

South Ayrshire Council

**Report by Director - Place
to South Ayrshire Council
of 29 June 2022**

**Subject: Local Development Plan 2, Supplementary Guidance
Design Brief**

1. Purpose

- 1.1 The purpose of this report is to update members on the situation in relation to the Local Development Plan 2, Supplementary Guidance Design Brief and to seek approval for the following actions

2. Recommendation

2.1 It is recommended that the Council:

- 2.1.1 notes the withdrawal of the Local Development Plan 2 Supplementary Guidance Design Brief from consideration by the Scottish Government;**
- 2.1.2 approves the revised Supplementary Guidance Design Brief, excluding South East Ayr and agrees its submission to the Scottish Government for their consideration.(Appendix 1); and**
- 2.1.3 agrees to the preparation of a Supplementary Guidance Design Brief for South East Ayr, working with relevant landowners and stakeholders.**

3. Background

- 3.1 The Local Development Plan 2 (LDP2) and the Supplementary Guidance documents on Design Briefs and Housing Land supply were approved by Council on 10th of March 2022. On 7 April 2022, the LDP2 and both Supplementary Guidance documents were submitted to the Scottish Government for their consideration before final adoption by ourselves. This was an initial 28 day consideration period but has now been extended by the Scottish Government until 1 July.
- 3.2 During this period, the Council received correspondence from a concerned landowner that that the South East Ayr section of the Supplementary Guidance Design Brief was flawed. Firstly, that the Planning Authority did not properly consult on the revised Supplementary Guidance Design Brief document, after it was revised from the version which was consulted upon in 2019.
- 3.3 Document indicated that the changes to the document were as a result of the Scottish Government Reporter's general comments within the assessment of the

Local Development Plan 2, however the landowner contests that the changes to the draft 2019 Supplementary Guidance document were not required by the Reporter (and were of our volition) and therefore was inaccurate.

- 3.4 While the Planning Service acted in good faith, in the preparation of the South East Ayr section of the Supplementary Guidance Design Brief, we recognise that these matters could have been dealt with in a more inclusive and precise manner. Therefore, it was determined on 8 June 2022, under G29 of the Scheme of Delegation, that, on the basis that it was a service matter which was not specifically reserved to Council, the Supplementary Guidance Design Brief document would be withdrawn from consideration by the Scottish Government.

4. Proposals

- 4.1 In order to provide a Supplementary Guidance Design Brief for the proposed Housing sites detailed within the LPD2 document. It is proposed to remove the South East Ayr section from the Supplementary Guidance Design Brief Document (approved by Council on 10 March 2022) and to seek approval from Council for this truncated document. Which, if approved, would be presented to the Scottish Government for their consideration before final adoption by the Council. This would ensure that all sites identified in LDP2, with the exception of South East Ayr, would have an approved Design Brief in the near future.

- 4.2 With regards to the Design Brief requirement for South East Ayr, we seek approval for the preparation of a revised Supplementary Guidance Design Brief specifically for South East Ayr, working with relevant landowners and stakeholders for consideration by the Council in the Autumn of 2022.

5. Legal and Procurement Implications

- 5.1 There are no legal implications in the proposed course of actions, other than officer time in the preparation of the revised Supplementary Guidance Design Brief for the South East Ayr area.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 There are no financial implications in the proposed course of actions, other than officer time in the preparation of the revised Supplementary Guidance Design Brief for the South East Ayr area.

7. Human Resources Implications

- 7.1 Not applicable.

8. Risk

Risk Implications of Adopting the Recommendations

- 8.1.1 There are no risks associated with adopting the recommendations.

8.2/

8.2 ***Risk Implications of Rejecting the Recommendations***

8.2.1 If the Council determines not to pursue the creation of a Design Brief specifically for the South East Ayr development area, then the Planning Authority would have less control on the design of any proposals submitted for that area.

9. **Equalities**

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as Appendix 2.

10. **Sustainable Development Implications**

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

11. **Options Appraisal**

11.1 An options appraisal has not been carried out in relation to the subject matter of this report.

12. **Link to Council Plan**

12.1 The matters referred to in this report contribute to Commitments of the Council Plan.

13. **Results of Consultation**

13.1 There has been no public consultation on the contents of this report.

13.2 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

14. **Next Steps for Decision Tracking Purposes**

14.1 If the recommendations above are approved by Members, the Director – Place will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Leadership Panel in the ‘Council and Leadership Panel Decision Log’ at each of its meetings until such time as the decision is fully implemented:

| <i>Implementation</i> | <i>Due date</i> | <i>Managed by</i> |
|---|------------------------|--|
| Submission to the Scottish Government for consideration the revised Supplementary Guidance Design Brief, (excluding South East Ayr) | 30 June 2022 | Service Lead - Planning and Building Standards |
| The preparation of a Supplementary Guidance Design Brief for South East Ayr, working with relevant landowners and stakeholders for consideration by Council | 13 October 2022 | Service Lead - Planning and Building Standards |

Background Papers **Report to South Ayrshire Council (Special) of 10 March 2022 - [Proposed South Ayrshire Local Development Plan 2 Modification and Adoption](#)**

Report to South Ayrshire Council (Special) of 10 March 2022 - [Supplementary Guidance: Maintaining an Effective Housing Land Supply and Housing Site Design Briefs](#)

[Scheme of Delegation](#)

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Date: 21 June 2022

Supplementary Guidance: Housing Site Design Briefs

Making a Difference Every Day 



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Introduction

What is supplementary guidance?

Supplementary Guidance (SG) intention is to supplement the provisions of the LDP, by providing additional detail on certain LDP policies and proposals and how they will be implemented. Scottish Government Circular 6/2013 “Development Planning” states that Supplementary Guidance adopted and issued in connection with the LDP will form part of the development plan, and so will have equivalent status in determining planning applications. This Supplementary Guidance is linked to the South Ayrshire Local Development Plan 2, Policy LDP: maintaining and protecting land for housing, as set out below.

LDP policy: maintaining and protecting land for housing

We will ensure the maintenance of an effective five-year supply of land for housing to meet demand. Where the supply is not maintained we may seek an early review of the local development plan, and will assess any housing proposals on unallocated sites against relevant development plan policies and the criteria set out in supplementary guidance 'Maintaining an Effective Land Supply'. We will encourage housing development on appropriate brownfield sites, rather than greenfield sites.

To meet current housing need and demand, residential development on sites identified in the local development plan settlement maps will be acceptable. Development on any allocated housing site identified on the Proposals Map (referenced as 'Proposed LDP2 Housing Release Site', or 'Existing Housing Allocation Site') must meet the Council's supplementary guidance: Housing Site Design Briefs for all Local Development Plan housing sites.

Proposals for development other than housing on land identified in the housing land supply or identified for housing development in the settlement maps will have to show they will have environmental, economic or social benefits or encourage regeneration. The proposal must also have an acceptable effect on the amenity of surrounding uses, especially residential uses, in line with LDP policy: residential policy within settlements, release sites and windfall sites.

Appendix D sets out the indicative number of houses to be built on each of the existing housing allocation sites and proposed housing release sites including guidance on what could limit the release of any particular site. If a development proposes more houses than are planned for the site, the developer will have to show the proposal can provide any further infrastructure needed and will have to show there is no negative effect on the environment and complies with other local development plan policies.

Future housing growth, and the scale of growth, will be subject to future priorities, our vision and spatial strategy, and changing housing need and demand. In the period 2032-2042 around 2700 new homes may be required. Housing is likely to be focused on the completion of the strategic expansion site in South East Ayr and distributed in and around the settlements of Ayr, Prestwick, Maybole and Girvan, with limited expansion in other settlements.

Purpose of Supplementary Guidance

This supplementary guidance has been produced to support the development of allocated housing sites within the South Ayrshire Local Development Plan 2 (including sites allocated in South Ayrshire Local Development Plan 1 (LDP1)) by establishing design priorities for developers, communities and development management, thereby ensuring the allocated housing sites can become successful places, which integrate well with existing settlements. Local Development Plan 2 clarifies that planning applications submitted for the development of housing allocations will be expected to meet the terms of this guidance. As such, this guidance provides a framework for each allocated site, which seeks to ensure that issues like accessibility, site layout, building design, open space, landscaping and boundaries are all integral to the design process for the site. This means that road layout and standardised building types do not dominate design solutions, and therefore that the design of housing developments recognises the locality of the site, and seeks to complement the features that characterise settlements. The design guidance is not prescriptive, and, therefore, does not preclude either traditional or innovative design solutions: it aims to set design parameters for each site.

The guidance also highlights where infrastructure contributions are likely to be expected from any development, particularly relating to education and transportation, although other contributions may only be identified at planning application stage, as the potential impacts of the proposal are assessed. The guidance has been informed by the outcomes of the strategic environmental assessment of LDP2, which identified known development constraints, and the principles of Scottish Government policies “Designing Streets” and “Creating Places”. This adopted version of the guidance has been informed by representations received on the draft guidance and Reporter’s Examination Report of the Modified Proposed Local Development Plan 2 (MPLDP2) due to the recommendations within the report.

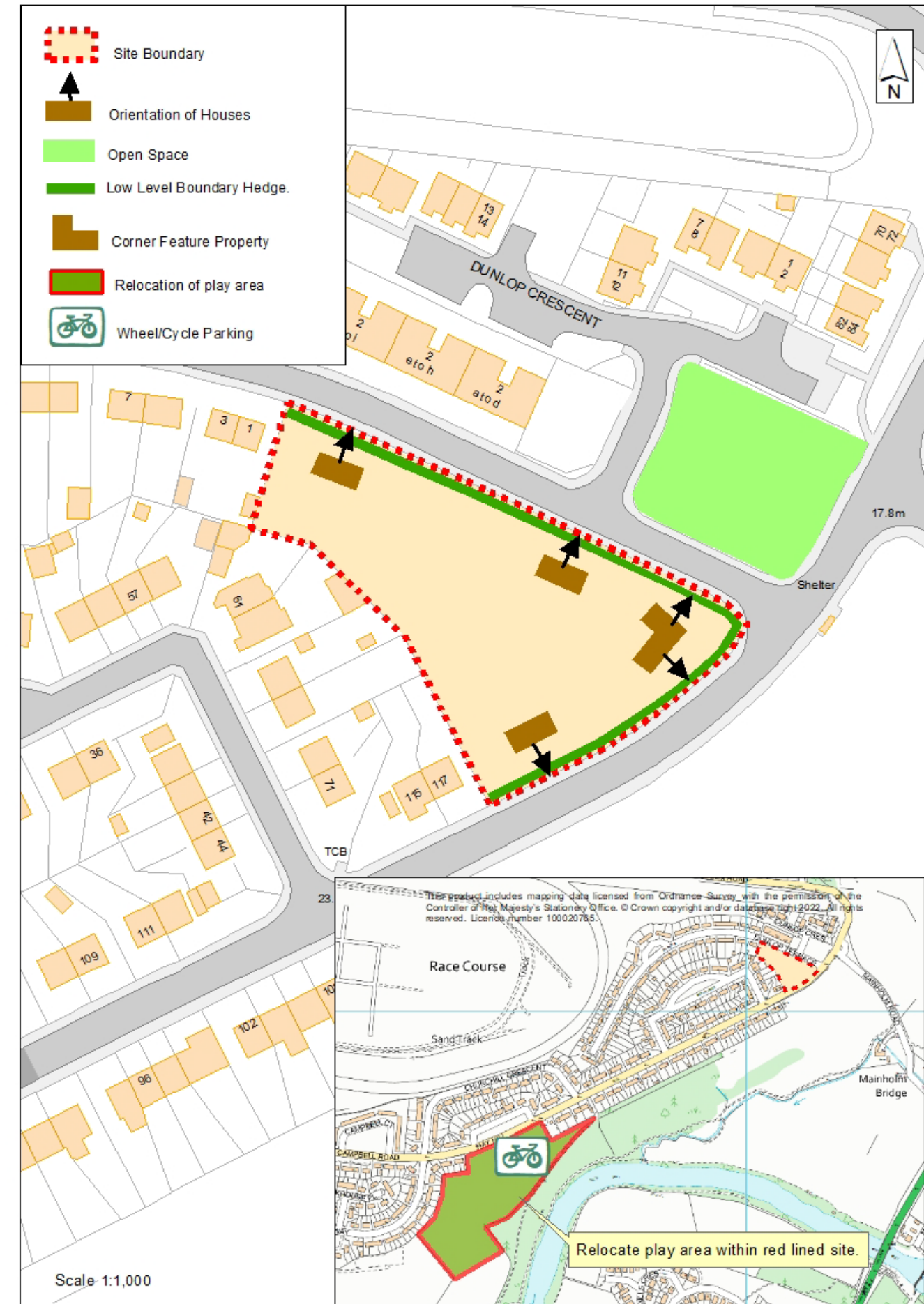
Design guidance for existing housing allocation sites brought forward from LDP1 is included within this SG, with some minor amendments to reflect LDP2 policies and the Reporter’s recommendations in the Examination Report of the Modified Proposed Local Development Plan 2 (MPLDP2) published on 12 January 2022. This will ensure those previously allocated sites in LDP1 are developed in accordance with design briefs.

