
NORTH AYRSHIRE COUNCIL

Planning Committee

Locality	Three Towns
Reference	22/00420/PPM
Application Registered	10th June 2022
Decision Due	10th October 2022
Ward	Saltcoats And Stevenston

Recommendation	Approved subject to Conditions
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Location	Site To North Of St Andrews Court Saltcoats Ayrshire
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Applicant	Persimmon Homes And Land Partners (Scotland) Limited
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Proposal	Erection of 99 dwelling houses
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1. Description

The application site is a 3.4ha greenfield site to the north of Saltcoats. It is located to the north of existing residential areas at St Andrews Court/Clytus Court/Betsy Miller Wynd and to the west of the previous phase of the Sharphill housing development which is currently under construction. To the north and west of the site are open agricultural fields. The site is open in character with gentle slopes and the site is bisected diagonally by a hedgerow which follows the line of a field drainage ditch.

It is proposed to erect a residential development comprising of 99 units and associated infrastructure on the site. The proposed layout would feature two points of vehicular access, one from Sharphill Phase 2C to the east and one from Braga Gardens to the south. In addition, there would be a road link provided for a potential future development to the west. Internally, the road layout would consist of a main east-west through road with a secondary residential street to the north. The existing field drainage ditch would be diverted to the north of the site. A SuDs basin would be located in the western corner of the site along with a pumping station. A small area of open space would be provided in the eastern portion of the site.

Sixteen different house types are proposed. The development would be made up of detached, semi-detached, and terraced houses with 2-4 bedrooms. All houses would be two storeys (with some having additional living space in the attic) would feature a gabled roof design. Finishing materials would be facing brick, render and concrete roof tiles. Some houses would be full brick whereas others would be half brick half render. Some house types would feature integral garages. All houses would feature photovoltaic panels on the roof.

In the adopted Local Development Plan (LDP) the site lies within a General Urban Area allocation. The following policies would apply to the development:

- The Towns and Villages Objective of Strategic Policy 1: Spatial Strategy;
- Strategic Policy 2: Placemaking;
- Policy 1: New Homes and Maintaining an Effective Housing Land Supply;
- Policy 22: Water Environment Quality;
- Policy 23: Flood Risk Management;
- Policy 27: Sustainable Transport and Active Travel;
- Policy 29: Energy Infrastructure Developments; and
- Policy 31: Future Proofing for Heat Networks.

Planning Permission in Principle for a mixed-use development including residential at Sharphill was granted subject to conditions 18th March 2015 (ref: 14/00626/PPPM). Since then, approval of some matters specified in those conditions has been granted. On the 2nd of March 2017, permission for the construction of a distributor access road through the site was approved as Phase 1 of the development (ref: 16/01232/MSCM).

In December 2018, a Matters Specified in Condition application was approved for the erection of 95 dwellinghouses on the site to the north of Meikelaught Place and west of Windmill Wynd (18/00940/MSCM). This constitutes Phase 2A of the development. Also approved in December 2018 was Phase 2B which consist of the erection 76 dwellinghouses for social rent to the east of Phase 2A and south of the Sharphill industrial estate (18/00934/MSCM). Phase 2C of the development was approved in May 2021 and consist of a further 41 houses (21/00074/PP). Phases 2A, 2B have been mostly completed and phase 2C is currently under construction.

The current application site lies outwith the site of the approved Planning Permission in Principle for Sharphill (14/00626/PPPM), however, it makes up part of the larger Sharphill site and is designated in the LDP as 'West of Sharphill'. The applicant submitted the Proposal of Application Notice (PAN) in February 2022 (22/00086/PREAPM). The applicant has also submitted an Environmental Impact Assessment (EIA) Screening Opinion (22/00452/EIA). The Council has confirmed that an EIA is not required. The applicant signed a Processing Agreement with The Council on the 10th June 2022.

Since the original submission, the Case Officer has secured design improvements to the layout to reorientate a number of the houses so that they would face onto the street. The vehicle link to Barga Gardens has also been confirmed. A request to create an additional vehicle or pedestrian link to the north in the interest of future planning was not achieved as the entire length of the northern boundary of the site is occupied by the diverted drainage ditch or steep topography.

Supporting Information:

Design and Access Statement:

The primary vehicle route will run through the development and link with the Phase 2C to the east as well as providing a link to a future development to the west. The re-routed drainage channel has been incorporated into the open space strategy for the development. The proposed house types are in-keeping with the existing housing being built at Sharphill. It is considered that the proposed development accords with the relevant LDP policies as well as with Designing Streets and Designing Places.

Pre-Application Consultation Report:

An advert was placed in the Ardrossan and Saltcoats Herald on the 23rd March 2022 to advertise the online public consultation event which was held on the 14th of April. A website was created to display information about the proposed development. There is not an active Community Council in Saltcoats. A copy of the Pan was sent to all local councillors in the Saltcoats ward. The online event was attended by 2 people. No comments were received.

