPG should reflect the continued need for investment in the roads infrastructure to balance the overall economic development and transportation needs of an area; and (b) that a copy of this report

be forwarded to the Ayrshire Structure Plan team.

## **7. Unemployment in North Ayrshire**

Submitted report by the Director of Planning, Roads and the Environment on recent trends in unemployment levels in North Ayrshire.

The Office for National Statistics has for the first time produced, official unemployment rates for local authority areas, and these confirm that the official unemployment rate for North Ayrshire remains one of the highest in Scotland particularly in the Three Towns area.

After discussion, the Committee agreed (a) to seek the support of the local Members of Parliament in pursuing programmes to combat unemployment in North Ayrshire and in particular, to lobby for the allocation of additional resources through the Scottish Enterprise Network and through the Council's Regeneration Strategy bid which was submitted to the Scottish Office on 30 June 1996; (b) to instruct the Director of Planning, Roads and the Environment to investigate whether the unemployment rates can be broken down still further into the new Council ward boundary areas; and (c) that the Directors of Planning, Roads and Environment and Commercial Services look into the feasibility of obtaining Scottish Office support for an apprenticeship scheme of 50 apprentices.

## **8. European Union Statistical Area Review**

Submitted report by the Director of Planning, Roads and the Environment on the contents of a COSLA consultation on a review of European Union Statistical Areas.

Both COSLA and the Office for National Statistics have written to the Council asking for its response to draft proposals for the Nomenclature des Unites Territoriales Statistiques (NUTS). This is the classification of areas which is used for European statistical purposes. The need to revise the NUTS for the UK has arisen due to Local Government reorganisation and due to the Governmental Statistical Service adopting the areas represented by Government offices of the Regions for standard statistical presentation of regional data.

Under the current structural fund regulations, Arran and Cumbrae are within the Strathclyde, Dumfries and Galloway NUTS but are eligible for funding under the Highlands and Islands Objective 1 programme. This means that the islands have access to European Funding on an equal basis with the rest of the Highlands and Islands Enterprise Area. The new proposals for the NUTS level 2 groupings place the whole of North Ayrshire in the South West Scotland grouping. The implications of these proposals are that when the review of the Structural Funds takes place in 1998, it is likely that Arran and Cumbrae will be excluded from any preferred status which may be given to the Highlands and Islands NUTS 2 grouping.

After discussion the Committee agreed (a) to support the proposal to include North Ayrshire in the South West Scotland NUTS 2 area on the basis that Arran and Cumbrae would not be excluded from future EU programmes which are available to

the rest of the Highlands and Islands area; (b) to respond to COSLA and to the National Office for Statistics in the foregoing terms; and (c) to advise the Secretary of State, the local MPs & MEPs, the European Commission and other relevant bodies of the Council's concerns regarding Arran and Cumbrae.

## **9. Winter Maintenance Procedures**

Submitted report by the Director of Planning, Roads and the Environment on winter maintenance procedures for treating roads, footways and footpaths during adverse weather conditions.

In terms of Section 34 of the Roads (Scotland) Act 1994, the Council, as local Roads Authority, is under a statutory obligation to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads.

Procedures have therefore been drawn up to deal with the treatment of roads, footways and footpaths during adverse weather conditions. These include arrangements with the Met. Office/Glasgow Weather Centre for the continuation of the weather forecast service giving advance warning of weather conditions; the ordering of a substantial stockpile of salt/grit; categories of treatment priorities for carriageways and for footways and footpaths; the preparation of winter maintenance equipment; standby and call-out procedures; cross-boundary arrangements with adjacent local authorities; and arrangements with the Commercial Services Directorate for provision of their labour and equipment from various sections e.g. Building and Works, Cleansing, Grounds Maintenance to provide additional assistance. With regard to cross-boundary arrangements, assurances were given that there will be continued liaison with adjacent authorities particularly in relation to trunk roads which in terms of the contracts with the Scottish Office are treated as a category 1 priority and must all be maintained to the same standard.

After discussion the Committee agreed to approve the procedures drawn up to deal with the treatment of roads, footways and footpaths during adverse conditions.

## **10. Planning Aid for Scotland**

Submitted report by the Director of Planning, Roads and the Environment on a request for financial assistance from Planning Aid for Scotland which is a national charitable organisation providing an advice and education service to complement the work of the statutory Planning Authorities.

The Committee agreed to make a contribution of £1,000 to Planning Aid for Scotland to be met from within existing budgets.