Note. It is intended that a complementary Supplementary Guidance document will be prepared separately in respect of a design brief for the South East Ayr (AYR4) housing release site for adoption in due course as a counterpart volume to this Supplementary Guidance.

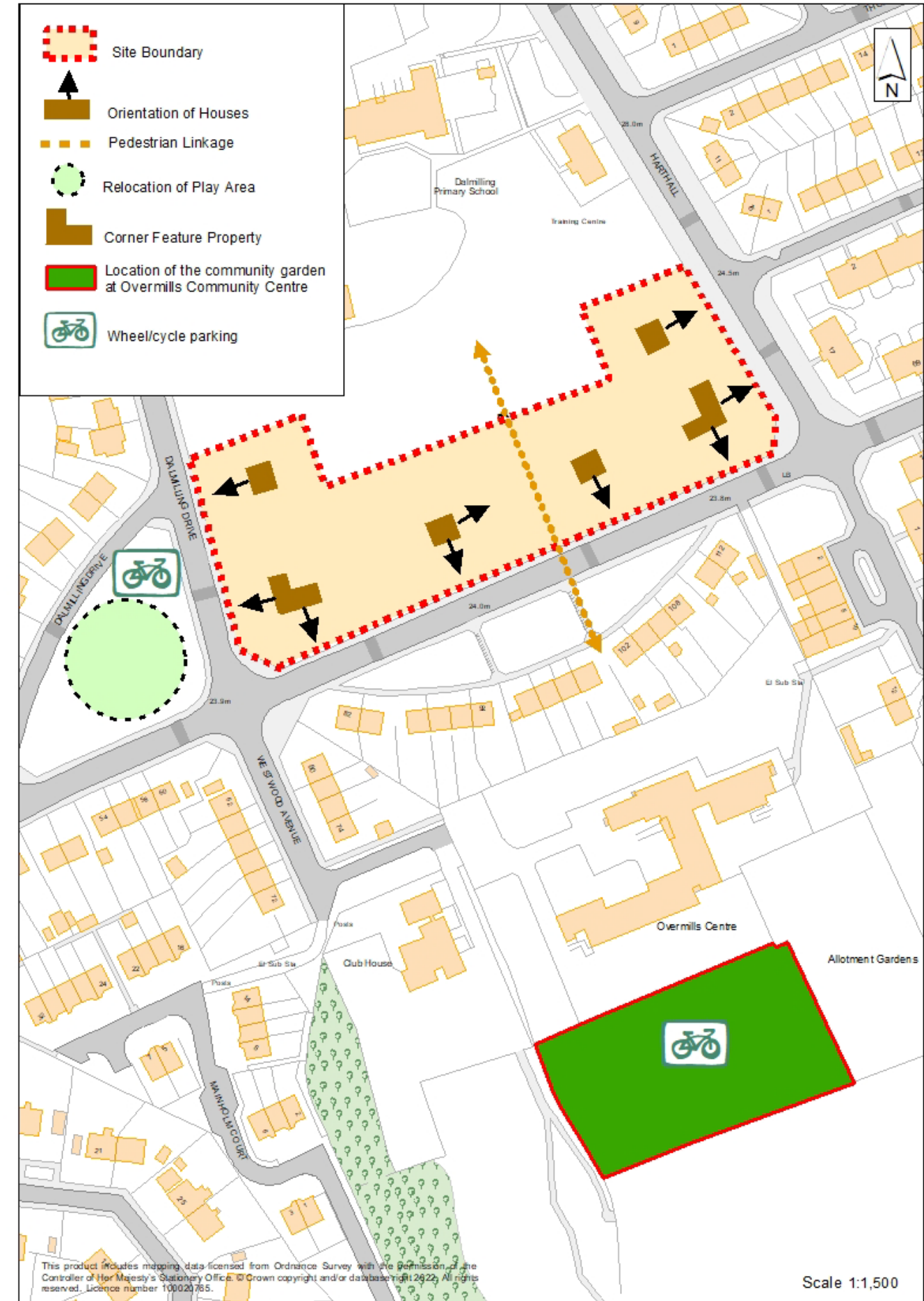
Housing Release Sites (LDP2)

Ayr

| Dunlop Terrace AYR AH1 | |
|--|--|
| Building Design & Site Layout | <ul style="list-style-type: none"> The affordable housing units should be in keeping with the existing residential properties in the area, in terms of height, scale, massing and type and colour of finishing materials. The affordable housing units should be designed to have their front elevations on to Dunlop Terrace or Hayhill. The existing building lines should be retained. Vehicular access should be taken directly off Dunlop Terrace or Hayhill into driveways or parking bays/ parking areas. A feature dual frontage unit should be provided on the corner of Dunlop Crescent/ Hayhill, which overlooks the open space. Car parking associated with the development should not dominate the streetscape. Bin storage areas should be designed into the layout, ideally in the rear gardens to ensure they are not visually intrusive, but easy for residents to access. All units should be designed to be barrier free and adaptable over time to the changing needs of the resident. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> 1.8m timber, close boarded, screen fencing should be provided around the rear gardens. Front gardens should be preferably defined by hedges to reflect existing property boundaries within the locality and encourage biodiversity; the overall boundary scheme is required to ensure uniformity and definition of semi-private space to create a distinctive and pleasant residential environment, which enhances the overall streetscape. |
| Open Space | <ul style="list-style-type: none"> Garden ground/open space should be provided in accordance with the Council's adopted Guidance on Open Space and Designing New Residential Developments or any succeeding guidance. <p>The following open space improvements should be provided in association with the development:</p> <ul style="list-style-type: none"> The existing playground on the site should be relocated to an alternative site accessible to the existing local community (see insert map). Suitable replacement play equipment and landscaping provided to ensure the same or enhanced play area for local children. Seating (and bin) either in the play area or adjacent to it for supervision. Wheel/cycle parking provision to be provided beside to encourage active travel. The new play area should be open prior to commencement for development to ensure continuity of play facilities within the locality. |
| Transportation and Access | <ul style="list-style-type: none"> The existing footways on Dunlop Terrace and Hayhill should be retained. Parking should be provided within the site in accordance with Ayrshire Roads Alliance specifications. Transport Statement is required, which may highlight additional transportation requirements necessary due to the development. |
| Education Impact | <ul style="list-style-type: none"> Affordable Housing units are exempted from payment of Educational contributions. |

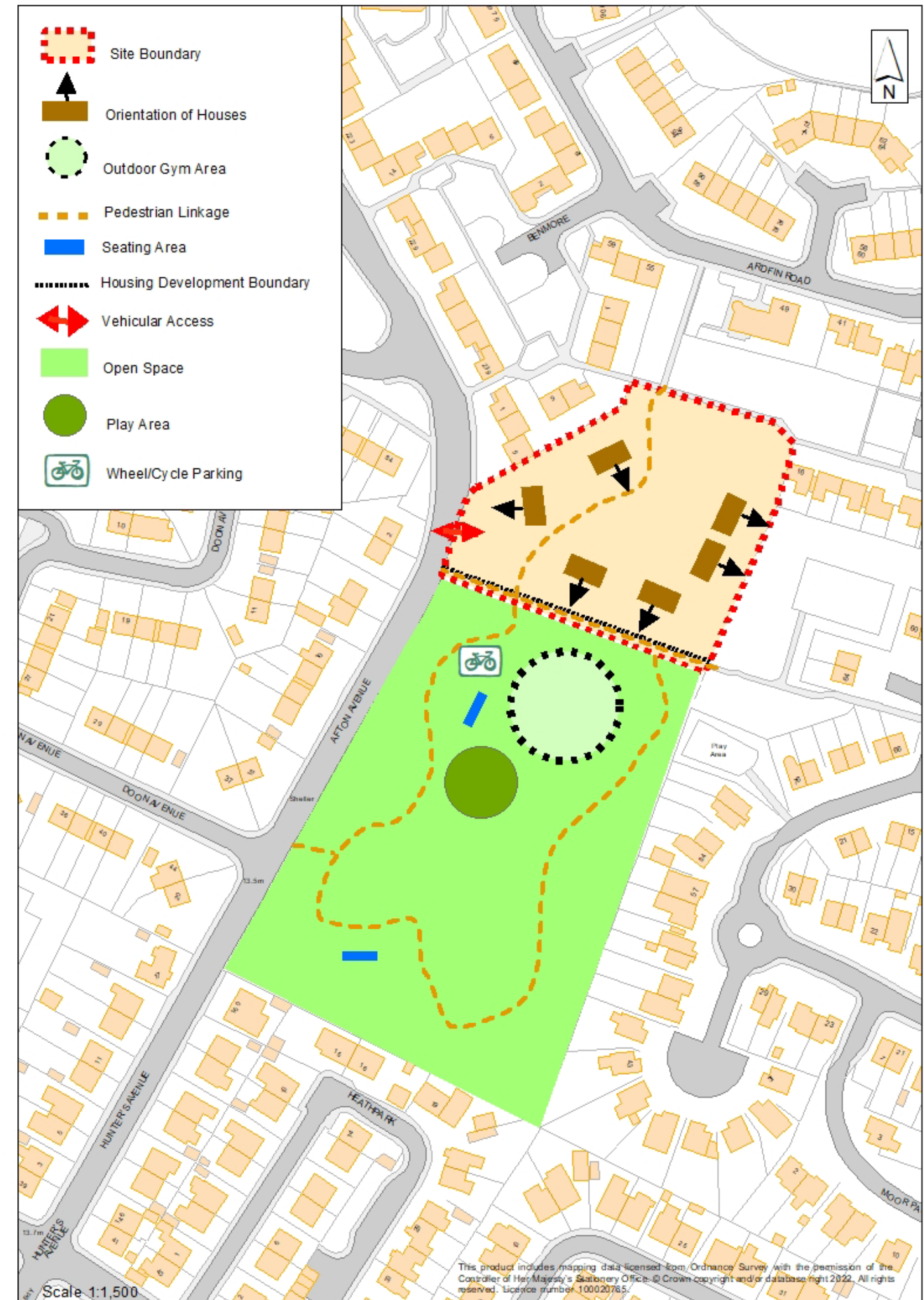


| Westwood Avenue Housing - AYR AH2 | |
|---|---|
| <p>Building Design & Site Layout</p> | <ul style="list-style-type: none"> The affordable units' height, scale, massing and finishing materials should reflect the existing residential buildings in the locality. The units' main elevations should front on to Westwood Avenue, Harthall or Dalmilling Drive. One of the housing units adjacent to the path to Dalmilling Primary School should have a dual frontage: one on to the path and the another on to Westwood Avenue, to provide passive surveillance. There should be feature units at key visual locations within the site. Bin storage areas should be designed into the layout, ideally in the rear gardens to ensure they are not visually intrusive, but easy for residents to access. All units should be designed to be barrier free, dementia friendly and adaptable over time to meet resident's needs. Any specialised units should be designed to meet the needs of the residents. |
| <p>Landscaping and Boundaries</p> | <ul style="list-style-type: none"> 1.8m timber, close boarded, screen fencing should be provided around the rear gardens. Front gardens should be defined by fences, walls or hedge or other landscape features, a maximum of 1.2 in height from the road channel level. There must be an overall boundary scheme to ensure uniformity and definition of semi-private space to create a distinctive and pleasant residential environment. Along the frontage with Westwood Avenue small trees should be planted at regular intervals to provide a soft edge to the street and enhance the overall streetscape in the locality. The trees should be native species. |
| <p>Open Space</p> | <ul style="list-style-type: none"> Gardens/open space should be provided in accordance with the Council's adopted Guidance "Open Space and Designing New Residential Developments" or any succeeding guidance. Soft and hard landscaping within gardens should be designed to meet the needs of residents. If any specialised units, a communal garden may be acceptable providing it is of a reasonable size, barrier free, dementia friendly and centrally located and well connected to all associated units. <p>The following open space improvements should be provided in association with the development:</p> <ul style="list-style-type: none"> The existing play areas will be relocated to the triangular area of open space, enclosed by Dalmilling Grove/Dalmilling Drive/Westwood Avenue, with similar or enhanced equipment, seating area and bins. The play area should be fenced for safety. There should be provision for wheel and cycle parking provision beside both the play area. And community garden. As an Open Space improvement for the wider, a community garden should be created at Overmills Community Centre to provide a growing space for the local community (see plan for location). The replacement play area should be completed prior to commencement of development and the community garden should be completed prior to the first units being occupied on the site. |
| <p>Transportation and Access</p> | <ul style="list-style-type: none"> If any specialised units there should be sufficient car parking spaces within the development to accommodate longer and wider disability vehicles which have rear and/or side ramp access. Any specialised units should have car parking provided near to property entrances where required for mobility reasons. Any specialised units should have car parking provided for carers, where appropriate Internal paths surfaces should be designed to meet the requirements of residents and linked to the existing footways to encourage active travel. A path link should be provided through the site to Dalmilling Primary School from Westwood Avenue, if feasible and can be accessible to all. Transport Statement is required, which may highlight additional transportation requirements necessary due to the development. |
| <p>Education Impact</p> | <ul style="list-style-type: none"> Affordable Housing units are exempted from payment of Educational contributions. |



