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**NORTH AYRSHIRE COUNCIL**

1st September 2021

**Planning Committee**

Locality	
Reference	21/00247/PP
Application Registered	24th March 2021
Decision Due	24th May 2021
Ward	North Coast And Cumraes

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<b>Recommendation</b>	Approved subject to Conditions
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<b>Location</b>	120-122 Irvine Road Largs Ayrshire
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<b>Applicant</b>	GHG Holdings Ltd
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<b>Proposal</b>	Erection of 30 dwelling flats with associated access and landscaping
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**1. Description**

Planning permission is sought to erect four blocks of flats, comprising a total of 30 units, at 120-122 Irvine Road, also known as Walkerstone House, Largs. The site currently comprises two dwellinghouses with a shared curtilage. The buildings have been unoccupied and boarded up since July 2015. The main building is a two-storey villa dating to around the mid-20th century with a bungalow (No. 122) sited as a gatehouse in the south-eastern corner. There are other garden buildings within the curtilage. The prior approval of the demolition of these buildings was determined to not be required in April 2021 (ref: 21/00249/DN) as it complied with Regulation in terms of demolition method and aftercare.

The plot is some 6126sqm in area. There is an area of some 2240sqm of woodland, part of the garden grounds, to the south-west which is not included in this application. The plot sits on the west side of Irvine Road (A78) with access to that trunk road. The plot slopes east to west, being relatively flat for the eastern most 54.8m, falling from 30.4mAOD to 26.74mAOD. The site then falls sharply from 26.75mAOD to 14mAOD over the last 27.4m at the western end.

The flatted dwellinghouse blocks would be arranged in two rows. Blocks 1 and 2 would be 'L' shape in plan form and sited in the south-east and north-east corners respectively. The access to the site would be between these two blocks. Blocks 1 and 2 would be sited some

6m from the eastern boundary and 6.9m from the southern boundary and 7.3m from the northern boundary. These blocks would face towards Irvine Road and the access, with the south-west corner and north-west corner respectively being a courtyard and bin store.

Blocks 3 and 4 would be sited some 13.2m to the west of Blocks 1 and 2. They would be positioned as a row with a landscaped pedestrian access, some 4.2m wide, between a shared terrace area of some 134.26sqm to the west. These blocks would face onto the internal access, where 52 parking spaces would be provided, and have views to the west towards the sea. Bin stores for these blocks would be located to the south and north respectively. Surface water attenuation tanks would be constructed under the car parking spaces.

Blocks 1 and 2 would have footprints of some 368sqm. Blocks 3 and 4 would have footprints of some 295sqm. The blocks would be expressed as 2 and a half storeys being some 11.8m in height to the ridge and 8.1m to eaves with wall head dormers. Given level changes within the site, Block 4 would have an additional lower level in the north-west corner. Of the proposed 30 units, there would be one 3 bed flat with a floor area of some 148sqm., and the other flats would all be 2 bed with floor areas between 86sqm and 110sqm.

To facilitate the development the eastern portion of the site would be graded to create a fall from 30.7mAOD to 25.5mAOD. Blocks 1 and 2 would have finished floor levels (FFL) of 29.9mAOD. Blocks 3 and 4 would have a FFLs of 27.5mAOD with the land cut away to create the terrace at a height of 25.5mAOD. The western most 22.85m of the site would be unchanged.

The design of the proposal has been amended through discussions with Officers. Blocks 1 and 2 were originally 2.9m from the eastern boundary, and the blocks were originally expressed as three storeys with a ridge height of 11.8m and eaves of 9m.

The site is identified as being within the settlement of Largs, in the North Ayrshire Council Local Development Plan (LDP). There are residential properties to all side and with Largs Golf Club also to the east across Irvine Road. The development requires to be assessed against Strategic Policy 1: The Towns and Villages Objective, Strategic Policy 2, Policy 2, Policy 18, Policy 27, and Policy 29 of the LDP.

## **2. Consultations and Representations**

Neighbour notification has been carried out and the application has been advertised. There have been 17 objections and one representation received. The objections, many of which supported the principle of redevelopment, can be summarised as follows:

1. Development Pattern: The development form is not consistent with existing urban pattern. The established pattern is detached houses in large plots which have been subdivided to create a few additional dwellings. The original detached houses have been subdivided into a small number of flats. This proposal would be overdevelopment of the site.