## **11. Competitive Locations Enquiry**

Submitted report by the Director of Planning, Roads and the Environment on the Competitive Locations Enquiry report.

A presentation was made recently by Scottish Enterprise on the enquiry phase of the Competitive Location Study which indicated that the four key infrastructure areas vital to a region's successful inward investment performance are telecommunications; transport; property, land and environment; and quality of life. The issues identified in the Study can only be progressed via partnership between all public sector organisations and the private sector and the findings of the Study should be emphasised in discussions with Locate in Scotland and Enterprise Ayrshire to seek their support in each of the areas identified as being of crucial importance.

The Committee agreed that in order to ensure that the area remains an attractive location for inward investment, North Ayrshire Council will (a) work with its partners to ensure that local companies are aware of and embrace changes in the telecommunications field; (b) continue to lobby for improvements to the road network in Ayrshire; (c) lobby for an enhanced role for Prestwick International Airport; (d) continue to work with Enterprise Ayrshire in the development of the Riverside Business Park area in Irvine; (e) seek to establish a College of Further Education within North Ayrshire; and (f) continue to be involved in the provision of new and the refurbishment of existing industrial/business premises where appropriate.

## **12. North Coast and Cumbraes Replacement Local Plan: Public Local Inquiry**

Submitted the annexed report (Appendix I & E 3) of a Special Sub-Committee on the North Coast and Cumbraes Replacement Local Plan: Public Local Inquiry, being the Minutes of their Meeting held on 2 August 1996.

The Committee agreed to adopt the report.

## **13. Adopted Isle of Arran Local Plan: Brodick Village Centre Special Study and Whitehouse Special Study**

Submitted the annexed report (Appendix I & E 4) of a Special Sub-Committee on the adopted Isle of Arran Local Plan Brodick Village Centre Special Study and Whitehouse Special Study, being the Minutes of their Meeting held on 5 August 1996.

The Committee agreed to adopt the report.

## **14. Cycling into the Future**

Submitted report by the Director of Planning, Roads and Environment on the latest Scottish Office Policy and Guidance on Cycling.

“Cycling into the Future - the Scottish Office Policy on Cycling” was published in April 1996 and draws together advice and good practice from several recent publications produced by Sustrans and others. It provides the current definitive Government guidance on cycling and cycling infrastructure for Scotland. The Scottish Office fully supports the Sustrans National Cycle Network.

The former Cunninghame District Council and Strathclyde Regional Council also supported the completion of the National Cycle Network, which is virtually complete within North Ayrshire due to the previous joint developments by Sustrans, Cunninghame District Council, Strathclyde Regional Council, Enterprise Ayrshire and Irvine Development Corporation. In addition to the National Cycle Network, North Ayrshire has partially completed the Clyde Coast Circular Cycle Route, which will provide an alternative coastal route for users of the National Cycle Network and a Circular Route for local leisure users and tourists.

After discussion, the Committee agreed (a) to confirm North Ayrshire Council's support for the Sustrans National Network to accord with the policies and guidance set out in “Cycling into the Future”; and (b) to recommend to the Corporate Strategy Committee that they consider that appropriate funding provision should be accorded priority in the Capital Budget to enable the completion of the National Cycle Network through North Ayrshire and to extend and enhance cycling facilities in North Ayrshire generally.

#### **15. Development Brief: Former St. Peters Primary School, South Crescent Road, Ardrossan**

Submitted report by the Director of Planning, Roads and the Environment on the proposed Development Brief for the redevelopment of the site at St. Peters Primary School, Ardrossan.

In April 1995, the school premises at St. Peters Primary School, Ardrossan were declared surplus to requirements by the former Strathclyde Regional Council. The building is in a poor condition and it is likely that the site would be redeveloped rather than refurbished. A Development Brief has therefore been prepared taking into account the nature of the site and indicating that it would be suitable for residential development, which conforms with the land allocation in the Local Plan. Alternative uses which could be considered include hotel, residential institution or offices.

The Committee approved the Development Brief for the redevelopment at St. Peters Primary School, Ardrossan.

#### **16. Development Brief: Arranton and Arranton Bridge, Lamlash, Isle of Arran**

Submitted report by the Director of Planning, Roads and the Environment on the proposed Development Brief for two sites at Arranton and Arranton Bridge, Lamlash, Isle of Arran.