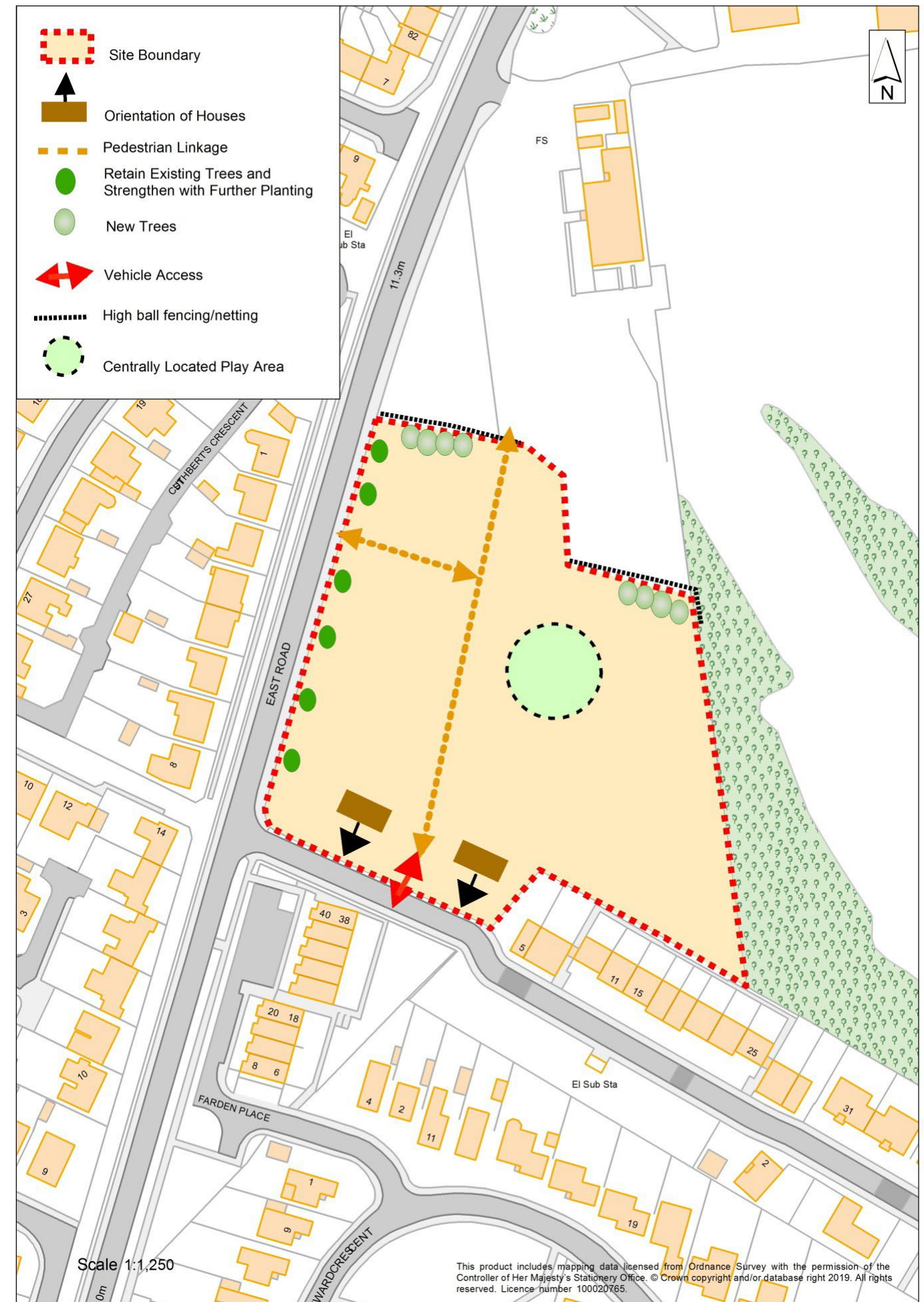
Prestwick

| Afton Avenue Site and Afton Park, Prestwick - PRES AH1 | |
|--|--|
| Building Design & Site Layout | <ul style="list-style-type: none"> The affordable units should be designed for older people. Vehicular access to the new units will be taken from Afton Avenue. The new units should be oriented in such a manner as to protect the privacy of the rear gardens of adjoining residential properties. The scale, massing, height and finishing materials of the new units should reflect existing residential properties in the locality. The units should have their front elevations onto adjacent paths, open spaces and the new road to provide casual surveillance. Some dual frontage units will be required in some locations to provide surveillance. There should be feature units at key visual locations within the site. Car parking should not be the over dominant feature and be at the side of units or in rear parking courts with dedicated space(s) for each unit. Bin storage areas should be designed into the layout, ideally in the rear gardens to ensure they are not visually intrusive, but easy for residents to access. All units should be designed to be barrier free, dementia friendly and adaptable over time to the changing needs of residents. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> Front gardens should be defined by fences, walls or hedges or other landscape features, a maximum height of 1.2m to the road channel level. There must be an overall boundary scheme to ensure uniformity and definition of semi-private space to create a distinctive and pleasant residential environment. 1.8m timber, close boarded, screen fencing should be provided around the rear gardens. Any feature delimiting the boundary of the new housing site with the adjacent open space should be a maximum height of 1m to enable casual surveillance. |
| Open Space | <ul style="list-style-type: none"> Gardens and amenity open space should be provided in accordance with the Council's adopted Guidance "Open space and Designing New Residential Developments" or any succeeding guidance. However, any play area requirement will be accommodated on the adjacent open space to the south. A communal garden may be acceptable providing it is of a reasonable size, barrier free, and dementia friendly and centrally located and well connected to all units. If a communal garden is provided then each unit should have a small outdoor area with a drying area for individual use only. <p>The following open space improvements should be provided in association with the development:</p> <ul style="list-style-type: none"> The adjacent open space to the south will be upgraded as part of this development, in the form of re-contouring, earth moulding, new planting (tree and spring bulbs), provision of a new adult outdoor gym and children's play area and associated equipment, new circular path, seating areas with bins. These new facilities should be designed to be fully inclusive (barrier free and dementia friendly). This should create an outdoor community hub for local residents. There should be provision for wheel and cycle parking beside the play/ gym area to promote active travel. |
| Transportation and Access | <ul style="list-style-type: none"> The existing connecting path from Afton Avenue to Moorpark Crescent should be relocated immediately adjacent to the south of the site and new links created to the north and south through the site. The internal road layout should be designed in accordance with the principles of designing streets. The development should have sufficient adequate number of car parking spaces specifically able to accommodate longer and wider disability vehicles which have rear and/or side ramp access and these spaces should be accessible to and from all units. Any specialised units should have car parking provided near to property entrances where required, for mobility reasons. Transport Statement is required which may highlight additional transportation requirements necessary due to the development. |
| Education Impact | <ul style="list-style-type: none"> Affordable Housing units are exempted from payment of Educational contributions. |