Response: Whilst some plots to the south have been divided in that pattern, to the north and west are a mix of detached, semi-detached, and terraced houses. To the east is the golf club and flatted development at 8-13 Trigoni Court. Although the property to the immediate south was a detached villa with a subdivided garden, beyond that at Broomieknowe and Broompark, semi-detached properties, have been sub-divided and with 11 houses in the

gardens have a very dense settlement pattern. It is considered that this proposal represents an appropriate use of the site in terms of area with adequate amenity space for the occupiers.

2. Mass and Scale: Three and four storey buildings will visually dominate the site and the wider area. The visual approach to Largs from the south will be impacted. The flats at Trigoni Court have been carefully scaled and designed to respect building lines and heights. The flats will have an inappropriate mass and scale and do not respect the building line of Irvine Road. Proximity of 2.4m to the boundary with Irvine Road is too close.

Response: The roof design of the flats has been changed from three storeys to being expressed as 2.5 storeys with lower eaves. The layout has been amended so that the block would be some 6m from Irvine Road. The buildings would represent approx. 21% of the footprint of site, not including the land to the south-west. In these circumstances it is not considered the development would represent overdevelopment or visually dominate the area.

3. Design and Materials: The proposed design of the flats is uninspiring, and the site deserves a better design solution. The design and materials do not reflect the existing development in the immediate locality. The landscaping is dominated by car parking and the design does not reflect best practice nor create a pedestrian friendly development. If there is a landscape and visual impact assessment it should be made public.

Response: With regards to materials, it is not considered there is an existing pattern that requires to be replicated. Notwithstanding, it is considered that the proposed materials would be appropriate for the site. The design is considered further below. However, it is also considered to be appropriate. NAC Active Travel and Transportation has been consulted and offers no objection in terms of access. A pedestrian link to Seabank Avenue was discussed with the applicant. However, this is a private road, and such a link could not be required by planning. The layout of the development is such that a link could potentially be formed if there were an agreement between the private parties. A landscape and visual impact assessment are not required for a development of this scale.

4. Overlooking and Overshadowing: The properties to the south are single storey. The development will be overbearing on neighbouring properties. The ground floor level will only be 1.5m below the gutter height of the nearest property to the south. The proposed terrace and balcony will overlook private gardens. Properties to the west will be overlooked. Properties to the east will be overlooked.

Response: The relationship of the proposal to the adjacent properties is discussed below. However, it is not considered that there would be any significant overlooking or overshadowing from the development.

5. Parking and Access: Parking provision should meet the Council's published standards for this type of development. It is not considered that the site can safely provide this. Lowering the boundary wall with Irvine Road may make it unsafe for pedestrians. The development will generate significant vehicles on a road which already significantly backs up when busy. The junction with Hayley Brae is an accident black spot. The pavement is narrow, and it is not clear what amendments to Irvine Road are proposed. Further accesses onto the road will impact on existing accesses.

Response: NAC Active Travel and Transportation was consulted and has no objections in respect of parking provision. Transport Scotland, as Trunk Roads Authority, was also consulted and offers no objection.

6. Drainage: No drainage details have been provided and SUDs information suggests water will be directed north and south. Water draining to the west could also affect neighbouring properties.

Response: It is proposed that surface water attenuation tanks be located beneath parking bays. Further details could be required by condition. Any water draining outwith the site would be a private legal matter.

7. Trees and Landscaping: There is no tree report or details of tree protection. More information is required. A large number of trees would be felled. No information about proposed works to trees on adjoining land. Felling trees would undermine the potential screening they could provide to neighbouring properties. Clarity is sought with regards the blue edged area on the location plan and proposals for landscaping and maintenance of existing hedges on the western boundary. Some boundary walls are shared.

Response: A tree survey drawing identifying trees to be retained and removed has been provided, which is considered sufficient to enable the determination of this application. No works to trees on adjoining land are proposed. Such works would be a private legal matter between landowners. Conditions requiring protection of trees could be added to any permission if approved. Works to existing shared boundary walls would be a private legal matter.

8. Wildlife: There is no survey relating to the potential for bats which are a protected species. Birds nest in the trees. Provisions should be in place to deal with any vermin disturbed by the development.

Response: A bat survey was requested by Officers and has been submitted. NatureScot is the licensing authority for any required works affecting a protected species. The need to resurvey if required could be secured by condition. Any developer of the site would have to ensure the requirements of all other legislation are met including disturbance of any nesting birds.