The Development Brief proposes that the sites should be developed with detached

and semi-detached single-storey and one and a half storey housing. This conforms with the Local Plan which envisages the Arranton site accommodating twenty houses and the Arranton Bridge site accommodating fifty houses. Strathclyde Fire Brigade have, however, indicated that they are seeking a new site for a fire station to replace the existing fire station facility in Lamlash and that one of the sites under consideration is at Arranton Bridge. If this site is developed for the replacement fire station, the number of houses will require to be reduced to forty five.

The Committee approved the Development Brief for the sites at Arranton and Arranton Bridge, Lamlash, Isle of Arran, including the possible provision of a replacement fire station on part of the Arranton Bridge site.

## **17. Traffic Regulation Orders**

Submitted report by the Director of Planning, Roads and the Environment on proposed traffic management proposals to be promoted by the Council at various locations throughout the district.

There are a number of ongoing projects which require formal traffic regulation order controls to support other measures already in place and in addition, other locations have been identified from initial investigations for regulatory traffic management control. As part of the traffic regulation order procedure, a wide range of consultees, including local Members will be contacted directly and thereafter the proposals will be advertised for comment and/objection. A further report on each proposal will be made to the Committee following public advertisement.

After discussion the Committee (a) approved the investigation of and preparation of traffic regulation orders for the measures identified at the A78 Ardrossan, Saltcoats and Stevenston; Howgate/St. Winnings Lane, Kilwinning; Dreghorn Main Street; and Brodick Pierhead and Village Centre, Isle of Arran and (b) authorised the advertisement of these proposals.

## **18. Kilbirnie: Maybole Bridge: Contract for Strengthening Works**

Submitted report by the Director of Planning, Roads and the Environment on the results of the tendering process for the contract to strengthen Maybole Bridge, Kilbirnie.

The Committee homologated the acceptance of the lowest tender from PLS Construction Limited, Elderslie in the sum of £128,927.40 for this contract.

## **19. North Ayrshire Council's Air Quality Monitoring**

Submitted report by the Director of Planning, Roads and the Environment on air quality monitoring results for January to March 1996.

The Committee agreed to send a copy of the report to the Scottish Environment Protection Agency and Clydeport Operations Limited and to make a copy available

for public scrutiny.

## **20. Outstanding Applications for Planning Permission for Determination**

### **(a) 01/95/0584: Ardrossan: Harbour (Eglinton Dock)**

Ardrossan Harbour Company Limited, 16 Robertson Street, Glasgow has applied for outline planning permission for a marina and associated commercial facilities and car parking; change of use from industrial shed to marina storage, workshops and reception; and residential development (maximum 192 units) at Eglinton Dock, Ardrossan. Representations have been received from the Isle of Arran Ferry Committee, ACVS Office, Park Terrace, Lamlash and the Royal Fine Art Commission for Scotland, 9 Atholl Crescent, Edinburgh.

Having considered the terms of the representations and having heard the local Member, the Committee agreed to grant the application subject to the following conditions:-

1. That the approval of North Ayrshire Council as Planning Authority with regard to the siting, design and external appearance of, landscaping and means of access to the proposed development shall be obtained before the development is commenced.
2. That the reserved matters in condition 1 above shall be accompanied by: (a) a detailed intrusive contaminated land survey of the site together with proposals for any required remedial works, which works shall be completed prior to the commencement of any construction works on the site; and (b) detailed proposals for minimising noise generation from within the Harbour area and the proposed Marina, with particular reference to restriction on noise generating sources and introduction of appropriate operative practices.
3. That prior to the commencement of Phase II of the marina development hereby approved, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority a plan indicating details of the proposed vehicular access from Montgomerie Street and incorporating a 7.3m wide road, 10.5m corner radii, 2m wide pedestrian footway and sightlines of 4.5m x 90m, all of which shall be provided prior to the use of any of the berths within Phase II of the development.
4. That the carriageway width at entrances to residential car parking areas shall be 5.5m with 4.5m x 90m sightlines at all new junctions.
5. That any oil or fuel storage facilities within the site shall be contained within a suitable bunding, details of which shall be submitted for the prior written approval of North Ayrshire Council as Planning Authority.
6. That no building shall take place within the sewer protection zone.
7. That the proposed residential buildings shall be varied in height, not exceeding three storeys, and shall be designed to minimise residents exposure to



noise from the Harbour Area.

8. That suitable safety barriers shall be erected along the quayside prior to the use of any berths, details of which shall be submitted for the prior written approval of North Ayrshire Council as Planning Authority.