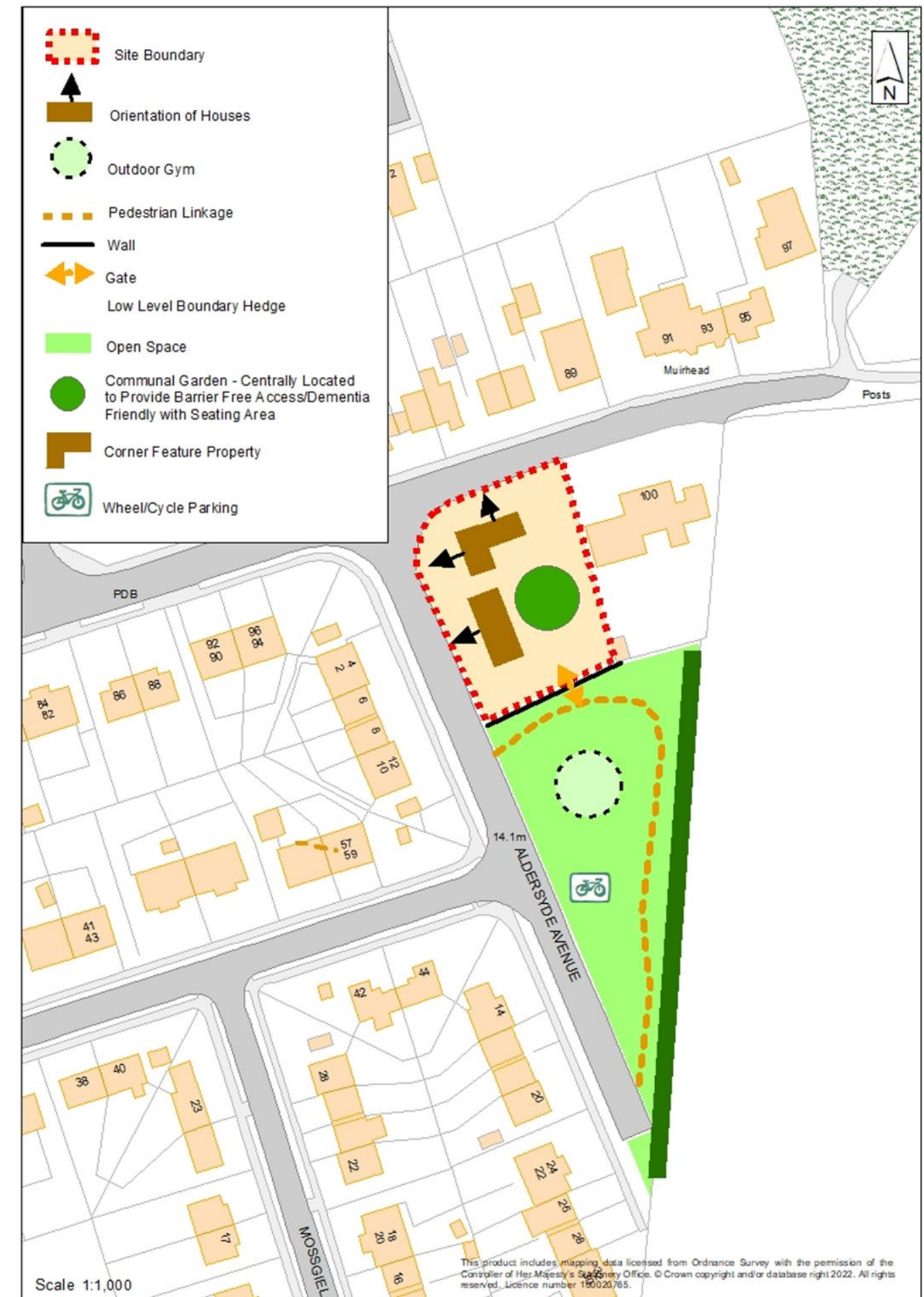
Prestwick

| St. Cuthbert Golf Club - PRES2 | |
|--|---|
| Building Design & Site Layout | <ul style="list-style-type: none"> The development layout should take cognisance of the existing street pattern, with the new units preferably being accessed from Fairway View, subject to the appropriate road design criteria being met. The new road layout should be based on the principles of Designing Streets. The amenity of the existing properties should be protected through the orientation of the new units and site access. New units should reflect the existing properties within the locality, in terms of scale, massing, height and finishing materials. Where affordable housing provision is required on site, the development should be fully integrated into the design layout physically and visually. There should be feature units at key visual locations within the site. Bin storage areas should be designed into the layout, ideally in the rear gardens to ensure they are not visually intrusive, but easy for residents to access. On site affordable units should be designed to be barrier free and adaptable over time to the changing needs of residents. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> Gardens and amenity open space should be provided in accordance with the Council's adopted Guidance "Open space and Designing New Residential Developments" or any succeeding guidance. Front gardens should be defined by fences, walls or hedges or other landscape features, a maximum height of 1.2m from the road channel level. There must be an overall boundary scheme to ensure uniformity and definition of semi-private space to create a distinctive and pleasant residential environment. 1.8m timber, close boarded, screen fencing should be provided around the rear gardens. The existing trees along East Road boundary of the site should be retained and strengthened by further planting. New tree planting should be provided along the boundary with the Golf Club practice area and on the eastern boundary of the site, to protect new residents from stray golf balls. If necessary, specialised protective ball netting should be erected on these boundaries until the trees have had an opportunity to mature to offer adequate protection. All new trees should be native and where possible provide a range of colour through the year. |
| Open Space | <ul style="list-style-type: none"> Gardens and amenity open space should be in accordance with the Council's adopted Guidance "Open Space and Designing New Residential Developments", to ensure a high quality residential amenity. Seating and a bin should be provided within any amenity open space. |
| Transportation and Access | <ul style="list-style-type: none"> Vehicular access shall be preferably taken from Fairway View. Although not shown in the plan, access from East Road may be acceptable providing it can be demonstrated that the existing trees are protected, as this would assist in dispersing traffic movements and maximise permeability. New paths should be provided within the site to link with East Road and St. Cuthbert Golf Club, to help integrate the site with the surrounding area. Roads should be designed to Ayrshire Road Alliance specifications. Transport Statement/ Transport Appraisal is required which may highlight additional transportation requirements necessary in the locality due to the development.(dependent on scale of development). |
| Education Impact | <ul style="list-style-type: none"> It is anticipated that the site will require to contribute towards meeting the impact of the development on local secondary education facilities through developer contributions. Affordable Housing units within the site would be exempt from Education contributions. |
| Flooding | <ul style="list-style-type: none"> A Flood Risk Assessment will be required to support any proposals. |



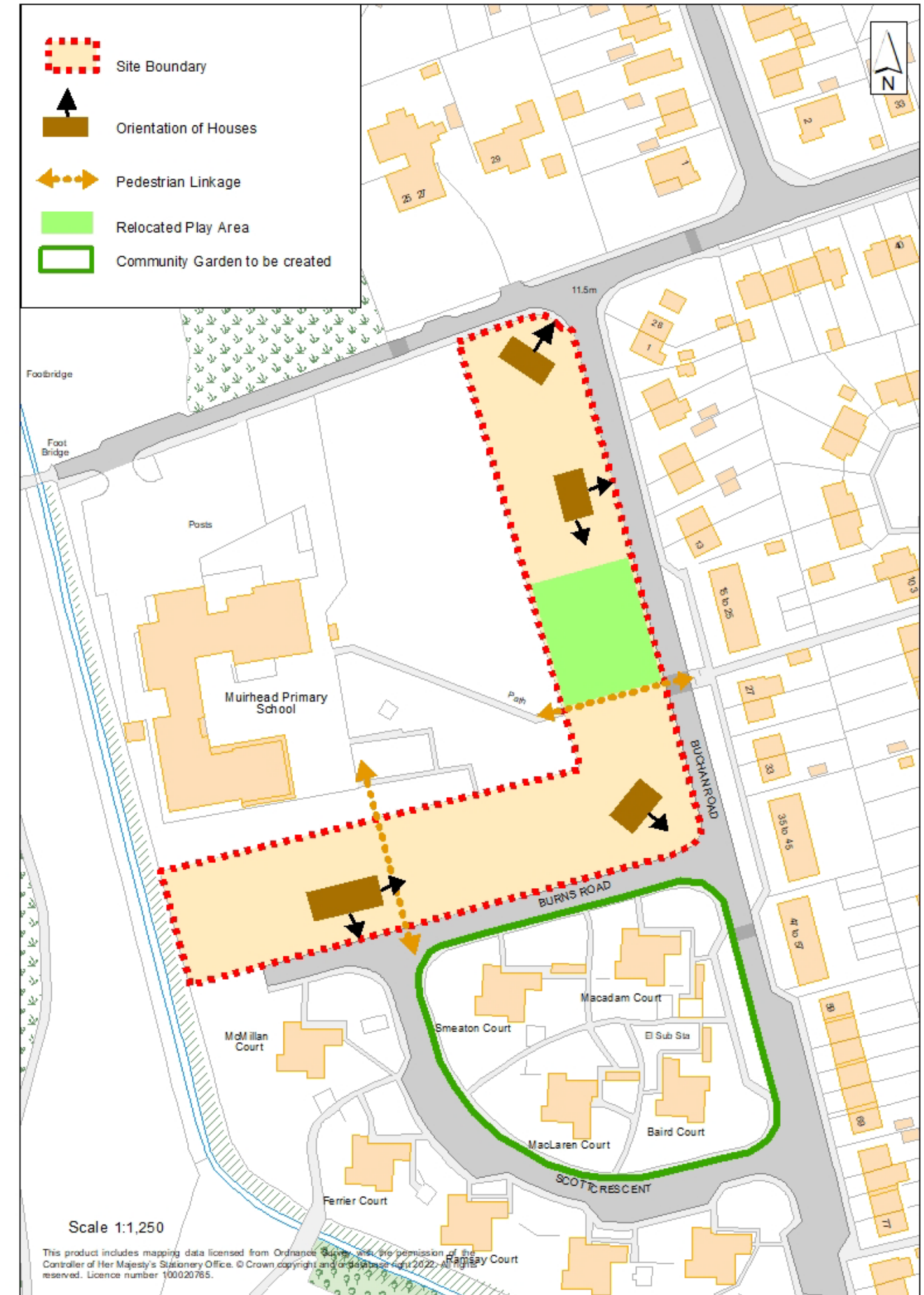
Troon

| Aldersyde Avenue, Troon - TRO AH1 | |
|--|--|
| Building Design & Site Layout | <ul style="list-style-type: none"> The residential development will be restricted to the northern part of the site, identified in orange on the plan. The units are for older people, so should be designed to be barrier free, dementia friendly and adaptable over time. The units should reflect the scale, massing, height and finishing materials of the existing properties within the area. Units should be a maximum of 1.5 storeys in height immediately adjacent to the adjoining house at 100 North Drive, to ensure the new development does not dominate the house. Maximum of 2.5 storeys at other parts of the site. The units should have their main elevations on to North Drive or Aldersyde Avenue and the same building line should be retained on North Drive. Bin storage areas should be designed into the layout, ideally in the rear gardens to ensure they are not visually intrusive, but easy for residents to access. A corner focal feature unit is desired to add to the character of the area. Car parking should be provided near to units' entrances for mobility reasons but should not be an over dominant feature of the streetscape. Each unit should have a small outdoor area with a drying area for individual use only, but the main garden ground should be communal. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> The front gardens should be open with some hedge planting defining boundaries rather than a hard boundary to complement the existing housing. The boundary with the remaining open space to the south should be marked by a brick wall, to enclose the communal garden and provide continuity of boundary treatment with the adjacent property, at 100 North Drive. Ideally, there should be a gated access from the communal garden to the improved open space behind to encourage healthier lifestyles. All new trees should be native and provide a range of colour through the year. |
| Open Space | <ul style="list-style-type: none"> A communal garden should be provided to the rear of the units and be accessible by rear doors. This communal garden should be fenced off for privacy for residents, with gate access to Aldersyde Avenue for maintenance purposes. It should be barrier free and dementia friendly, to enable residents of different mobility to utilise it. It should be provided in accordance with the Council's adopted Guidance "Open space and Designing New Residential Developments" or any succeeding guidance. Seating, a social space and an outbuilding for outdoor equipment storage should be provided within the communal garden. <p>The following open space improvements should be provided in association with the development:</p> <ul style="list-style-type: none"> A strong defensible and soft landscape boundary should be provided along the eastern boundary with the agricultural land. The open space to the south should be upgraded by the provision of an adult, outdoor gym area, seating and a whin dust path for use by the wider community. Trees and shrubs should be introduced within the open space, to provide shade for people, habitats for wildlife and increase the visual attractiveness of the area. Seating and a bin should be provided within the amenity open space. The remaining area should encourage informal play. There should be provision for wheel and cycle parking beside the gym area. A barrier to vehicular access should be formed along the Aldersyde Avenue frontage of the open space, to prevent cars parking or driving on it, whether with soft landscaping or natural bund with some landscaping. This should be permeable by people and wildlife. Some limited visitor parking should be provided along Aldersyde Avenue adjacent to park. |
| Transportation and Access | <ul style="list-style-type: none"> Vehicular access to the site should be taken directly off North Drive or Aldersyde Avenue. There should be sufficient longer and wider disability vehicles car park spaces, which serve all units, to accommodate rear and/or side ramp access. All units should have car parking provided near to property, for mobility reasons. Footways should be formed along the Aldersyde Avenue and North Drive frontages of the residential part and to the new path network within the open space. Transport Statement is required which may highlight additional requirements necessary due to the development. |
| Education Impact | <ul style="list-style-type: none"> As the site is to be developed for specialised affordable housing units for older people, there will be no requirement to contribute to education. |
| Flooding | <ul style="list-style-type: none"> A Flood Risk Assessment will be required to support any proposals. |



Troon

| Buchan Road - TRO AH2 | |
|--|--|
| Building Design & Site Layout | <ul style="list-style-type: none"> The affordable housing units will be well spaced out and be designed to be reflect the scale, massing, height and finishing materials of the existing residential properties within the locality. Maximum height 2.5 storeys. All units should be designed to be barrier free and some specialised units should be designed to be flexible to enable adaptation over time. Corner plots units at the Scott Crescent/ Buchan Road and Burns Road/ Buchan road should be designed to provide visual features. At least one of the units adjacent to the paths/ play area to Muirhead Primary School should have dual frontage to provide passive surveillance of the path and relocated play area. Bin storage areas should be designed into the layout, ideally in the rear gardens to ensure they are not visually intrusive, but easy for residents to access. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> 1.8m timber, close boarded, screen fencing should be provided around the rear gardens. Front gardens should be defined by fences, walls or hedge or other landscape features, a maximum height of 1.2m from the road channel level. There must be an overall boundary scheme to ensure uniformity and definition of semi-private space to create a distinctive and pleasant residential environment. There should be native small trees planted within some plots where they will not affect the residential units but add character and provide habitats. |
| Open Space | <ul style="list-style-type: none"> Open space should be provided in accordance with the Council's adopted Guidance "Open Space and Designing New Residential Developments" or any succeeding guidance, ensuring that the site provides a desirable place to live. Garden space should be provided in accordance with the above Guidance; however, consideration may be given to a communal garden to service specialised units, providing it is of a reasonable size, barrier free, dementia friendly and centrally located and well connected to units it is associated with. If a communal garden is provided then each unit, excluding flats should have a small outdoor area with a drying area for individual use only <p>The following open space improvements should be provided in association with the development:</p> <ul style="list-style-type: none"> The children's play park area should be relocated to the location identified of the plan next to the path to the school at Buchan Road, which includes space for informal play adjacent to the play equipment. Seating, cycle/wheel parking and a bin should be provided within the play area. A communal garden will be created within the open space around the Burns Road / Scott Crescent flats, retaining the accessible path network between flat blocks. The design and layout of the communal garden will be determined through consultation with residents undertaken by Neighbourhood Services. The area should incorporate native and fruit trees to create more visual interest, produce food and increase biodiversity. |
| Transportation and Access | <ul style="list-style-type: none"> Footways should be created along Buchan Road and Burns Road frontages of the site. Any specialised units, where required should have parking spaces large enough to accommodate disabled vehicles with side and rear access ramps access. Retain path to the Muirhead Primary School from Buchan Road. If feasible provide a path from Burns Road to Muirhead Primary School. Transport Statement is required, and this should consider displacement of existing car parking area within site. |
| Education Impact | <ul style="list-style-type: none"> Affordable Housing is exempt from education contributions. |
| Flooding | <ul style="list-style-type: none"> A Flood Risk Assessment will be required to support any proposals. |