Air Quality Impact Assessment:

The site is not located within an Air Quality Management Area. It is concluded that the qualitative phase dust risk assessment demonstrates that the potential effects for air quality at sensitive receptors are not considered to be significant and that a detailed Air Quality Impact Assessment is not required.

Ecological Report:

The habitats on the site include scattered scrub, broadleaved parkland/scattered trees, semi-improved natural grassland, improved grassland and eutrophic running water. No evidence of protected species or habitats were recorded during the survey. Five nests were found in the scattered trees on the perimeter of the fields two of which were determined to be active. If work is undertaken during the bird nesting season only sections of the site more than 10m in distance from the active nests should be allowed to be developed. It is recommended that a bird breeding survey is undertaken to determine which nests are active. If any trees are scheduled to be felled it is advised that a preliminary roost assessment is undertaken to determine if any bat roosts are present.

Flood Risk Assessment:

The closest watercourse is the Stanley Burn approx. 600m to the west of the site. The site is not at risk of fluvial flooding from this watercourse. There are a number of land drains that run through or near the site, the largest being one running along the western boundary. A minor drain runs diagonally through the site along a hedgerow. There should be no development within 3m of the drain along the western edge of the site.

Site Investigation Report:

The site is not located in an area of known mining activity and no records of coal mining have been found. The site has been occupied by agricultural land throughout its history and therefore it is not considered likely that there is any significant chemical contamination. No invasive plant species were found.

Transport Assessment:

The proposed development would tie in with the existing footpath network. It is located 850m from the nearest shop and 650m from the nearest primary school. The development is located within 1,600m of local facilities and amenities and is therefore considered in accordance with transport planning policy. There are no dedicated cycle routes around the

development. The nearest bus stops to the proposed development are on Burns Avenue near Fleming Crescent (approx. 400m from the site) which provides a link to Saltcoats town centre and Stevenston. Both Saltcoats and Ardrossan South beach railway stations are located approx. 2,500m from the site (approx. 30 mins walk). Traffic surveys were carried out on nearby junctions. The junctions would operate efficiently within their capacity with the addition of the traffic from the proposed development.

Relevant Development Plan Policies

SP1 - Towns and Villages Objective **Towns and Villages Objective**

Our towns and villages are where most of our homes, jobs, community facilities, shops and services are located. We want to continue to support our communities, businesses and protect our natural environment by directing new development to our towns and villages as shown in the Spatial Strategy. Within urban areas (within the settlement boundary), the LDP identifies town centre locations, employment locations and areas of open space. Most of the remaining area within settlements is shown as General Urban Area. Within the General Urban Area, proposals for residential development will accord with the development plan in principle, and applications will be assessed against the policies of the LDP. New non-residential proposals will be assessed against policies of this LDP that relate to the proposal.

In principle, we will support development proposals within our towns and villages that:

- a) Support the social and economic functions of our town centres by adopting a town centre first principle that directs major new development and investment to town centre locations as a priority including supporting town centre living.
- b) Provide the right new homes in the right places by working alongside the Local Housing Strategy to deliver choice and variety in the housing stock, protecting land for housing development to ensure we address housing need and demand within North Ayrshire and by supporting innovative approaches to improving the volume and speed of housing delivery.
- c) Generate new employment opportunities by identifying a flexible range of business, commercial and industrial areas to meet market demands including those that would support key sector development at Hunterston and i3, Irvine.
- d) Recognise the value of our built and natural environment by embedding placemaking into our decision-making.
- e) Prioritise the re-use of brownfield land over greenfield land by supporting a range of strategic developments that will deliver:
 - o regeneration of vacant and derelict land through its sustainable and productive re-use, particularly at Ardrossan North Shore, harbour and marina areas, Montgomerie Park (Irvine) and Lochshore (Kilbirnie).
 - o regeneration and conservation benefits, including securing the productive re-use of Stoneyholm Mill (Kilbirnie) and supporting the Millport Conservation Area Regeneration Scheme.
- f) Support the delivery of regional partnerships such as the Ayrshire Growth Deal in unlocking the economic potential of the Ayrshire region.

Strategic Policy 2

Placemaking

Our Placemaking policy will ensure we are meeting LOIP priorities to make North Ayrshire safer and healthier by ensuring that all development contributes to making quality places. The policy also safeguards, and where possible enhances environmental quality through the avoidance of unacceptable adverse environmental or amenity impacts. We expect that all applications for planning permission meet the six qualities of successful places, contained in this policy. This is in addition to establishing the principle of development in accordance with Strategic Policy 1: Spatial Strategy. These detailed criteria are generally not repeated in the detailed policies section of the LDP. They will apply, as appropriate, to all developments.