9. Development Type: Do not consider the type of flats meets the need for family homes in Largs. It is claimed they are aimed at mature residents, but it is not considered they would be suitable for elderly or frail residents.

Response: The occupancy of the flats or the types of houses, in terms of perceived need, are not issues which can be controlled through this planning application process.

10. Noise and Wider Services: 30 flats will cause noise disturbance and put pressure on existing services such as the schools and doctors. Noise disturbance is likely during construction and from bin store usage.

Response: It is not considered that the residential use of the site would lead to significant noise disturbance. The site is within the settlement of Largs and the development is therefore acceptable in principle.

11. Demolition of Existing: The building should not be demolished as it has high aesthetic and historical value. There is no information as to its structural integrity

Response: The main building is not listed. It is a mid-20th century villa largely enclosed within extensive grounds and is not readily visible from outwith the site, other than to the north. It is not considered it has and high aesthetic or historic value. It is not considered structural information is required. However, the applicant has advised that following theft of roofing material, the main building had been subject to water ingress and is uninhabitable.

The representation can be summarised as follows:

1. Support the development of the site in principle. Welcome removal of trees from north-east of site which have caused issues to neighbours. Would wish to see more details of the proposed bin store and that this should be roofed as it will be overlooked by neighbouring properties. It is questioned if there is a market for this type of development as permission has been granted in the last 3 years for flats at Anthony Court and Warrenpark Nursing Home but neither has been developed. There appears to be a shortage of quality detached homes in this part of Largs.

Response: Noted. Details of the bin store could be governed by condition

2. Question the height of the proposed development which is 4m higher than existing building. The development should be 1 storey lower. The nearest flats at Trigoni Court may be a similar height but it is a 2 and a half storey building and lower than the adjacent houses. That block is also set back 9m from the road whilst this proposal would be 3m from the boundary creating an imposing canyon appearance on Irvine Road. The proximity to the road will also impact on the privacy of occupants of the lower flats.

Response: The proximity to the road has been altered and the closest blocks would now be 6m from the A78. The elevation of Trigoni Court towards the A78 is essentially its rear elevation whilst these proposed flats would front that road. The height and privacy issues surrounding the development are assessed further below.

3. The application is silent on sewerage. The site is served by a septic tank which is assumed not be suitable. It is also understood there is no gas connection on site.

Response: Scottish Water was consulted and offers no objection. Any developer would have to gain the necessary consents from the relevant statutory undertakers in respect of servicing.

## Consultations

Transport Scotland - Any permission should be subject to conditions. Details of the type and method of construction of the access onto the A78 shall be agreed with the Council and Transport Scotland. Visibility splays must be provided. No drainage connections to the trunk road drainage system.

Response: Noted. Details of access and visibility splays could be required by condition. The applicant would have to seek approval of the Trunk Roads Authority to connect to the trunk road drainage system.

Scottish Water - No objection. Advice is given on further steps required to be undertaken to meet their requirements.

Response: Noted.

NAC Active Travel and Transport - No objections. 50 spaces are proposed for 30 flats. The access and parking will remain private

Response: Noted. The layout has changed during the application process and 52 spaces are now proposed.

Largs Community Council - Objects. Overdevelopment of site. Impact on road network through cars accessing and exiting the A78. Pedestrian access via Seabank Avenue should be considered. Significant loss of woodland. The proposal is stated to be for older residents, but the design does not appear sympathetic to needs of such groups.

Response: In terms of concern about overdevelopment - see Analysis below. Transport Scotland, as Trunk Roads Authority, and NAC Active Travel and Transportation have been consulted and offer no objection. Pedestrian access via Seabank Avenue has been considered but as that is a private road, it is not considered appropriate to require an access that would be outwith any developer's control. The site is considered to have reasonable pedestrian links. Notwithstanding, the proposed layout maintains the possibility of a link to Seabank Avenue should an arrangement be made with the owners of that road. The applicant has provided detail of the trees that would be lost, and an assessment of this - see Analysis below. It is noted that at least 2240sqm of woodland to the south-west would be retained. In terms of the occupancy, any desire for a particular demographic would be a matter for the developer. In planning terms there would be no restriction on the type of occupancy.