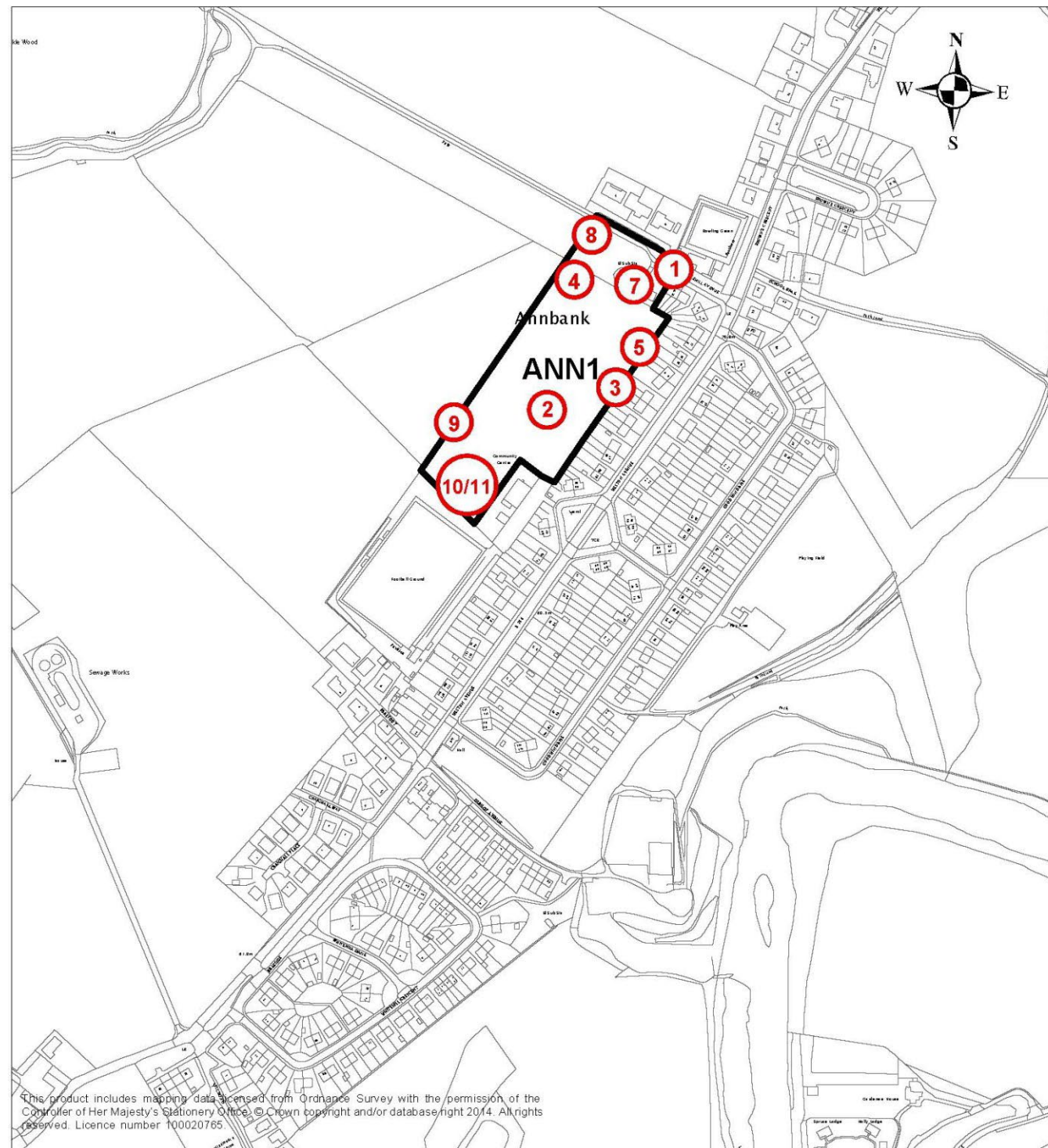


Existing Housing Sites Allocations (LDP1)

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| Building Design & Site Layout | <ul style="list-style-type: none"> • Building height should be restricted to single storey within the south western portion of the site in order to minimise impact upon the landscape setting of the village. • Buildings should face west at the western edge of the site. • Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> • The western boundary of the site should provide the settlement with a boundary incorporating landscaping, pedestrian linkage and dwellings fronted onto adjacent agricultural land. • In developing the site, it will be important to retain as much woodland as possible along the northern boundary. This area of woodland forms part of the Auchincruive Estate which is contained within the Inventory of Gardens and Designed Landscapes. • The eastern boundary of the site should be carefully considered where the rear gardens of new houses is likely to back on to the rear gardens of existing properties on Weston Avenue. |
| Open Space | <ul style="list-style-type: none"> • Open space should be provided in accordance with the Council's open space standards, ensuring that the site provides a desirable place to live with a pleasant residential amenity. • Open space should be sited adjacent to the western boundary to integrate into pedestrian linkage, and integrate with adjacent agricultural land - houses should front onto open space to provide natural surveillance. • The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| Transportation and Access | <ul style="list-style-type: none"> • Vehicular access to the site should be taken via Brocklehill Avenue. • This site has a core path (SA14) which runs along the north edge of the site. This core path then links into several others, within Auchincruive estate and also to the River Ayr Way. This core path route is also a claimed right of way, recorded on the Council's file and also the Scotways file (as SCROWS ref. SKC25). It is essential to protect this route, and also to link any routes within the site with this core path. • The internal layout should be designed in accordance with the principles of designing streets, but should cater for pedestrian movement as a priority. • A pedestrian and cycle linkage should be provided at the south eastern corner of the site in order to provide a physical link with the existing settlement. The development should be appropriately orientated to provide the pedestrian linkage with natural surveillance. |
| Education Impact | <ul style="list-style-type: none"> • It is anticipated that the site will require to contribute towards meeting the impact of the development on local primary and secondary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance. |

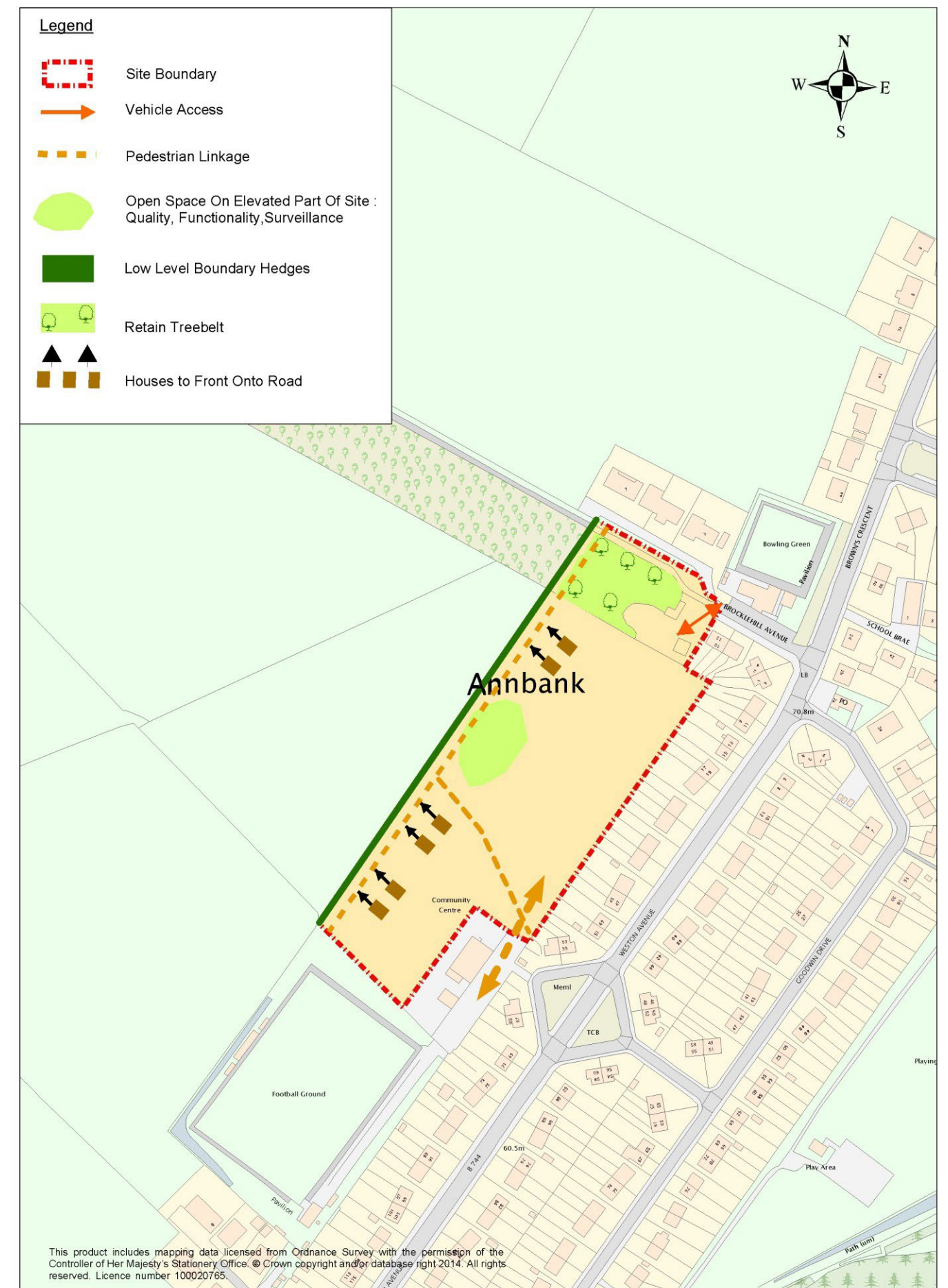
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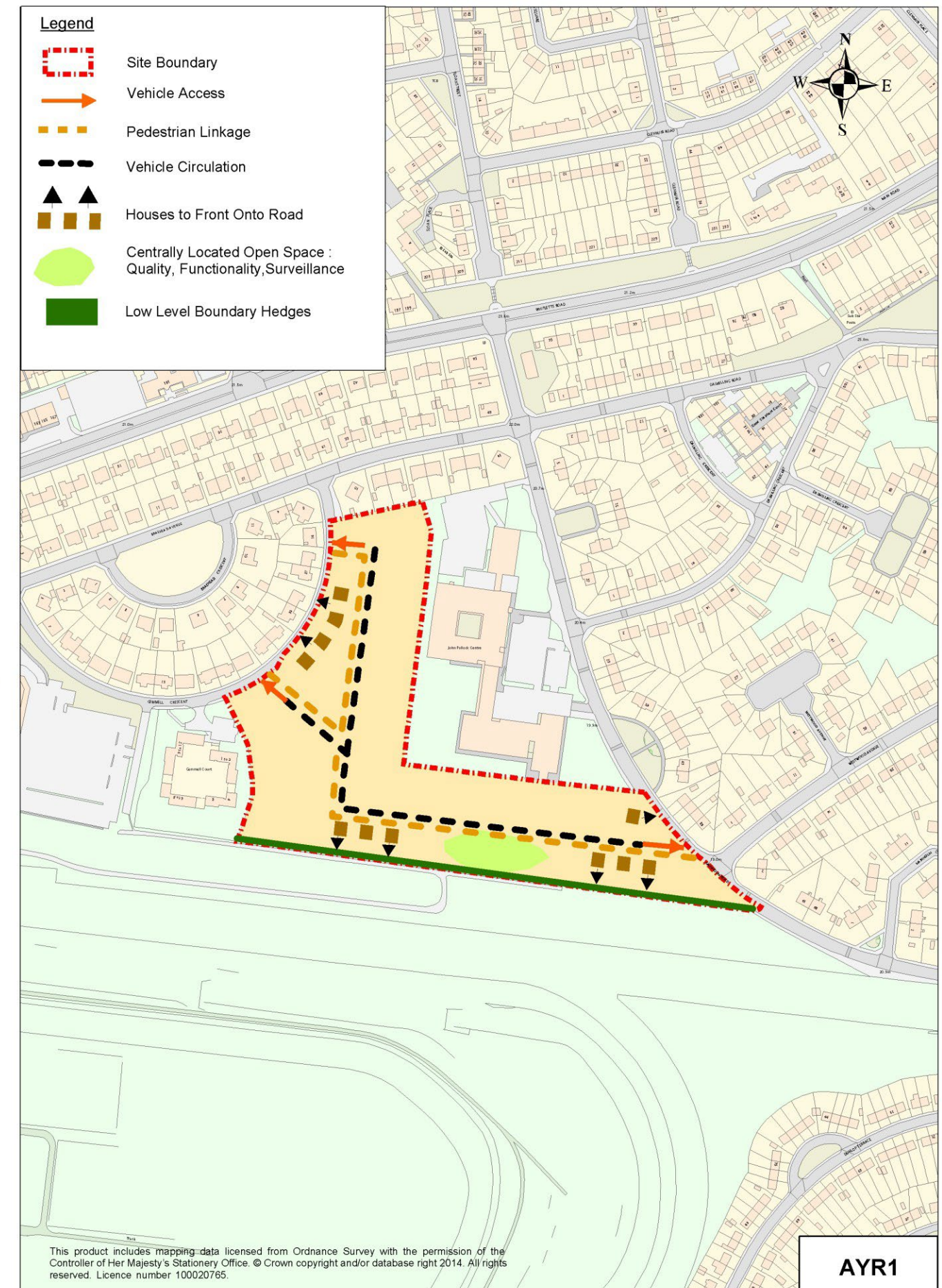
- ① Site access and ownership may be problematic
- ② Retain existing views – limit height of buildings
- ③ Limit proximity of new houses to existing ones
- ④ Create open space at highest part of site
- ⑤ Avoid paths behind gardens
- ⑥ Existing nursery is on the proposed site access point- relocate it within village
- ⑦ Drainage issues
- ⑧ Retain woodland on site
- ⑨ Landscaped edge to provide improved village boundary
- ⑩ New affordable housing urgently needed
- ⑪ Integrate affordable housing with private