Six qualities of a successful place

Distinctive

The proposal draws upon the positive characteristics of the surrounding area including landscapes, topography, ecology, skylines, spaces and scales, street and building forms, and materials to create places with a sense of identity.

Welcoming

The proposal considers the future users of the site and helps people to find their way around, for example, by accentuating existing landmarks to create or improve views (including sea views), locating a distinctive work of art in a notable place or making the most of gateway features to and from the development. It should also ensure that appropriate signage and lighting is used to improve safety and illuminate attractive buildings.

Safe and Pleasant

The proposal creates attractive places by providing a sense of security, including by encouraging activity, considering crime rates, providing a clear distinction between private and public space, creating active frontages and considering the benefits of natural surveillance for streets, paths and open spaces.

The proposal creates a pleasant, positive sense of place by promoting visual quality, encouraging social and economic interaction and activity, and by considering the place before vehicle movement.

The proposal respects the amenity of existing and future users in terms of noise, privacy, sunlight/daylight, smells, vibrations, glare, traffic generation, and parking. The proposal sufficiently investigates and responds to any issues of ground instability.

Adaptable

The proposal considers future users of the site and ensures that the design is adaptable to their needs. This includes consideration of future changes of use that may involve a mix of densities, tenures, and typologies to ensure that future diverse but compatible uses can be integrated including the provision of versatile multi-functional greenspace.

Resource Efficient

The proposal maximises the efficient use of resources. This can be achieved by re-using or sharing existing resources and by minimising their future depletion. This includes consideration of technological and natural means such as flood drainage systems, heat networks, solar gain, renewable energy and waste recycling as well as use of green and blue networks.

Easy to Move Around and Beyond

The proposal considers the connectedness of the site for people before the movement of motor vehicles, by prioritising sustainable and active travel choices, such as walking, cycling and public transport and ensuring layouts reflect likely desire lines, through routes and future expansions.

Detailed Policy 1 -New Homes/Land Supply Policy 1:

New Homes and Maintaining an Effective Housing Land Supply

In principle we will support and promote residential development of the 51 effective housing supply sites shown in Schedules 2a and 2b. We will protect them by resisting alternative development, including significant reductions in capacity which would undermine our ability to confirm an ongoing 5-year land supply.

In principle, we will also support and promote residential development of our 27 long-term housing sites shown in schedule 3. In particular, but not limited to, where they would contribute to our ongoing 5-year effective land supply.

Notwithstanding the above, we will support ancillary development for a range of accommodating and integrated uses including locally important community, leisure, and other employment uses like shops, banks, cafes, workshops, garages, and small offices within these sites where they would not negatively impact upon our ability to maintain an effective 5 year housing land supply.

We will monitor the delivery of new homes in North Ayrshire through a housing land audit to ensure the maintenance of an effective five-year supply of land for housing. Where we identify and confirm a shortfall we will consider innovative approaches to enable development in the first instance. We will only support new housing proposals where they would help us achieve the vision, for example by aligning with the principles of the spatial strategy and being compliant with other aspects of the plan particularly by way of impact on committed infrastructure and the environment.

Detailed Policy 22 - Water Environment Quality

Policy 22:

Water Environment Quality

Proposals for additional cemetery provision to meet identified needs within our locality areas of Irvine, Kilwinning, Arran, North Coast, Three Towns and Garnock Valley will be supported where unacceptable environmental and amenity impacts are avoided. Groundwater assessments may be required to support proposals with mitigation measures identified and agreed where necessary.

We will support development that helps achieve the objectives of the Water Framework Directive and the River Basin Management Plan for Scotland. Generally, development which would lead to the deterioration of the water environment will be resisted unless it would deliver significant social, environmental or economic benefits.

Development will be required to ensure no unacceptable adverse impact on the water environment by:

- a) Protecting and enhancing the ecological status and riparian habitat, natural heritage, landscape values and physical characteristics of water bodies (including biodiversity and geodiversity);
- b) Protecting and enhancing existing flood plains; protecting opportunities for public access to and recreation and enjoyment on and around lochs, rivers, burns, wetlands and the coastal marine area; and
- c) Having regard to any designated Bathing Waters. Where engineering works are required in or near water bodies, there will be a presumption in favour of soft engineering techniques and against the culverting of watercourses, unless there is no suitable alternative. Proposals for culverting of watercourses for land gain may only be justified if the applicant can demonstrate that:
 - o No other practical option exists that would allow the watercourse to remain open; and
 - o The proposed development is of over-riding public interest.

We support connection to public sewerage systems in the first instance but recognise that wastewater solutions must be affordable and delivered at the most appropriate scale and that in many cases septic tank systems can be the most sensible solution for a household or small community (this also might be bespoke for our island communities). We will consider the cumulative impact of such solutions and support a preference for community solutions.

Development should ensure that appropriately sized buffer strips are maintained between the built and water environments.