9. That the applicant shall submit details of proposals for the discharge of surface water from the roadways, quayside and paring areas, which proposals shall include the provision of suitable oil interceptors and a means of preventing surface water from issuing onto the public road.

**(b) 01/95/0634: Ardrossan: Harbour (Eglinton Dock)**

Clyde Marina Limited, Harbour House, Ardrossan has applied for planning permission for the formation of a marina including construction of pontoons to provide 310 berths, use of industrial shed for storage, workshops and reception and formation of car parking at Eglinton Dock, Ardrossan. A representation has been received from the Isle of Arran Ferry Committee, ACVS Office, Park Terrace, Lamlash.

Having considered the terms of the representation and having heard the local Member, the Committee agreed to grant the application subject to the following conditions:-

1. That prior to the commencement of Phase II of the development hereby approved, the applicant shall submit for the written approval of North Ayrshire Council as Planning authority a plan indicating details of the proposed vehicular access from Montgomerie Street and incorporating a 7.3m wide road, 10.5m corner radii, 2m wide pedestrian footway and sightlines of 4.5m x 90m, all of which shall be provided prior to the use of any of the berths within Phase II of the development.

2. That any oil or fuel storage facilities within the site shall be contained within a suitable bunding, details of which shall be submitted for the written approval of North Ayrshire Council as Planning Authority prior to the commencement of development.

3. That prior to the commencement of development the applicant shall submit details of proposals for the discharge of surface water from the roadways, quayside and parking areas, which proposals shall include the provision of suitable oil interceptors and a means of preventing surface water from issuing onto the public road.

4. That suitable safety barriers shall be erected along the quayside prior to the use of any of the berths, details of which shall be submitted for the prior written approval of North Ayrshire Council as Planning Authority.

5. That within one month of the date of this permission the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority proposals for the restriction of the use of generators, pumps and other noise

generating equipment within the Marina during night time hours.

6. That adequate provision shall be made for the containment of refuse generated by the Marina and associated facilities full details of which, including phasing, shall be submitted for the written approval of North Ayrshire Council as Planning Authority prior to the commencement of the development.

**(c) 01/96/0483: Kilwinning: Abbey Park**

Palmer Brothers (Kilwinning) have applied for outline planning permission for a residential development at Abbey Park, Kilwinning.

The Committee agreed (i) to refer consideration of this item to a Member/Officer Working Group comprising the Chair, Vice-Chair, local Members for Kilwinning and appropriate Officers and (ii) that the Group report direct to the Council on 3rd September 1996.

**(d) 01/96/412: Arran: Brodick: Ormidale Park**

Arran Sports Association, c/o Arran Dairies, Market Road, Brodick, Isle of Arran has applied for a material alteration to existing consent 01/95/562 including realignment of sports pitches and reduction of 5 car parking spaces at Ormidale Park, Brodick.

Objections have been received from:-

1. the Board of Brodick Church of Scotland per Margaret M. Hart, Clerk to the Congregational Board, 4 Manse Crescent, Brodick;
2. Arran Civic Trust, c/o Ann Banks, High Glencloy, Brodick;
3. Miss Margaret C. Anderson, "Rosedene", Knowe Road, Brodick;
4. Alistair W. M. Glen, Balgowan, Brodick;
5. Mr. E.B. Williams, Bonnington, Knowe Road, Brodick;
6. A. Hannah, "Ornalinn", Knowe Road, Brodick.

Having considered the terms of the objections, the Committee agreed to grant the application subject to the following conditions:-

1. That within one month of the date of this permission the applicants shall submit for the written approval of North Ayrshire Council as Planning Authority: (i) proposals for the erection of retractable netting behind the rugby posts at both ends of the pitch which nets shall be erected at any time when the rugby pitch is in use and (ii) revised proposals for the parking area incorporating details of access to and the surfacing of the overflow parking area which shall be designed to the same standard as the main car parking area.
2. That within one month of the date of this permission the applicant shall

submit for the written approval of North Ayrshire Council as Planning Authority details of the fence round the synthetic pitch and its relationship with the floodlighting columns.

3. That within one month of the date of this permission the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority: (a) a revised layout of the proposed pavilion and the car parking showing the front entrance porch and associated ramps and their relationship with the parking spaces and (b) details of the proposed garage.

4. That within one month of the date of this permission the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority the type of material to be used on the roof of the proposed pavilion.

5. That within one month of the date of this permission the applicants shall submit for the written approval of North Ayrshire Council as Planning Authority a plan showing existing and proposed levels on the site and a scheme of landscaping, which shall include 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.