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Ayr

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| <p>Building Design & Site Layout</p> | <ul style="list-style-type: none"> New houses should front onto Mainholm Road at the access to AYR1; as well as onto Gemmell Crescent, by completing the established streetscape at Gemmell Crescent. New houses on Gemmell Crescent should be single or storey-and-a-half to replicate the built form in the locality. Houses should also front onto the racecourse. Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. Any development proposals relating to AYR1 should seek to retain the existing sports pitches on the site. Where this is not feasible, provision should be made for the inclusion of facilities of an equal or higher standard within the site or at another location that is convenient for users and maintains or improves the overall playing capacity in the area. At AYR2, the primary objective of any development is to secure the re-use of Holmston House. Any alterations to the building or enabling element of the development of this site must not compromise the character or setting of this listed building. Pre-application discussions with the Council are strongly encouraged for any proposed development - particularly relating to new development within the curtilage. |
| <p>Landscaping and Boundaries</p> | <ul style="list-style-type: none"> AYR1 should incorporate a low level natural boundary along the southern boundary with the racecourse. AYR2 should retain existing boundary walls that are part of the listing. The Council will not support proposals that involve the loss of listed features, such as boundary enclosures. These should be incorporated into the design. Any development within the curtilage should be mindful of the prominence of the site from Station Road. The Council will not support suburban fences for rear gardens along this boundary. |
| <p>Open Space</p> | <ul style="list-style-type: none"> Within site AYR1, open space and play areas should be provided along the southern boundary with the racecourse, with pedestrian links throughout the site, and natural surveillance. Sites AYR2 should provide sufficient private open space to serve the proposed number of units on site. The Council's Open Space supplementary Guidance provides details on expected levels of provision. This site may not be sufficient to accommodate functional public open space within the development, however, and it may therefore be more appropriate for development to pay a commuted sum to contribute to the enhancement of a local play facility. The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| <p>Transportation and Access</p> | <ul style="list-style-type: none"> AYR1 should take vehicle access onto Gemmell Crescent and Mainholm Road. It would be important to provide easily accessible links from a new development to core paths (SA1, SA2, and SA3). SA1 (the National Cycle Route7) SA2 (the Ayrshire Coastal Path) and SA3 (the River Ayr Way) are important recreational and tourist routes. The internal layout should be designed in accordance with the principles of designing streets, but should cater for pedestrian movement as a priority. AYR2 should provide easily accessible links from a new development to core paths (SA1, SA2, and SA3). SA1 (the National Cycle Route7) SA2 (the Ayrshire Coastal Path) and SA3 (the River Ayr Way) are important recreational and tourist routes. |
| <p>Education Impact</p> | <ul style="list-style-type: none"> It is anticipated that the sites will require to contribute towards meeting the impact of the development on local primary and secondary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance. |





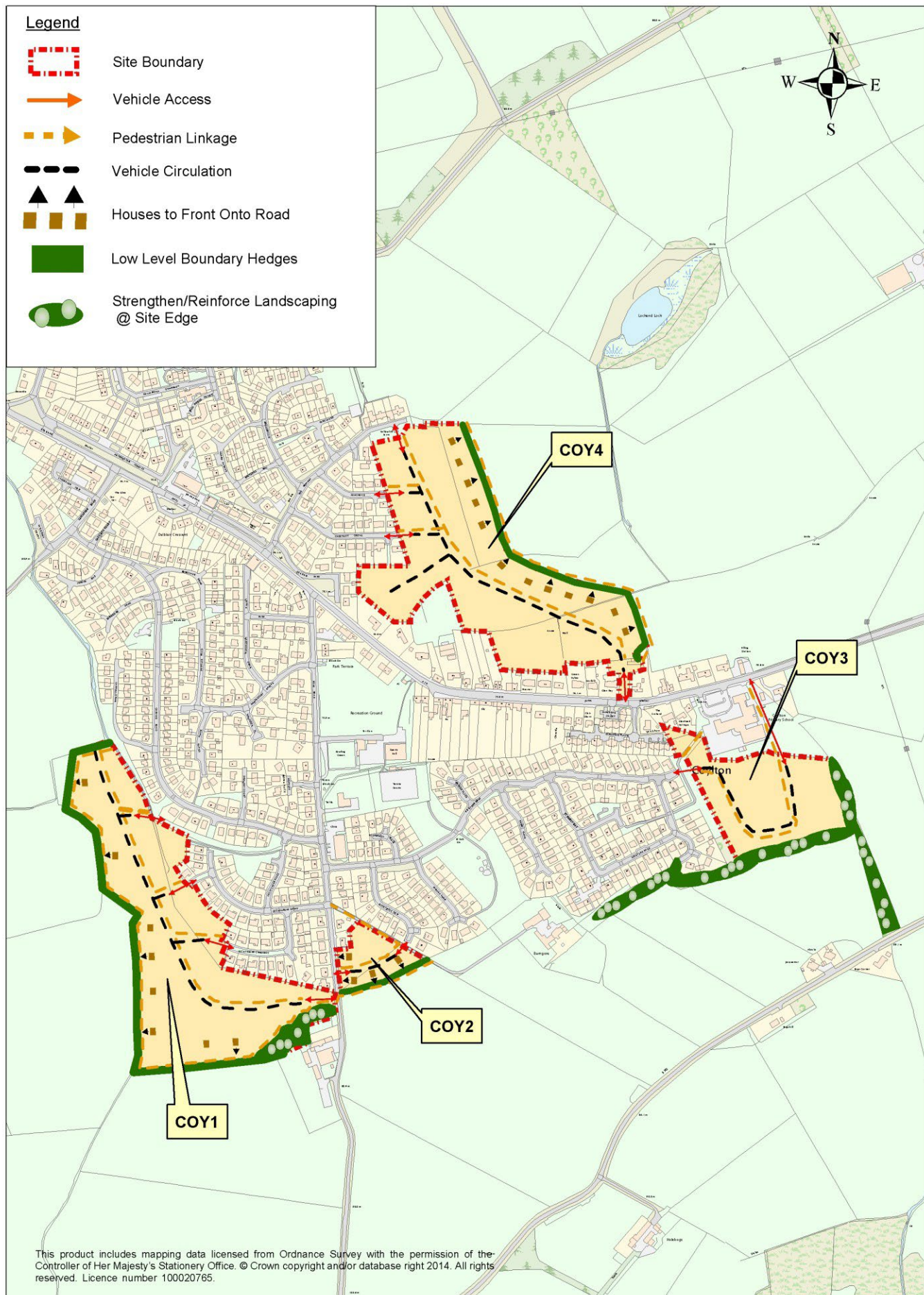
AYR 3 – This site is currently being development under planning permission 17/01214/APP

Coylton

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| Building Design & Site Layout | <ul style="list-style-type: none"> For the allocation sites in Coylton, where the site links into existing street patterns, the Council will encourage design solutions that maximise accessibility and linkage throughout the sites, and with the adjacent areas, so that the development integrates with the settlement, and continues existing street patterns. Development patterns should take cognisance of Designing Streets. Where new development accesses onto existing roads, there should be new dwellings fronting onto that road to continue established streetscape patterns. Where affordable housing is required on site, the development should physically and visually integrate with private housing, so that it is not functionally or visually disconnected with the remainder of the development. Sites COY1, COY2 and COY4 should provide houses fronting onto neighbouring agricultural land, connected into peripheral footpaths around the sites, so development does not present suburban rear boundaries onto rural landscapes. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> COY1 should be defined, along the southern and western edge of the site, by low level vegetation. The surrounding landscape is rolling agricultural land, which is delineated, in boundary terms, by hedgerows, interspersed with occasional trees. The boundary to COY1 should replicate this boundary treatment to blend with the landscape of the surrounding area. The southern boundary of the site at Hole Road contains a small grouping of mature trees. This should be incorporated into the boundary treatment at this location, with the tree planting being retained and strengthened. COY2 should be defined, along the southern edge of the site, by low level vegetation. The surrounding landscape is rolling agricultural land, which is delineated, in boundary terms, by hedgerows, interspersed with occasional trees. The boundary to COY2 should replicate this boundary treatment to blend with the landscape of the surrounding area. COY3 should retain and strengthen any planting along its south and east boundaries to continue the strip of trees that runs to the south of Highpark Road and the strip that runs from the B742 to the southeast corner of the site. The north boundary should not enclose the school in suburban rear garden fences. Planting should mark this boundary – though should not prohibit any existing pedestrian access. COY4 should be defined, along the eastern edge of the site, by low level vegetation. The surrounding landscape is rolling agricultural land, which is delineated, in boundary terms, by hedgerows, interspersed with occasional trees. The boundary to COY4 should replicate this boundary treatment to blend with the landscape of the surrounding area. COY5 should maintain its existing boundaries to the east and south, which are defined by mature woodland. |
| Open Space | <ul style="list-style-type: none"> Site COY1, COY3, COY4, COY5 are all large enough to accommodate large, functional areas of open space within the development. Open space should be provided, including play areas, centrally within the site, to maximise accessibility. Open space should benefit from natural surveillance, through the design process, by being overlooked by dwellings fronting onto any open space. Private amenity ground should be provided in accordance with the Council's established guidelines for private garden ground. COY5 should provide open space to the southwest, adjacent to the cemetery to link existing and new public spaces. COY2 should provide appropriate private amenity ground for any new houses. Given the scale of the site, it is unlikely that on-site open space provision and play equipment will be favoured (if required). As such, any such requirement will be best dealt with by way of play equipment commuted sum, to contribute to a nearby facility. The Council will favour proposals that include allotments that are well designed and integrated into developments. |

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| Transportation and Access | <ul style="list-style-type: none"> Release dependent on the outcome of an assessment of impact (including cumulative impact) of housing releases within Coylton on the trunk road network. The assessment should be carried out in consultation with Transport Scotland. Where possible, the assessment should be coordinated and conducted by the developers of each of the Coylton allocations, with any required mitigation being related to the impact of development (as directed by the council). The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network. COY1 should take vehicle access into the site from Hole Road, Garvine Road, Lochfergus Drive and Lochfergus Crescent. These accesses should also provide pedestrian accessibility. This connectivity and access for vehicles and pedestrians will increase circulation around the site and allow it to integrate with the settlement. Pedestrian links should also be provided to play area and open spaces within the site. COY2 should take vehicle access into the site from Hole Road. The developer should also explore the possibility of creating a second vehicle access to the site from Dalrymple View. COY3 should take vehicle access to the site from Highpark Road, and should also explore the possibility of a second vehicle access from the A70. Existing pedestrian links to the school and A70 should be retained, within additional linkage provided, where possible. COY4 should take vehicle access to the site from the A70 at the location of the current 'gap' site at approximately opposite Glenhead Court. Vehicle access should also be taken from the north at Gallowhill, and from the west from Ashgrove and Chestnut Grove. Pedestrian access should also be taken from all these vehicle access points. Pedestrian access should allow safe, quick access from all parts of the site to amenities and public services within Coylton, generally located along the A70. Pedestrian access should also be safe and convenient to open spaces within the site. COY5 should take vehicle access from Manse Road. It would be preferable for the site to achieve dual vehicle access from Manse Road to maximise safe and convenient vehicle and pedestrian access opportunities. For all sites it is important to create easily accessible walking and cycling routes from within the site, to link to routes in the wider core path network. |
| Education Impact | <ul style="list-style-type: none"> It is anticipated that the sites will require to contribute towards meeting the impact of the development of local primary and secondary education through developer contributions. Details of contributions will be set out in supplementary guidance for education impact of housing development. |