Indicative Width of watercourse (top of bank)	Indicative Width of buffer strip (either side)
Less than 1m	6m
1-5m	6-12m
15-15m	12-20m
15m+	20m+

Detailed Policy 23-Flood Risk Management

Policy 23:

Flood Risk Management

We will support development that demonstrates accordance with the Flood Risk Framework as defined in Scottish Planning Policy and shown in schedule 7, relevant flood risk management strategies and local flood risk management plans. We will also support schemes to manage flood risk, for instance through natural flood management, managed coastal realignment, wetland or green infrastructure creation.

Generally, development should avoid locations of flood risk and should not lead to a significant increase in the flood risk elsewhere. Land raising and elevated buildings will only be supported in exceptional circumstances, where it is shown to have a neutral or better impact on flood risk outside the raised area.

Development proposals should:

- o Clearly set out measures to protect against, and manage, flood risk.
- o Include sustainable urban drainage systems (SuDS) where surface water is proposed to be discharged to the water environment, in accordance with the Water Environment (Controlled Activities) (Scotland) Regulations 2011 as amended.

- o Include provision of temporary/construction phase SuDS.
- o include appropriate long-term maintenance arrangements.
- o Be supported by an appropriate flood risk assessment where at risk of flooding from any source in medium to high risk areas and for developments in low to medium risk areas identified in the risk framework (schedule 7).
- o Take account of SEPA's flood risk and land use vulnerability guidance (2018) and any relevant updates to, or replacements of this guidance.

Detailed Policy 27

Sustainable Transport and Active Travel

We will support development that:

contributes to an integrated transport network that supports long term sustainability

- o reduces inequality by improving the accessibility and connectivity of employment opportunities and local amenities
- o provides safe and convenient sustainable transport options and supports modal shift to sustainable transport and active travel.
- o reduces the need to travel or appropriately mitigates adverse impacts of significant traffic generation, road safety and air quality, including taking into account the cumulative impact.
- o takes a design-led, collaborative approach to street design to provide safe and convenient opportunities for integrated sustainable travel in the following order of priority: pedestrians, people on cycles, people using collective transport (buses, trains etc.) and people using private transport.
- o considers the potential requirements of other infrastructure providers, including designing for the potential development of district heat networks by for example incorporating access points into the transport network to allow for future pipe development or creating channels underneath the road/infrastructure to enable pipe development with minimal disruption to the networks.
- o enables the integration of transport modes and facilitates movement of freight by rail or water (in preference to road). This would include, for example, the provision of infrastructure necessary to support positive change in transport technologies, such as charging points for electric vehicles and the safeguarding of disused railway lines with the reasonable prospect of being used as rail, tram, bus rapid transit or active travel routes.
- o considers the impact on, and seeks to reduce risk to level crossings, including those located within Ardrossan, Stevenston and Gables.

Proposals are expected to include an indication of how new infrastructure or services are to be delivered and phased, and how and by whom any developer contributions will be made.

We will take account of:

- o the implications of development proposals on traffic, patterns of travel and road safety.
- o Significant traffic generating uses should be sited at locations that are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services. Where this is not achievable, we may seek the provision of subsidised services until a sustainable service is achievable.

- o the potential vehicle speeds and level of infrastructure provided for the expected numbers of trips by all modes.
- o the relationship between land use and transport and particularly the capacity of the existing transport network, environmental and operational constraints, and proposed or committed transport projects.
- o committed and proposed projects for the enhancement of North Ayrshire's transport infrastructure, including improved park and ride provision.
- o specific locational needs of rural communities. We recognise that in rural areas we need to be realistic about the likely viability of public transport services and innovative solutions such as demand-responsive public transport and small scale park and ride facilities at nodes on rural bus corridors will be considered.
- o The Council's adopted Local Transport Strategy, Core Paths Plan, Town Centre Parking Strategy and parking requirements.
- o The need to mitigate and adapt to climate change with regard to the Climate Change (Scotland) Act 2009.
- o The provision of new and improved links to existing and proposed active travel routes which are integrated with the wider strategic network, including the National Walking and Cycling Network, core paths and the Ayrshire Coastal Path.

Developments likely to generate significant additional journeys will be required to be accompanied by a Transport Assessment, Air Quality Assessment and a Travel Plan. A Transport Statement will be required for smaller scale developments that will not have a major impact on the transport network, but are still likely to have an impact at a local level on the immediate transport network.

National Development:

The National Walking and Cycling Network (NWCN) was designated as a national development within the National Planning Framework (NPF3). This is an ambitious project which aims to grow Scotland's network of paths from 6,000 to 8,000 km by 2035. Key routes in North Ayrshire which will contribute to this network are detailed below. These are being developed in partnership with Sustrans and Scottish Natural Heritage as lead organisations for the delivery of the NWCN.