### **3. Analysis**

The Towns and Villages Objective of Strategic Policy 1 states that in principle support will be given to the right new homes in the right places. Proposals which regenerate vacant and derelict land will also be supported. The site is within the settlement of Largs. The site has been vacant for approx. 6 years. The proposal for residential development is therefore acceptable in principle. Policy 2 of the LDP states that development of brownfield land will be supported in principle, where the development aligns with the placemaking policy. A range of regeneration opportunities for a range of urban uses, including residential and local employment will be supported.

Strategic Policy 2: Placemaking of the LDP sets out the six qualities of a successful place: distinctive, safe, and pleasant, resource efficient, welcoming, adaptable, easy to move around and beyond. Policy 27 of the LDP relates to sustainable transport and active travel. This states that the Council will support development which meets criteria including improving accessibility to amenities, mitigates adverse impacts of significant traffic generation and provides safe and convenient sustainable transport options.

The application proposes the replacement of a range of buildings, last in use as two dwellinghouses, with four blocks of flatted dwellinghouses. The plot has a large area, and the proposal is for buildings which would occupy approx. 21% of the site. With access and hard landscaping, the developed area comprises approx. 48% of the total area. There is no defined settlement pattern in this part of Largs, and it is considered that this proposal presents an appropriate use of the site in terms of area with adequate amenity space for the

occupiers. There is also a wide variance of house types including flats, within the area. The development would be set back from the front (east) boundary by 6m and as such it is not considered that it would be overly prominent or otherwise imposing on the A78. The flats at Trigoni Court are some 9m from the road with the open car park of the golf club to the south.

The Council's 'Neighbourhood Design Guidance,' is non-statutory and pre-dates the current LDP. It does not form part of the LDP and therefore only carries limited weight. Notwithstanding, the guidance states that proposals should provide an appropriate relationship between building type and plot and consider the massing of the development. A canyon effect, where a building dominates an area, should be avoided. Given the size of the plot and set back from boundaries, outlined above, it is considered the proposal has taken cognisance of the guidance.

The design of the blocks is modern with the roof and the building being expressed as two and half storeys to minimise mass and scale. The proposed finish materials are considered appropriate for an area of varied design and finish. However, the exact details could be secured by condition. Balconies are proposed to provide external amenity and the proposal has been designed to maximise views to the west whilst giving an appropriate frontage to the east. The details of the boundary treatment onto the A78 could be governed by condition to ensure an appropriate frontage whilst meeting Transport Scotland's requirements.

The buildings have been designed and sited to reflect the topography of the site. They would be sited on the eastern portion of the site which is generally flat. The north-western portion, where Block 4 would be sited, slopes to the north and the design incorporates a sub-ground floor flat to minimise underbuild. The siting has provided a set back from the A78 of 6m and distances of at least 18m, 7.4m and 6.9m from the western, northern, and southern boundaries respectively.

Block 1 would be closest to the southern boundary which at the eastern end is the side boundary of The Cottage, 124 Irvine Road. The closest windows would be some 14m from the side of that property with other windows looking towards the rear garden at a distance of at least 16.75m. A condition could be added to require the upper floor closest windows to be obscure glazed to minimise overlooking of the gardens. Windows on the east of Block 3 would be some 33.9m distant to the rear elevation of The Cottage, at an oblique angle. Windows on the side of Block 3 would look towards the southern boundary, where it is the side boundary of 124 Irvine Road. These would be some 14.9m distant from the boundary and 31m from the building. There are mature trees on this boundary which are to be retained.

The Building Research Establishment (BRE) has produced guidance in relation to the effects of development on sunlight and daylight, 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice.' This states that development which is 45degrees or less from a window will likely cause a significant reduction of light to the room within the window and overshadow the window.

The eaves of Block 1 would be some 2.7m above the roof ridge of the cottage. However, Block 1 would be 63degrees in elevation and 75degrees in plan from The Cottage. Block 1's roof ridge would be some 21m from the eaves of The Cottage.

Given the above it is not considered there would be any significant overlooking or overshadowing or daylight issues arising in respect of the properties to the south. The development would be at least 25m from Trigoni Court on the east side of the A78 with the car park for the golf club to the south of Trigoni Court.

Block 2 would be closest to the northern boundary which at the eastern end is the side boundary of 19 Seabank Avenue. The closest windows of Block 2 would be some 15.5m from the rear that property at an oblique angle. A condition could be added to require the upper floor closest windows to be obscure glazed to minimise overlooking of the gardens. These windows would have a reveal of approx., 1.2m. Other windows on Block 2 would be some 22.3m from the side elevation of 19 Seabank Avenue. The northern elevation of Block 4 would look towards the road of Seabank Avenue at a distance of some 14.2m 25.2m from the front elevation of 19 Seabank Avenue.