6. That all planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting season and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; 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.

## **21. Building (Scotland) Act 1959/70: Determination of Applications for Building Warrant**

Submitted reports by the Director of Planning, Roads and the Environment on the following applications:-

- (a) Drumuir Farm, Dreghorn: : BW/96/00; and
- (b) Dykehead Farm, Cunninghamhead: BW/96/0213.

In each case the information submitted with the application does not comply with the Building Standards (Scotland) Regulations 1990 as amended.

The Committee agreed to refuse each application on the grounds that it does not comply with the Building Standards (Scotland) Regulations 1990 as amended.

## **22. Building (Scotland) Acts 1959/70: Requests for Relaxation**

Submitted report by the Director of Planning, Roads and the Environment on the requests for relaxation in respect of the following applications:-

(a) Irvine: 32 Allan Square: Regulation 9, Technical Standards S2.06 (minimum width of stair to be not less than 80 mm).

The Committee agreed to grant the application, subject to the condition that an adequate width of 610mm shall be maintained on the stair.

(b) Irvine: 32 Allan Square: Regulation 9, Technical Standards S2.18 (minimum width and length of landing to be not less than the width of the stair).

The Committee agreed to grant the application, subject to the condition that a minimum width of 480mm shall be maintained on the landing when the stairlift is in a parked/stowed position.

(c) Kilbirnie: 32 Holmhead: Regulation 9, Technical Standards S2.06 (minimum width of stair to be not less than 800mm).

The Committee agreed to grant the application, subject to the condition that an adequate width of 685mm shall be maintained on the stair).

(d) Kilbirnie: 32 Holmhead: Regulation 9, Technical Standards S2.18 (minimum width and length of landing to be not less than the width of the stair).

The Committee agreed to grant the application, subject to the condition that a minimum width of 436mm shall be maintained on the landing when the stairlift is in a parked/stowed position.

(e) Isle of Arran: Lamlash: Holy Island: Regulation 9, Technical Standards D2.03 (that the stair and landing must be constructed in non-combustible materials).

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

- (1) That the stair enclosure shall be constructed of non-combustible materials.
- (2) That the timber staircase shall be upgraded to a Class "O" finish so as to reduce the surface spread of flame.
- (3) That the floors to the mid and top landings shall be underlined to achieve 60 minutes fire resistance.

(f) Irvine: 21 Dale Crescent: Regulation 9, Technical Standards S2.18 (minimum width and length of landing to be not less than width of stair).

The Committee agreed to grant the application, subject to the condition that a minimum width of 745mm shall be maintained on the landing when the stairlift is in a

parked/stowed position.

(g) Largs: Charles Street: Charleston Hotel: Regulation 9,. Technical Standards D2.3 (requirement for the floors of the stair enclosure to be of non-combustible construction).

The Committee agreed to grant the application, subject to the condition that the existing ceilings shall be sheeted with plasterboard to provide one hours fire resistance.

(h) Largs: Charles Street: Charleston Hotel: Regulation 9, Technical Standards D2.15 (requirements that no combustible materials be carried through the separating wall).

The Committee agreed to grant the application, subject to the condition that the timbers of the roof structure shall be plated on both sides of the wall for a distance of one metre to provide one hours fire resistance.

(i) Largs: Charles Street: Charleston Hotel: Regulation 9, Technical Standards: P2.3 (requirement that any part of a window more than 4m above adjacent ground level must be able to be cleaned safely from inside).

The Committee agreed to grant the application, subject to the condition that a suitable unobstructed space for a portable ladder shall be provided below the affected windows to facilitate cleaning from the outside.

(j) Skelmorlie, 1 The Crescent: Regulation 9, Technical Standard (minimum width of a private stair must be 800mm).

The Committee agreed to grant the application, subject to the condition that a minimum width of 650mm shall be maintained over the staircase.

(k) Skelmorlie: 1 The Crescent: Regulation 9, Technical Standard S2.18 (that the width of a landing must not be less than the maximum width between handrails of the associated stair and must be clear of any permanent obstruction).

The Committee agreed to grant the application, subject to the condition that a clear width of 496mm shall be available at the bottom tread when the stairlift is in the stowed and parked position.

(l) Irvine: 29 Watson Terrace: Regulation 9, Technical Standards S2.06 (minimum width of the stair to be not less than 800mm).

The Committee agreed to grant the application, subject to the condition that an adequate width of 780mm shall be maintained on the stair.