These include the development of an off-road alignment for:

- o National Cycle Network (NCN) Route 73 (North) between Brodick and Corrie on the Isle of Arran
- o NCN Route 753 between Skelmorlie and Ardrossan
- o While not explicitly referenced in NPF3, support will be given to development of an off-road alignment for NCN Route 7 between Kilwinning and Kilbirnie.

Detailed Policy 29 - Energy Infrastructure Development

Policy 29:

Energy Infrastructure Development

We will support development proposals for energy infrastructure development, including wind, solar, tidal, cropping and other renewable sources, where they will contribute positively to our transition to a low carbon economy and have no unacceptable adverse environmental impacts, taking into consideration (including cumulatively) the following:

Environmental

- o Communities and individual dwellings - including visual impact, residential amenity, noise and shadow flicker;
- o Water quality;
- o Landscape - including avoiding unacceptable adverse impacts on our landscape designations;
- o Effects on the natural heritage - including birds;
- o Carbon rich soils including peat;
- o Impacts on the historic environment - including scheduled monuments, listed buildings and their settings.

Community

- o Establishing the use of the site for energy infrastructure development;
- o providing a net economic impact - including socio-economic benefits such as employment, associated business and supply chain opportunities;
- o Scale of contribution to renewable energy generation targets;
- o Public access - including impact on long distance walking and cycling routes and scenic routes identified in the National Planning Framework;
- o Impacts on tourism and recreation;
- o Specific locational opportunities for energy storage/generation.

Public Safety

- o Greenhouse gas emissions;
- o Aviation and defence interests and seismological recording;
- o Telecommunications and broadcasting installations - particularly ensuring that transmission links are not compromised; radio telemetry interference and below ground assets;
- o Road traffic and adjacent trunk roads;
- o Effects on hydrology, the water environment and flood risk including drinking water quality and quantity (to both the public and private water supplies);
- o Decommissioning of developments - including ancillary infrastructure, and site restoration and aftercare.

Proposals should include redundancy plans which will demonstrate how apparatus will be timeously removed as reasonably soon as the approved scheme ceases operation. There may be a requirement for financial bonds to ensure that decommissioning can be achieved. Taking into consideration the above, proposals for wind turbine developments should accord with the Spatial Framework (as mapped) and consider the current Landscape Capacity Study for Wind Farm Development in North Ayrshire. This study will be used as a point of reference for assessing all wind energy proposals including definitions of what small to large scale entails.

Buildings: Low and Zero Carbon Generating Technology

Proposals for all new buildings will be required to demonstrate that at least 10% of the current carbon emissions reduction set by Scottish Building Standards will be met through the installation and operation of low and zero-carbon generating technologies. A statement will be required to be submitted demonstrating compliance with this requirement. The percentage will increase at the next review of the local development plan.

This requirement will not apply to:

1. Alterations and extensions to buildings

2. Change of use or conversion of buildings
3. Ancillary buildings that stand alone and cover an area less than 50 square metres
4. Buildings which will not be heated or cooled, other than by heating provided solely for frost protection.
5. Buildings which have an intended life of less than two years.

Detailed Policy 31 - Future Proofing for Policy 31:

Future Proofing for Heat Networks

We will support proposals for the creation or enhancement of district heat networks in as many locations as possible in North Ayrshire (even where they are initially reliant on carbon-based fuels if there is potential to convert them to run on renewable or low carbon sources of heat in the future).

We will seek to identify and safeguard existing and future heat network generation and distribution infrastructure, including piperuns and pipework within, and to the curtilage of, new developments.

Proposals for development that constitute a significant heat source or substantial development* which would not result in the creation or enhancement of district heat networks should include:

- i) provision for on-site heat recovery and re-use infrastructure; or
- ii) a heat network generation and distribution infrastructure plan (a district heating plan), taking into account the potential to connect to future heat demand sites; or
- iii) demonstrable evidence that district heating or other forms of renewable generation storage have been explored but are not feasible for technical (proximity, geography, safety etc) or economic reasons.

* 'Substantial' developments consist of urban extensions, large regeneration areas or large development sites subject to master planning or large mixed use developments and major sites (50 residential units and above). There is, however, an element of judgment that will need to be applied here and it might be that some other locations offer significant potential for heat networks due to their local context, support from the local authority, and 'buy in' from developers.

2. Consultations and Representations

Neighbour notification was undertaken, and the application was advertised in the local press. Seven letters of objection have been received; the points raised in which are summarised below:

1. The proposed properties on the southern boundary would overlook the existing properties to the south along St Andrews Court, Clytus Court and Betsy Miller Wynd which would result in loss of privacy for the existing properties. These properties should be reoriented 45

degrees and additional screening provided in the form of hedges and trees along the boundary line.