The eaves of Block 2 would be some 3.4m above 19 Seabank Avenue, which sits at a lower level to the site. However, Block 2 would be some 51degrees from the ground floor of 19 Seabank Avenue in elevation and 56degrees in plan. Block 2's roof ridge would be some 20m from the eaves of 19 Seabank Avenue. The front elevation of 19 Seabank Avenue sits some 6m to the west of Block 2 and 6.5m to the east of Block 4. Given the above it is not considered there would be any significant overlooking or overshadowing or daylight issues arising in respect of the properties to the north.

The northern end of Block 4 would be closest to the western boundary, some 18m distant. This increases to 38.8m at the southern end of Block 3. The boundary is with an access lane to the rear of 19-41 Walkerston Avenue, with the rear gardens of those properties beyond. There are balconies proposed for the eastern elevations. However, Block 3 and 4 would be between 39m and 52m from the rear elevations of Walkerston Avenue. The retention of mature trees is proposed along the western boundary and details of landscaping for the northern corner can be secured by condition if permission is granted. As such it is not considered there would be any significant overlooking to the west.

Blocks 3 and 4 would have a ground FFL of 27.5AOD. The properties on Walkerston Avenue have a ground FFL of less than 14AOD. However, given the separation distance it is not considered there would be any significant overshadowing or daylight issues in respect of properties to the west. It is considered that there are adequate separation distances between the blocks. Given this and the proposed fenestration it is not considered that there would be any significant amenity impacts within the development.

The development would have landscaping in the form of parking between the blocks, a terrace to the west of Blocks 3 and 4 and paths on the slope beyond. Exact details of the landscaping, including the open spaces around Blocks 1 and 2 could be secured via condition.

Active Travel and Transportation has no objections in terms of parking and access and the requirements of Transport Scotland can be secured by condition. Details of the bin stores could also be conditioned in the interest of amenity.

The site is considered to have reasonable active travel links with a bus stop and the golf club directly opposite the site. There is a pavement leading north/south on the eastern boundary of the site and Transport Scotland has no objection to the proposal. The site is 1km south of Largs Town Centre. Douglas and Anderson Parks are some 500m to the north and Bownecraig Pitches are some 400m to the south. The seafront can be accessed on foot via

Rockland Park, some 600m away, or Anthony Road, some 490m. A pedestrian access from the site to Seabank Avenue was considered but that is a private road. A path is shown on the drawings leading to the private path at the rear of Walkerston Avenue. Should the developer come to an agreement with the owners of that road or path, access could potentially be formed without planning permission. The layout of the site gives potential for such private accesses to be formed in the future.

It is proposed that surface water attenuation tanks be located beneath parking bays. As the details of these relate to a previous layout, it is considered that further details should be required by condition. Notwithstanding the surface water attenuation is considered to be acceptable. Given the above it is considered that the proposal accords with Strategic Policy 2, and therefore Policy 2, and Policy 27 of the LDP.

Policy 18 states that development proposals will only be supported when it would not result in the deterioration of semi-natural woodland unless there are overriding public benefits. The site is a mature domestic garden. Notwithstanding it is noted there is an area of semi-natural woodland to the south-west outwith the application site. It is not proposed to remove trees from within this area. The applicant has indicated that mature trees along the southern and western boundaries will be retained. Retention of those trees and their protection during construction works could be secured by condition.

The applicant's bat survey concludes that the site has moderate suitability for roosting and foraging bats and negligible suitability for hibernation. One roost for an individual bat was found. The survey states that a licence should be sought from NatureScot to ensure compliance with current wildlife legislation. Further information is given as to steps a developer should take during construction. The content of the survey is noted, and it is the developer's responsibility to ensure the works are compliant with wildlife legislation. It is noted NatureScot are the licensing body for such works. Given the above it is considered the proposal accords with Policy 18 of the LDP.

Policy 29 states that all new buildings should 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 technologies. Compliance with this requirement can be required through condition.

Given all of the above the proposal is held to accord with the relevant policies of the LDP. Accordingly, the application should be approved subject to the conditions referred to in this report.