(m) Irvine: 29 Watson Terrace: Regulation 9, Technical Standard S2.18 (minimum width and length of the landing to be not less than the width of the stair).

The Committee agreed to grant the application, subject to the condition that a

minimum width of 491mm shall be maintained on the landing when the stairlift is in a parked/stowed position.

(n) Irvine: 71 Frew Terrace: Regulation 9, Technical Standard S2.06 (minimum width of the stair to be not less than 800mm).

The Committee agreed to grant the application, subject to the condition that an adequate width of 590mm shall be maintained on the stair.

(o) Irvine: 71 Frew Terrace: Regulation 9, Technical Standard S2.18 (minimum width and length of the landing to be not less than the width of the stair).

The Committee agreed to grant the application, subject to the condition that a minimum width of 416mm shall be maintained on the landing when the stairlift is in a parked/stowed position.

(p) Ardrossan: 76 Princes Street: Regulation 9, Technical Standard S2.08 (a stairway flight must have not more than 16 risers).

The Committee agreed to grant the application, subject to the condition that the escape stair enclosure shall be provided with emergency lighting maintained by the flat owners, and linked to the flat's electric supply by a protected circuit.

## **23. Archaeological Service for Planning**

Submitted report by the Director of Planning, Roads and the Environment on progress in establishing a Joint Archaeological Service.

The Infrastructure and Environment Services Committee in January 1996 agreed to support a proposal to establish a Joint Planning Related Archaeological Service involving the authorities within the Ayrshire and Clyde Valley Structure Plan areas at an estimated cost of £11,500 per authority. Glasgow City Council has now agreed to act as host authority and proposals have been drawn up for the establishment of a Joint Committee.

The Committee (a) approved the proposals for the establishment of a Joint Committee; (b) agreed to appoint the Chair or his nominee to serve on the Joint Committee; (c) agreed that the Head of Planning and Environment or his nominee serve on the Steering Group; (d) approved the annual revenue support for the Service, with North Ayrshire Council's contribution in 1996/97 being £11,500; and (e) remitted to the Support Services Committee to consider the personnel matters.

## **24. Review of the Town and Country Planning System in Scotland**

### **(a) Planning Enquiries: Proposals for New Procedure Rules**

Submitted report by the Director of Planning, Roads and the Environment on the Consultation Paper prepared by the Scottish Office on proposed changes to the Planning (Inquiries) Procedure (Scotland) Rules 1980.

As part of the current review of the Town and Country Planning System in Scotland, the Government intends to revise the rules governing the conduct of Planning Inquiries in Scotland. The proposed changes include (a) the planning authority having to submit alongside their Statement of Case a list of conditions against possibility of appeal/application succeeding; (b) the appellant/applicant disclosing the basis of the case and submitting copies of documents they propose to refer to at an inquiry, on the same basis as planning authorities and Government departments; and (c) the introduction of fixed timescales for various aspects of the procedures.

The Committee agreed to advise the Scottish Office that North Ayrshire Council supports the proposed changes to the Planning (Inquiries) Procedure (Scotland) Rules 1980.

#### **(b) Review of the Town and Country Planning (Use) Classes (Scotland) Order 1989**

Submitted report by the Director of Planning, Roads and the Environment on the Consultation Paper prepared by the Scottish Office on a variety of proposals to amend the Use Classes and the effect these changes may have.

The Use Classes Order allows change between similar uses without the need for planning permission. The Government proposes to simplify the Use Classes Order and associated Circulars where possible, while safeguarding the amenity of the local environment. The main changes proposed relate to special industrial use classes (classes 7 to 10); houses (class 14); hot food take-away shops and restriction of permitted development for change of use from car showroom to class 1 (shops).

The Committee agreed (a) to approve the comments as detailed in the report and (b) advise the Scottish Office accordingly.

#### **25. Scottish Wildlife and Countryside Link: Request for Financial Assistance**

A request has been received from the Scottish Wildlife and Countryside Link for financial assistance of £300.

After discussion the Committee agreed to continue consideration of this request for a further report.

#### **26. Strathclyde Building Preservation Trust**

Submitted report by the Director of Planning, Roads and the Environment on a request from the Strathclyde Building Preservation Trust to nominate an appointee and to make a financial contribution of £2,700 towards the work of the Trust.

The Committee agreed (a) to advise Strathclyde Building Preservation Trust that North Ayrshire Council do not wish to nominate a permanent appointee to the Strathclyde Building Preservation Trust Council; and (b) to refuse the request for financial assistance.