Response: The proposed dwellinghouses close to the southern boundary of the site are oriented to face the road to the north which is considered optimal from a place-making perspective, and it would not be considered acceptable to re-orient them so that they were not facing the road. The closest properties at plots 10-21 have a back garden length of a minimum of approx. 8.5m. The closest distance between the rear elevations of the houses on St Andrews Court and the rear elevations of the proposed houses is approx. 17m, which is considered to be an acceptable separation distance for a suburban location, and it is not considered that the proposed dwellinghouses close to the southern boundary would lead to significant loss of privacy for the existing houses to the south. Sectional drawings have been provided indicating the proposed levels to these houses. It is not considered that any additional screening would be required.

2. The proposed development would result in the loss of natural habitat and the site contains a range of habitats and species. Additional hedges, trees and wildflower areas should be provided within the site should the application be approved. No open space is proposed in the layout.

Response: The site has been allocated as a housing site in the LDP. The applicant has provided an Ecological Report which finds no evidence of protected species or habitats. A condition requiring a landscaping scheme could be attached to any permission which may be forthcoming in order to ensure that a suitable level of planting is undertaken. A small area of open space is provided within the development site. The site is located on the edge of Saltcoats, and it is considered that there is sufficient access to green and amenity spaces.

3. The proposed access from Barga Gardens would increase noise, pollution and create road safety issues for the existing properties on Barga Gardens.

Response: It is not considered that the Barga Gardens vehicular link would result in significant additional noise, pollution or road safety issues. The link would be a secondary route and the majority of the traffic would utilise the main east/west route through the site. The Barga Gardens link is considered important in the interest of integrating the development in with the existing road network and making the development easy to move around and beyond.

4. The proposed pumping station could lead to additional noise and odours affecting the existing nearby dwellinghouses.

Response: The applicant has confirmed that the pumping station would not result in any significant noise. North Ayrshire Council (NAC) Environmental Health was consulted and did not object to the pumping station on noise or smell grounds, subject to a Planning condition.

5. The scale of the proposed development is excessive.

Response: The application site makes up approximately half of the 'West of Sharpill' long-term housing site which has an indicative capacity of 200 units. The proposed development would have 99 units. The proposed development would have a density of approx. 29 dwellings per hectare which is considered suitable for a suburban development.

6. The proposed development would have a negative impact on property prices in the surrounding area.

Response: This is not a material Planning consideration.

Consultations:

NAC Active Travel and Transportation: No objections. Further discussions with NAC Flooding will be required with relation to the diverted drainage ditch. The impact of the potential vehicle link with Barga Gardens should be discussed with Active Travel and Transportation.

Response: Such discussions between the applicant and NAC Flooding have taken place, and NAC Flooding have confirmed that they do not object to the proposal. The vehicle link to Barga Garden has been secured by Planning and is considered necessary in the interest of placemaking and creating a neighbourhood that is easy to move around and beyond. Full details of this vehicular link can be secured via condition. The details of the road design can also be finalised during the Road Construction Consent.

NAC Environmental Health: No objections, subject to conditions relating to a Remediation Strategy, Construction Environmental Management Plan and noise from the pumping station.

Response: Noted, such conditions could be attached to any Planning Permission which may be forthcoming.

NAC Flooding: Initially objected due to the proposal to drain surface water into the field ditch to the west of the site. This ditch has experience flooding events in the past. The applicant has confirmed that works will be undertaken to the ditch downstream of the proposed SuDS basin to address the flooding concerns which will act to reduce flow within the downstream ditch compared to current conditions. Therefore, NAC Flooding has removed the objection, subject to conditions.

Response: Noted, such conditions could be attached to any Planning Permission which may be forthcoming.

Scottish Environmental Protection Agency (SEPA): Initially objected on the basis on a lack of information with regards to flood risk. Following the submission of additional information by the applicant's flooding consultants, SEPA has removed the objection.

Response: Noted.

NAC Education: Modelling shows sufficient capacity at the local schools to accommodate the number of additional children expected.

Response: Noted.

Scottish Water: No objections.

Response: Noted.

West of Scotland Archaeological Service (WOSAS): No objections subject to a condition requiring a scheme of archaeological works to be undertaken.

Response: Noted, such a condition could be attached to any Planning Permission which may be forthcoming.

3. Analysis

The Towns and Villages Objective of Strategic Policy 1: Spatial Strategy of the LDP states that within areas designated as General Urban Area, proposals for residential development will accord with the LDP in principle, and that applications will be assessed against the relevant policies of the LDP.

Policy 1: New Homes and Maintaining an Effective Housing Land Supply, of the LDP, states that we will in principle support and promote residential development of the 51 effective housing supply sites identified in Schedule 2a and 2b of the LDP. It goes on to state that we will in principle support and promote residential development of our 27 long-term housing sites shown in Schedule 3 of the LDP. The application site makes up part of the 'West of Sharphill' long-term housing site shown in Schedule 3 of the LDP, with an indicative capacity of 200 units. The site is therefore considered to be an acceptable location in principle for a residential development. As the application site makes up just under half of the area of the allocated housing site and has just under half of the indicative capacity it is considered that the proposed development is of an appropriate density. The applicant has advised of plans to progress the second section of the West of Sharphill site in the near future. The proposal accords with Policy 1.