Coylton



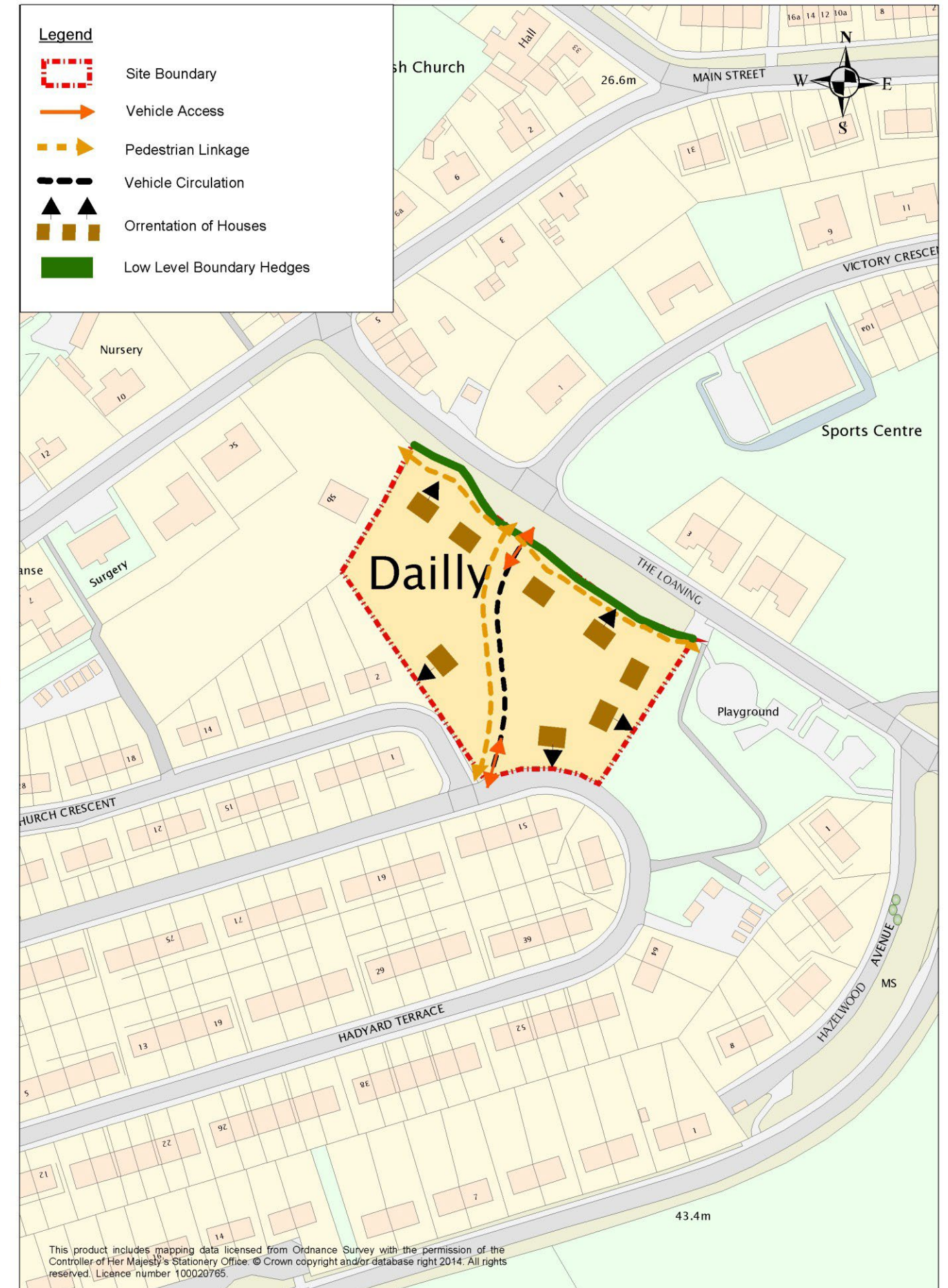
Crosshill

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| <p>Building Design & Site Layout</p> | <ul style="list-style-type: none"> Given that portions of the site are higher than the existing settlement and the scale of the majority of the buildings within the surrounding area, building height should be restricted to one and one and a half storey in order to provide for integration and to ensure that it does not dominate the existing settlement. SEPA has indicated that a small watercourse/drain or culverted watercourse is present on the northern boundary of the site. Subject to detailed investigations, this may require the imposition of a no build zone within the relevant part of the site. Houses should front on to Kirkmichael Road (subject to detailed investigations relating to the presence of a culverted watercourse) and should be restricted to single storey in order to reflect existing residential units on Kirkmichael Road. Housing should also front onto the agricultural land to the south and east, connecting into a peripheral pedestrian footpath around the site, to provide a welcoming and accessible settlement edge. Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| <p>Landscaping and Boundaries</p> | <ul style="list-style-type: none"> A strong defensible, low-level, landscaped boundary should be provided along the southern and eastern boundary of the site in order to protect the landscape setting of the village and to soften the transition from urban to rural. This will also help to better define the edge of the settlement at this location. The northern boundary of the site, where it meets Kirkmichael Road should contain outward facing buildings, ensuring that the development respects and integrates with the existing settlement. Along the northern and western boundary, the development should be mindful of impacts upon the residential amenity of existing properties and should avoid visual segregation. |
| <p>Open Space</p> | <ul style="list-style-type: none"> Open space should be provided in accordance with the Council's open space standards, ensuring that the site provides a desirable place to live with a pleasant residential amenity. Open space should be sited in order to benefit from natural surveillance. The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| <p>Transportation and Access</p> | <ul style="list-style-type: none"> Vehicular access to the site should be taken via Kirkmichael Road. The site should also seek to achieve a vehicle link from the south-west corner to Back Street. Pedestrian linkages should also be provided to connect with Kirkmichael Road, linking with the existing village. A peripheral footpath should be provided around the southern edge of the site. The internal layout should be designed in accordance with the principles of designing streets, but should cater for pedestrian movement as a priority. There are 2 core paths (SA1 and SA39) close to the site. These core paths connect Crosshill's Main Street to the wider path network. SA1 is also the National Cycle Route no.7, and SA39 links to local routes in Straiton, Kirkmichael and beyond. It is important to link any walking/ cycling routes from the site to these core paths. |
| <p>Education Impact</p> | <ul style="list-style-type: none"> It is anticipated that the site will require to contribute towards meeting the impact of the development on local primary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance. |



Dailly

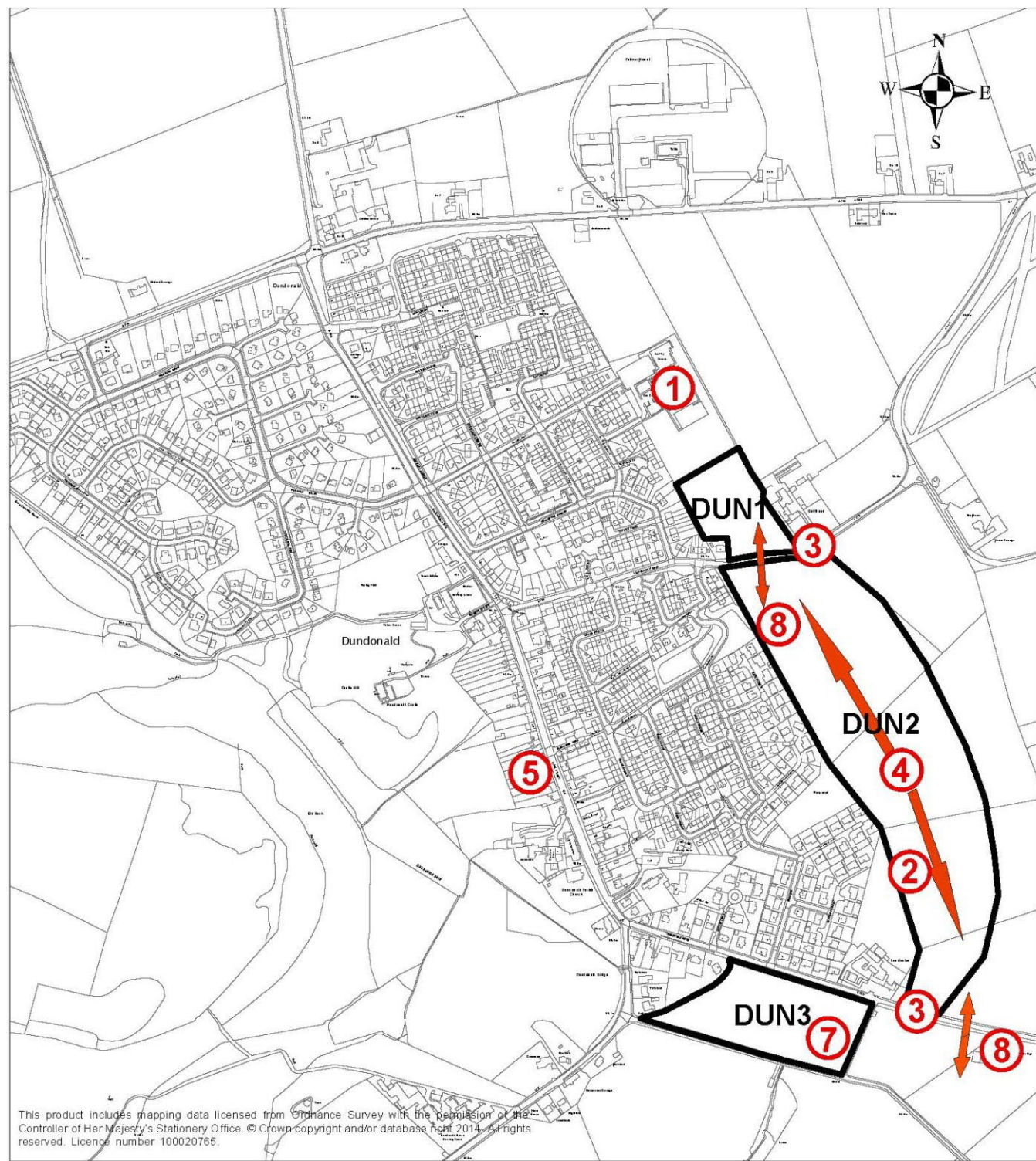
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| <p>Building Design & Site Layout</p> | <ul style="list-style-type: none"> Houses should front onto Hadyard Terrace to integrate with the existing street. Houses should also face the open space to the south. The site should have frontages facing The Loaning in order to create visual integration. The design solution should attempt to reflect the existing linear urban form where the site is most prominent. Achieving this will minimise the impact of the development on the village, particularly when viewed from the north western corner and beyond. The existing vegetation along the northern boundary of the site should be retained and strengthened, where possible in order to minimise impacts upon the landscape setting of the village. Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| <p>Landscaping and Boundaries</p> | <ul style="list-style-type: none"> The existing trees and vegetation along the northern boundary of the site should be retained in order to protect the impact upon the landscape setting of the village. No rear gardens should face on to Hadyard Terrace or Church Crescent along the southern boundary. |
| <p>Open Space</p> | <ul style="list-style-type: none"> The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| <p>Transportation and Access</p> | <ul style="list-style-type: none"> Pedestrian linkages should be provided in order to link the development with Hadyard Terrace to the south, The Loaning to the north and the existing play area to the east of the site. The internal layout should be designed in accordance with the principles of designing streets, but should cater for pedestrian movement as a priority. There are 3 core paths which link into Dailly (SA42, SA43 and SA44). Core path SA42 is adjacent to the site. These routes then connect to the wider path network. There are also several recreational Local Trails around the village, which are very popular with residents and tourists. It is to link any walking/cycling routes from the site to these core paths and Local Trails. |
| <p>Education Impact</p> | <ul style="list-style-type: none"> It is not anticipated that the site will require to contribute towards meetings its impact on local schools. |