#### **4. Full Recommendation**

Approved subject to Conditions

#### **Reasons for Decision**

##### **Condition**

1. That if the development, hereby approved, does not commence prior to 1st May 2022, then prior to the date of commencement of the development a Preliminary Bat Roost Assessment, dated between May and August in the year of the proposed date of commencement, shall be submitted to the Council, as Planning Authority, for written

approval. Thereafter the development will be carried out in accordance with the recommendations of any Assessment as may be approved.

**Reason**

To ensure an appropriately up-to-date Preliminary Bat Roost Assessment in recognition of the possibility of protected species to move onto the site.

**Condition**

2. Prior to the commencement, the proposed means of access to the A78 shall be constructed in accordance with drawing 5822-PA-3C. The type (and method) of construction to be approved by the Planning Authority, in consultation with Transport Scotland, as Trunk Roads Authority, before the development is commenced. For the avoidance of doubt there shall be no drainage connections to the trunk road drainage system.

**Reason**

In the interests of road safety

**Condition**

3. That prior to the commencement of the development, details of tree protection measures for the trees identified as to be retained on approved drawing 5822-PA-3C shall be submitted to the Council, as Planning Authority, for written approval. The development will thereafter commence in accordance with any details as may be approved.

**Reason**

To protect the trees to be retained on site in the interests of the visual amenity of the area.

**Condition**

4. The trees identified as to be retained on approved drawing 5822-PA-3C shall not be cut down, topped, lopped, uprooted, wilfully damaged or wilfully destroyed except with the written permission of the Council, as Planning Authority.

**Reason**

To retain the trees identified in the interests of the amenity of the area.

**Condition**

5. That prior to the commencement of the development, the applicant shall submit for the written approval of North Ayrshire Council, as Planning Authority, a scheme of landscaping. Any landscaping scheme as may be approved shall be carried out in the first planting season following completion or first occupation of the development, whichever is soonest, or unless otherwise agreed in writing by North Ayrshire Council, as Planning Authority. 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**

To ensure an appropriate landscaping scheme in the interests of visual amenity.

**Condition**

6. That prior to the commencement of the development, details of the surface water attenuation shall be submitted for the written approval of North Ayrshire Council, as Planning Authority. Thereafter the development will be carried out in accordance with any details as may be approved.

**Reason**

To ensure an appropriate surface water attenuation in the interests of the drainage of the site

**Condition**

7. That prior to the commencement of the development details of the bin stores shall be submitted to the Council, as Planning Authority, for written approval. Any details as may be approved shall be implemented prior to the occupation of the relevant block.

**Reason**

To ensure appropriate bin stores in the interest of the amenity of the area.

**Condition**

8. That prior to the commencement of the development, details of the external finish materials for the blocks shall be submitted to the Council, as Planning Authority, for written approval. The development will thereafter commence in accordance with any details as may be approved.

**Reason**

To ensure appropriate external finished in the interest of the visual amenity of the area.

**Condition**

9. That prior to the commencement of the development details of the eastern boundary treatment shall be submitted to the Council, as Planning Authority, for written approval. This must include visibility splays from the vehicle access as shown on drawing 5822-PA-3C . In a vertical plane, nothing shall obscure visibility measured from a driver's eye height between 1.05m and 2m positioned at the set back dimension to an object height of between 0.26m and 1.05m along the y dimension. Any details as approved must be implemented prior to the occupation of the first property.

**Reason**

In the interests of the visual amenity of the area and road safety, meeting Transport Scotland's requirements.

**Condition**

10. That, prior to the commencement of the development hereby approved, details of the heat and power systems for the house, which shall include low and/or zero carbon technologies to demonstrate that at least 10% of the current carbon emissions reduction set by Scottish Building Standards will be met, shall be submitted for the written approval of North Ayrshire Council as Planning Authority. Thereafter, the development shall be implemented in accordance with such details as may be approved unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

**Reason**

In the interests of environmental protection in accordance with Policy 29 of the adopted Local Development Plan.

**Condition**

11. That prior to the commencement of the development, details of obscure glazing for the southernmost elevation windows of Block 1 and northernmost elevation windows of Block 2 shall be submitted to the Council, as Planning Authority, for written approval. Any glazing, as may be approved, shall be installed prior to occupation of the relevant flat and retained thereafter.

**Reason**

To ensure appropriate obscure glazing in order to protect the amenity of adjoining properties.

James Miller  
Chief Planning Officer

For further information please contact Mr Iain Davies on 01294 324320.

**Appendix 1 – Location Plan**

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