Strategic Policy 2: Placemaking, of the LDP, states that proposals should accord with the qualities of successful places outlined within the policy. The proposed development incorporates sixteen house types including terraces, semi-detached and detached houses. All the houses are two storeys with gabled roof designs. Earlier phases of Sharphill (2B and 2C) feature the same house types and the existing housing development to the south also features very similar houses both in terms of style and finishing materials. It is therefore considered that the proposed development would be in-keeping with the character of the neighbourhood. It is considered appropriate to attach a condition which would require further details with regards to the external finishes to ensure the final choice of materials is appropriate for the locality and contains enough variety to provide visual interest.

The layout of the development would primarily feature straight and legible streets, however, the eastern part of the site has a more fragmented layout due to the diverted drainage ditch. Improvements to the layout were secured by the case officer to ensure that the majority of the houses face onto the street which would create attractive and enclosed streetscapes. The layout would be well connected to the surrounding area with vehicle links to the south and east tying-in with existing developments and a future road link to the remainder of the allocated housing site to west being provided. As described previously, the case officer recommended a link be provided to the unallocated countryside to the north in the interest of future planning, however, this was not possible due to site constraints. Overall, it is considered that the internal layout is comprehensible, and that the development would be easy to move around and beyond.

An area of open space would be provided in the eastern part of the site and the SuDs basin would be located in the western part. The development is on the edge of Saltcoats and benefits from access to plenty of open space. The nearest playground is at Allan Gardens approx. 200m to the south of the site and accessible via a pedestrian footpath. All houses within the development would have private rear gardens enclosed by 1.8m high timber fences and front gardens would be open in character. Further details of landscaping are required and could be ensured via condition.

The layout of the site has been designed in order to ensure that the houses do not have their privacy or access to daylight affected through overlooking or overshadowing from other properties. There is a change in levels throughout the site and experience with the previous phases has shown that ground works may be required to create level development platforms which could lead to amenity issues. It is therefore considered necessary to attach a condition requiring details of any ground works/cut and fill exercises to be undertaken. Sufficient separation has been provided with the existing houses to the south to ensure that there would be no significant loss of privacy for any existing properties. All houses have been provided with two parking spaces, the majority of which are located in-curtilage. Visitor parking is spread evenly throughout the site. In conclusion, the proposed development meets with the qualities of successful places and therefore accords with Strategic Policy 2: Placemaking.

Policy 22 of the LDP states that development will be required to ensure no unacceptable adverse impact on the water environment. Development should ensure that appropriately sized buffer strips are maintained between the built and water environments. Related to this issue is Policy 23, which deals with flood risk management. Taking both of these policies together, there is an existing drainage ditch which bisects the site and a further drainage ditch along the western boundary. Discussions have taken place between the applicant, NAC Flooding and SEPA with regards to the drainage proposals which involve diverting the drainage ditch which runs through the site and discharging the surface water run off via the detention basin into the existing field ditch to the west of the site. Works will be undertaken to the field ditch downstream of the site to prevent flooding. While this area falls outwith the application site, it is within land controlled by the applicant and the flood prevention works can therefore be addressed via condition. As highlighted previously in this report, following these discussions, NAC Flooding and SEPA have both withdrawn their objections to the proposed development.

With regards to foul water, a pumping station would be provided adjacent to the SuDs basin. The only above ground component of the pumping station would be a kiosk measuring approx. 7sqm in area and 1.8m in height. The applicant has advised that the pumping station would not lead to significant noise or smells. NAC Environmental Health has indicated a Planning condition to limit noise from the pumping station. The proposed development accords with Policies 22 and 23 of the LDP.

Policy 27 relates to sustainable transport and active travel. The proposed development is located within easy walking distance of a primary school, shop, playpark and bus stop. The nearest train stations are approx. 30 minutes' walk away. However, given the site's peripheral location and allocation in the LDP, it is considered acceptable in this instance. Internally, the site is well laid out to minimise traffic speeds and create a pleasant pedestrian environment. The site layout makes use of the available connections to the neighbouring residential areas and thereby creates an integrated and walkable neighbourhood. Sufficient

levels of parking have been provided and visitor parking is spread evenly throughout the site. The development accords with Policy 27.

Policy 29: Energy Infrastructure Developments, requires that all proposals for new buildings demonstrate that at least 10% of the current carbon emission reduction targets set by Scottish Building Standards are met through the use of low or zero carbon generating technologies. All new homes would have photovoltaic roof panels installed and modern heating and insulation which would allow them to achieve this target. The proposed development accords with Policy 29.