## **27. School Crossing Patrols: Assessment Criteria**

Submitted report by the Director of Planning, Roads and the Environment on a proposed set of guidelines in relation to the selection criteria for the establishment or discontinuation of school crossing patrols.

In 1995, the former Strathclyde Regional Council approved the transfer of all school crossing patrol services from Strathclyde Police to the Roads Department. These services have now been transferred to North Ayrshire Council, with the operation being undertaken by the Commercial Services Directorate and the policy assessment, monitoring and training being undertaken by the Planning, Roads and the Environment Directorate.

Guidelines for school crossing patrols, prepared by the Local Authority Road Safety Officers Association and the Royal Society for the Prevention of Accidents were published in 1994 and set criteria for sites. It is proposed that the Guidelines' criteria be used in assessment of whether a school crossing patrol site should be provided. It is considered essential also that only applications for a school crossing patrol which are supported by a Head Teacher, School Board or Education Officer would have a full assessment undertaken.

With regard to budget provision, it appears that there is a shortfall in the disaggregation of funds by the former Strathclyde Regional Council to North Ayrshire Council and thus the budget allocation is less than the required amount by the Commercial Services Directorate to operate the school crossing patrols currently in existence.

The Committee agreed (a) to approve the use of the assessment criteria as detailed in the report, as the initial appraisal method for the establishment/discontinuation of school crossing patrols; (b) that assessments will only be carried out for applications supported by Head Teachers, School Boards or Education Officers; (c) to note the apparent shortfall in the budget allocation and (d) to review the position midway through the financial year as part of the global review of the Council's Revenue Budget.



## **28. Civic Trust Awards 1997**

Submitted report by the Director of Planning, Roads and the Environment on a request from the Civic Trust for support in the co-ordination of the 1997 Civic Trust Awards for North Ayrshire. The Civic Trust Awards Scheme is a national initiative and is widely recognised as being the largest environmental awards scheme of its kind. The awards are organised nationally by the Civic Trust in partnership with local authorities and offers local authorities a valuable opportunity to publicise high quality developments in their area.

The Committee agreed (a) to participate in partnership with the Civic Trust in co-ordinating the Civic Trust Awards for 1997 within North Ayrshire; (b) to fund the nominal travelling and subsistence expenses involved within the awards scheme from within existing budgets; and (c) that the Director of Planning, Roads and Environment nominate a member of his staff to liaise with the Civic Trust over the coming year.

## **29. Conferences/Seminars**

Submitted report by the Chief Executive on invitations received to attend (a) the "Cities in Partnership" Conference to be held in York from 19th to 20th September 1996; and (b) the "Town and Country Planning Association" Conference "Regeneration of Town Centres - Civic Pride and a Sense of Place" to be held in Ayr from 3rd to 4th September 1996.

The Committee agreed to authorise the Chair to attend (a) and the Chair, Vice-Chair and Director of Planning, Roads and Environment or their nominees to attend (b).

The meeting ended at 3.50 p.m.

**Infrastructure and Environment Services Committee  
14/08/96**

Appendix No  
**I & E3**

**APPENDIX I & E3**

LARGS, 2 August 1996 - At a Meeting of a Special Sub-Committee of the Infrastructure and Environment Services Committee at 10.30 a.m.

***Present***

Samuel Gooding, David Munn, Margaret Highet, Elizabeth McLardy, Robert Rae and Richard Wilkinson.

***In Attendance***

The Director of Planning, Roads and Environment, Kenneth McKelvie (Planning Officer) and Sandra Bale (Administration Officer).

***Chair***

Mr. Gooding in the Chair.

***Apology for Absence***

Patrick Browne.

***1. North Coast and Cumbraes Replacement Local Plan: Public Local Inquiry***

Submitted report by the Director of Planning, Roads and Environment giving a statement of responses to the Reporter's conclusions and recommendations on the Public Local Inquiry into unresolved objections to the North Coast and Cumbraes Local Plan.

The Public Local Inquiry into unresolved objections to the North Coast and Cumbraes Replacement Local Plan was held over 8 days in January 1996. The report of the Scottish Officer Reporter appointed to consider the objections has been received by the Council. With the exception of 3 major modifications, the Reporter endorsed the Finalised Replacement Local Plan subject to minor modifications.