Policy 31 relates to future proofing for heat networks. The proposed development would utilise modern building designs which would minimise the energy requirements for heating through modern insulation. The houses have been oriented to take advantage of solar gain where possible. The site is not considered to be a suitable candidate for a district heating system. The proposal accords with Policy 31.

In conclusion, the proposal is in accordance with all of the relevant policies of the LDP, and the development would entail the delivery of part of a housing site which has been identified and allocated as part of the local development plan process. Accordingly, the application is recommended for approval subject to the conditions referred to in this report.

4. Full Recommendation

Approved subject to Conditions

Reasons for Decision

Condition

1. That prior to the commencement of the development hereby approved, the developer shall provide full details of the proposed finishing materials for the written approval of North Ayrshire Council as Planning Authority. Thereafter, the development shall progress in accordance with such details as may be approved.

Reason

In order to ensure that the finishing materials are high quality and attractive; in the interest of the visual amenity of the area.

Condition

2. 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 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.

Reason

In order to ensure that the site is appropriately landscaped, in the interest of amenity.

Condition

3. 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.

Reason

In order to ensure that the approved landscaping is carried out and maintained, in the interest of amenity

Condition

4. That prior to the commencement of the development, hereby approved, the developer shall provide a proposed topographical plan displaying full details of Finished Floor Levels, any ground works, cut and fill and site levelling for the written approval of North Ayrshire Council as Planning Authority. Thereafter, the development shall progress in accordance with such details as may be approved by North Ayrshire Council as Planning Authority.

Reason

In order to ensure that any changes to the ground levels do not result in overlooking or overshadowing of neighbouring properties. In the interest of amenity.

Condition

5. Site clearance or similar works shall not take place during the nesting bird period (March to August, inclusive). If works cannot be undertaken outside this period, then a breeding bird survey shall be undertaken to determine which nests are active, and no section of the site within 10m of an active nest shall be cleared until the bird nesting season is over. All to the satisfaction of North Ayrshire Council as Planning Authority.

Reason

In order to ensure no nesting or breeding birds are impacted by the proposed development. In the interest of ecology.

Condition

6. If any trees are scheduled to be felled as part of the development, a Preliminary Roost Assessment shall be undertaken on the trees scheduled to be felled, and the results shall be submitted to North Ayrshire Council as Planning Authority. Thereafter, if any remediation works are required, they shall be undertaken as agreed, in writing by North Ayrshire Council as Planning Authority.

Reason

In order to ensure no bats are impacted by the proposed development. In the interest of ecology.

Condition

7. That prior to any development commencing the applicant shall submit a Remediation Strategy for the written approval of North Ayrshire Council as Planning Authority as recommended the in the Ground Investigation Report by JPB June 2020, UG537-14/MAK. Thereafter, the development shall progress in accordance with the approved Remediation Strategy.

Reason

In the interest of public health.

Condition

8. That the applicant shall submit a Construction Environmental Management Plan (CEMP) for the written approval of North Ayrshire Council as Planning Authority prior to the commencement of any works, as recommended within the submitted Air Quality Impact Assessment report by ITP Energised, May 2022, Project No 5272. Thereafter, the development shall progress in accordance with the approved CEMP.

Reason

In the interest of public health.

Condition

9. The rated noise level, as defined in BS4142:2014 +A1:2019, from the operation of the proposed pumping station must not exceed the existing background noise level at the curtilage of any noise sensitive property, to the satisfaction of North Ayrshire Council as Planning Authority.

Reason

In order to ensure that the pumping station does not cause a noise disturbance; in the interest of amenity.

Condition

10. That prior to the commencement of the development hereby approved, the full details of the proposed improvements or alterations to the existing ditches and the detail of the proposed ditch both within and outwith the application site shall be submitted for the written approval of North Ayrshire Council as Planning Authority. For the avoidance of doubt, this shall include details of culverts (road crossings) and a '1 in 200' year critical storm resilience check on the proposed drainage system, including identification and design of any necessary flood flow-paths, together with maintenance of these flow-paths. Thereafter, the approved details should be implemented prior to the completion of the development and maintained in perpetuity.

Reason

In the interest of flood risk management.

Condition

11. 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 applicant, 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 the Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason

In order to ensure that any historic artifacts located on the site are suitably catalogued and preserved.

Condition

12. That prior to the commencement of the development hereby approved, the developer shall provide full details of the vehicular link to Barga Gardens for the written approval of North Ayrshire Council as Planning Authority. This shall include an updated Transportation Assessment which shall include a traffic impact analysis of the development including the Barga Gardens Road link. Thereafter, the development shall progress in accordance with such details as may be approved.

Reason

In the interest of road safety.

James Miller
Chief Planning Officer

For further information please contact Mr John Mack on 01294 324794.

Appendix 1 – Location Plan

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