The major modifications sought by the Reporter are

- (i) that the Local Plan should seek to meet all the demand for private housing arising

within the North Coast area;

(ii) as a result of (i), that the site at Castle Drive, West Kilbride be allocated for residential purposes (this is the site previously allocated residential in the Consultative Draft Plan but removed at Finalised Plan stage); and

(iii) that Policy ENV11 relating to Wind Farms be deleted.

The Sub-Committee were advised that the next stage in procedures would be to agree a statement of responses to the Reporter's conclusions and recommendations and to obtain approval for modifications to the Plan arising from the Reporter's recommendations, prior to making these documents available for public inspection and objection. Following these procedures, in the interests of the proper planning of the area and to avoid wasteful appeals, it is important that the Local Plan, which has been 4 years in preparation, proceeds to adoption as soon as possible in accordance with the statutory procedures. The Reporter's recommendations cannot be set aside lightly and would be a material consideration at any planning appeal.

The Sub-Committee heard Mr. Kenneth McKelvie, Planning Officer report on each of the Reporter's recommendations and conclusions in turn and discussed each proposed response. In considering the responses the following points were noted:-

(1) The Local Plan covers the period 5 to 7 years from now but would be subject to an ongoing process of review.

(2) Concerns were expressed regarding developers receiving Planning Permission, but not proceeding to a start on site within a reasonable timescale. The Director of Planning, Roads and Environment explained that the terms of an Outline Planning Permission required a detailed application to be made within 3 years and a Planning Permission required a start within 5 years. It is possible, however, for the Planning Authority to impose a tighter timescale on any Planning Permission, but in practice, developers can make a start on site in order to keep within the terms of their Planning Permission, but not proceed to full development.

(3) In relation to the Brisbane Glen Road, Largs site proposed for housing, the development brief would be submitted to the Infrastructure and Environment Services Committee for approval prior to being given to any developer and as a pre-condition of any Planning Permission the developer would have to agree to undertake the traffic calming measures specified at the developers own expense.

(4) Regarding the Castle Drive, West Kilbride site proposed for housing, in terms of the proposed development brief, any developer would be encouraged to negotiate with the existing tenants to provide off-street car parking in full consultation with and subject to the agreement of the Director of Housing Services. The development brief would also include a maximum of 60 dwellings on the site.

(5) With regard to play areas in new housing developments, the reporter recommends that Policy SOC7 be amended to specify that the Council will normally require new housing developments in excess of 20 dwellings to provide appropriate outdoor recreational

space/children's play areas.

(6) Regarding the proposed allocation of land for a cemetery at Brisbane Glen Road, Largs, it is important that a detailed site investigation be undertaken to confirm that the site can be drained satisfactorily. If the site investigation indicates that the site is not suitable, the Council would have to look for an alternative site.

(7) Regarding both the proposed site for playing fields and the proposed site for a cemetery at Brisbane Glen Road, Largs, the Director of Planning, Roads and Environment advised that the Council are not precluded from giving consideration to allocating funds in the Capital Plan for both these developments in the meantime, prior to the Local Plan being finalised. In respect of the playing fields, whilst the proposal can be progressed, access might be difficult prior to the adjacent housing development proceeding.

(8) Regarding Land Allocation for Leisure Purposes whilst there are policies to preserve certain land for leisure purposes, in exceptional circumstances if the only land available for a required development is land zoned for leisure purposes, the Council can progress the matter through the Development Contrary to the Development Plan procedure.

(9) Following approval of a statement of responses to the Reporter's conclusions and recommendations, and the proposed modifications to the Local Plan arising from the approval of the statement of responses, they would both require to be made available for public inspection and objection respectively. Consideration would, however, only have to be given to any objections on new grounds, as any existing objections have been dealt with by the Reporter's conclusions and recommendations. If no substantive new objections were received the Local Plan would then proceed towards adoption.

Having considered fully the Reporter's recommendations and conclusions, the Sub-Committee agreed to recommend to the Infrastructure and Environment Services Committee that the Committee (a) approve all of the reporter's recommendations without modification, for the reasons given by the Reporter and the Statement of Responses to the Reporter's Conclusions and Recommendations document, as detailed in Appendix 1 attached to this report; (b) agree to instruct the Director of Planning, Roads and Environment to arrange for the Statement of Responses to the Reporter's Conclusions and Recommendations and the proposed Modifications, as detailed in Appendix 2 attached to this report, to be advertised and made available for public inspection and objection; and (c) agree that the Director of Planning, Roads and Environment report back following the period of public consultation on any objections received to the Modifications made in response to the reporter's recommendations.

The meeting ended at 12 noon.