Dundonald

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| Building Design & Site Layout | <ul style="list-style-type: none"> The pattern of development along Main Street, Dundonald is well established with houses fronting onto Main Street. This is continued into Tarbolton Road and Kilmarnock Road. Development along Kilmarnock Road and Tarbolton Road, as well as any development along the U99 should front onto those roads, to continue the established built form of Dundonald. Houses fronting onto Tarbolton Road and within site DUN3 should be predominantly single storey or 1 ½ storey. Development should face onto the agricultural land to the east, incorporating a peripheral footpath along this boundary, to provide a welcoming and accessible settlement edge. Affordable housing should be provided onsite in line with the Local Development Plan and supplementary guidance. Any affordable housing at the site should be designed to integrate with the wider development so that it does not appear to be visually separate from private housing. The Council would encourage a masterplan approach to design for DUN1, DUN2 and DUN3. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> The eastern boundary along sites DUN1, DUN2 and DUN3 should incorporate a low level landscape buffer and footpath to create a defensible edge to the settlement. Given the topography of the site; and that it is generally rolling agricultural land, it is important to define the edge of the settlement in an appropriate manner. Exposed suburban fences along the eastern edge of the sites will not be favoured. Front gardens of properties fronting onto Tarbolton Road and U99 should be open, and not be contained within walls, fences or hedges. This should assist development at these locations match the urban character of Dundonald – particularly within the locality – and provide a suitable entrance to the settlement when approaching from the east. |
| Open Space | <ul style="list-style-type: none"> New houses should be sited in spacious plots, with good separation distances from existing and other proposed new houses. Amenity open space should be provided centrally within the site, with natural surveillance – with particular reference to site DUN2, existing open space areas to the west should be linked to open space provision as part of the development of DUN2, to provide functional and usable open space. The open space should also be used to provide pedestrian linkage to the west, with houses facing onto open space areas. The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| Transportation and Access | <ul style="list-style-type: none"> It is likely that site DUN1 will have a single vehicle access to the site from the B750. The site should, however provide pedestrian access to the school, located immediately to the north of the site. This will improve pedestrian access from the site as well as from DUN2. Site DUN2 should have dual vehicle access, with principal entrance points from B750 and Tarbolton Road. The site should also provide vehicle access to the site from the existing residential areas to the west of the site, where possible. Pedestrian access to the west should also be provided – particularly through the existing open space areas – to provide safe and convenient access for future residents to village amenities. Vehicle access to DUN3 should be taken from Tarbolton Road, however, subject to technical assessment, access should also be taken onto U99, with this road being widened appropriately to accommodate the development. The allocations push the settlement boundary eastwards. Traffic calming should be incorporated into the design solution to slow traffic entering Dundonald on Tarbolton Road and Kilmarnock Road from the east. Speed restrictions should be adjusted to reflect the new developments and settlement boundary. Core path SA37 runs through Dundonald, and along Kilmarnock Road, adjacent to the site. This core path links to Symington, and to Troon (via the Smugglers Trail – which is a very popular walking/ cycling route for locals and visitors). It would be important to link any walking/ cycling routes from the site to this core path and the wider network of routes. |
| Education Impact | <ul style="list-style-type: none"> It is anticipated that the sites will require to contribute towards meeting the impact of the development on local primary and secondary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance. |

Dundonald



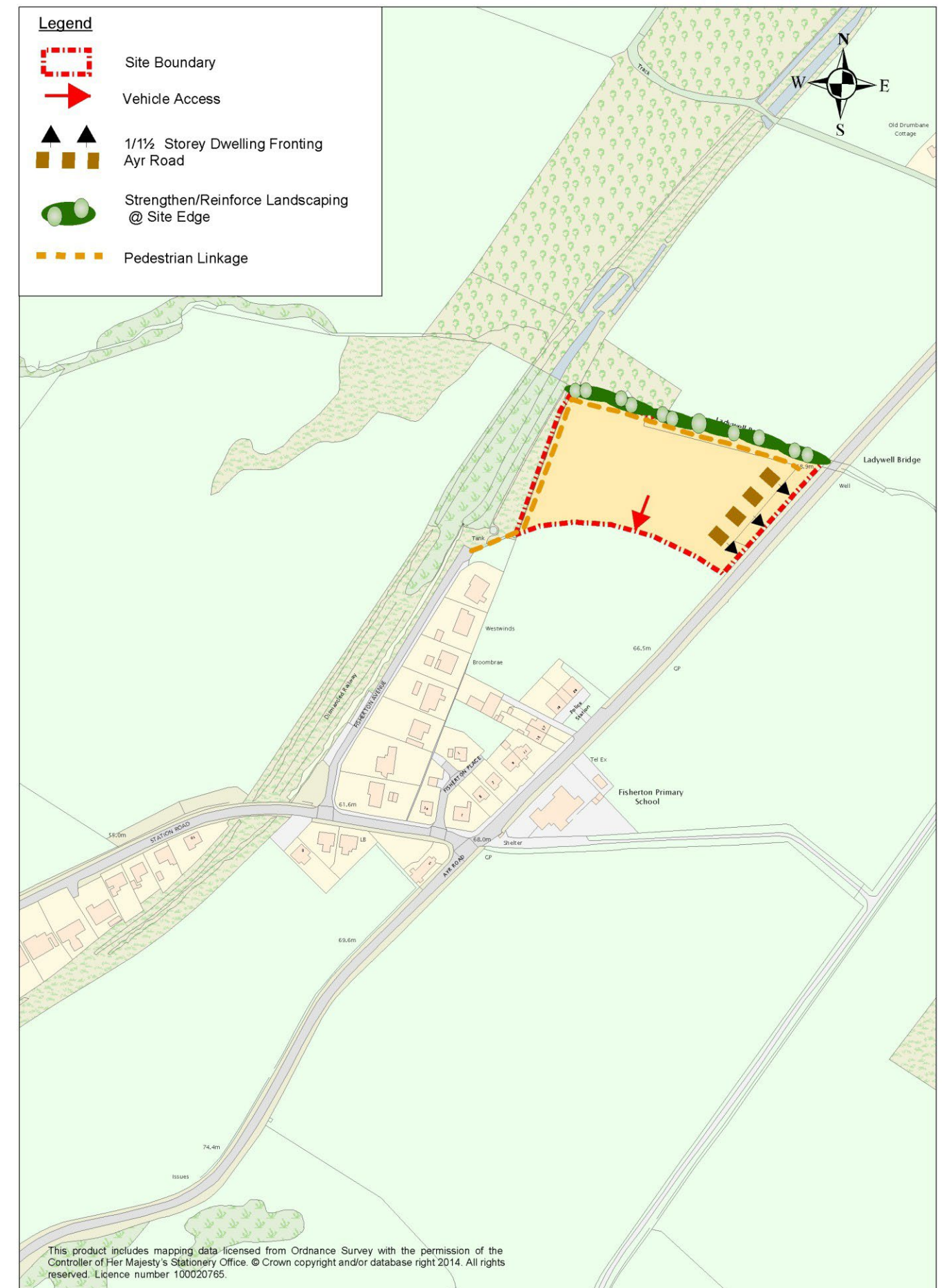
Dundonald

- ① Issues with nursery and school provision
- ② Drainage issues
- ③ Extend speed limit beyond new sites/Traffic calming
- ④ Distributor road should run north-south through site
- ⑤ Contribution towards local service – post office
- ⑥ Improved bus service to village- buses too expensive, not everyone has car access
- ⑦ Style and layout of houses to fit with those on Tarbolton Road
- ⑧ Sites of less than 50 houses normally only require 1 access road, but should seek dual access routes into sites.



Fisherton

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| <p>Building Design & Site Layout</p> | <ul style="list-style-type: none"> Houses should front the A719 to reflect the urban form of the existing settlement and to maintain the visual relationship that the settlement has established with the A719. The site should be designed to integrate visually and physically with the adjacent residential area to the immediate south of the site, capitalising upon opportunities for vehicular and pedestrian linkages. A collaborative approach to the development of this site will be required in conjunction with the adjacent site. Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| <p>Landscaping and Boundaries</p> | <ul style="list-style-type: none"> Existing trees along the boundary of the site should be retained in order to minimise impacts upon the landscape setting of the village. Landscaping works along the northern boundary of the site should be designed to provide the settlement with a strong defensible boundary whilst limiting views into the site when approaching along the A719 from the north. |
| <p>Open Space</p> | <ul style="list-style-type: none"> Open space should be provided in accordance with the Council's open space standards, ensuring that the site provides a desirable place to live with a pleasant residential amenity. Open space should be sited in order to benefit from natural surveillance. The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| <p>Transportation and Access</p> | <ul style="list-style-type: none"> Vehicular access to the site should be provided through the existing residential area to the south. There should be pedestrian linkages with the existing residential area to the south and beyond. The developer should explore the possibility of providing a pedestrian link from Fisherton Avenue to the north east corner of the site. The internal layout should be designed in accordance with the principles of designing streets, but should cater for pedestrian movement as a priority. |
| <p>Education Impact</p> | <ul style="list-style-type: none"> It is not anticipated that the site will require to contribute towards meetings its impact on local schools. |



Girvan

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| Building Design & Site Layout | <ul style="list-style-type: none"> • New houses within GIR1 should front onto Coalpots Road to continue to the streetscape pattern characterised within the existing settlement. • Affordable housing may be required within GIR1 in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. • Site GIR2, which is the former Davidson Hospital, is a listed building. The purpose of this allocation is to assist the re-use of the building. As such, the site is predicated on the retention of the building. Any proposed redevelopment of this site must include the conversion of the existing building. The Council will not support the demolition of the site, or alterations to the building or any new development in the curtilage that unacceptably harms the setting of the listed building. • Site GIR3 should have dual building frontage onto both Wilson Street, to the rear, and Henrietta Street, to the front. Buildings on this site should be single storey or 1.5 storey high terrace properties to reflect the built form of the surrounding area. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> • The eastern and southern boundaries of site GIR1 are already defined by vegetation, including trees and scrub. These boundaries should be strengthened and retained to reinforce the natural edge to the settlement at this location. • Boundaries at GIR2 will form part of the listing for the former Davidson Hospital, and must be retained as part of any design solution for the re-use of the site. • Site GIR3 is currently within a traditional stone wall boundary enclosure. This should be retained, particularly along Henrietta Street, as part of any design solution for the site. |
| Open Space | <ul style="list-style-type: none"> • Site GIR1 should provide suitable open space within the site. The entrance to the site from Torcy Way and the play area at this location offer an opportunity to enhance this open space, providing a larger, better equipped play area. Other open spaces within the site should be collected and located centrally to increase accessibility and amenity value, with pedestrian linkage to the open space. Dwellings should be fronted onto open space to secure natural surveillance. • The redevelopment of the former Davidson Hospital at GIR2 and site GIR3 should incorporate sufficient private amenity ground for any new dwellings. The Council will be sensitive to viability implications in seeking the re-use of this listed building at GIR2 and potential costs of redevelopment of the brownfield site GIR3. Notwithstanding any viability issues, and subject to any requirement for a contribution for play equipment, the Council will likely favour a commuted sum for the enhancement of nearby play equipment, rather than providing public open space on either of these sites. • The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| Transportation and Access | <ul style="list-style-type: none"> • Site GIR1 should incorporate dual vehicle access to the site from Coalpots Road and Torcy Way to allow vehicle and pedestrian movements around the site. Where possible vehicle and/or pedestrian access should link the site to Assel Place. • Site GIR2 should retain the existing vehicle arrangements to the site. Any parking requirements to accommodate the residential re-use of the building should be sensitive to the character and setting of the listed building. • Site GIR1 may be able to accommodate a mix of vehicle access options. New residential properties at this site may, subject to technical considerations, be able to take vehicle access directly onto local roads. The design solution, equally, may suit a site access from Firth Terrace, to the rear of the properties, with parking provision provided in rear gardens. The design solution should not be determined principally by the requirement to accommodate vehicles; the siting and location of buildings should be given equal consideration, in order to achieve a development that respects the character of the surrounding built environment. Existing pedestrian access to the north of the site should be retained, and the development may wish to provide additional pedestrian linkage through. |

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| Transportation and Access | <ul style="list-style-type: none"> • There are 3 core paths which link into Girvan (SA2, SA50 and SA51). SA2 (the Ayrshire Coastal path, a popular tourist attraction) runs very close to the site. These routes then connect to the wider path network. There are also several recreational Local Trails around Girvan, which are very popular with residents and tourists. It would be important to link any walking/ cycling routes from the site to these core paths and Local Trails. |
| Education Impact | <ul style="list-style-type: none"> • It is not anticipated that the site will require to contribute towards meetings its impact on local schools. |

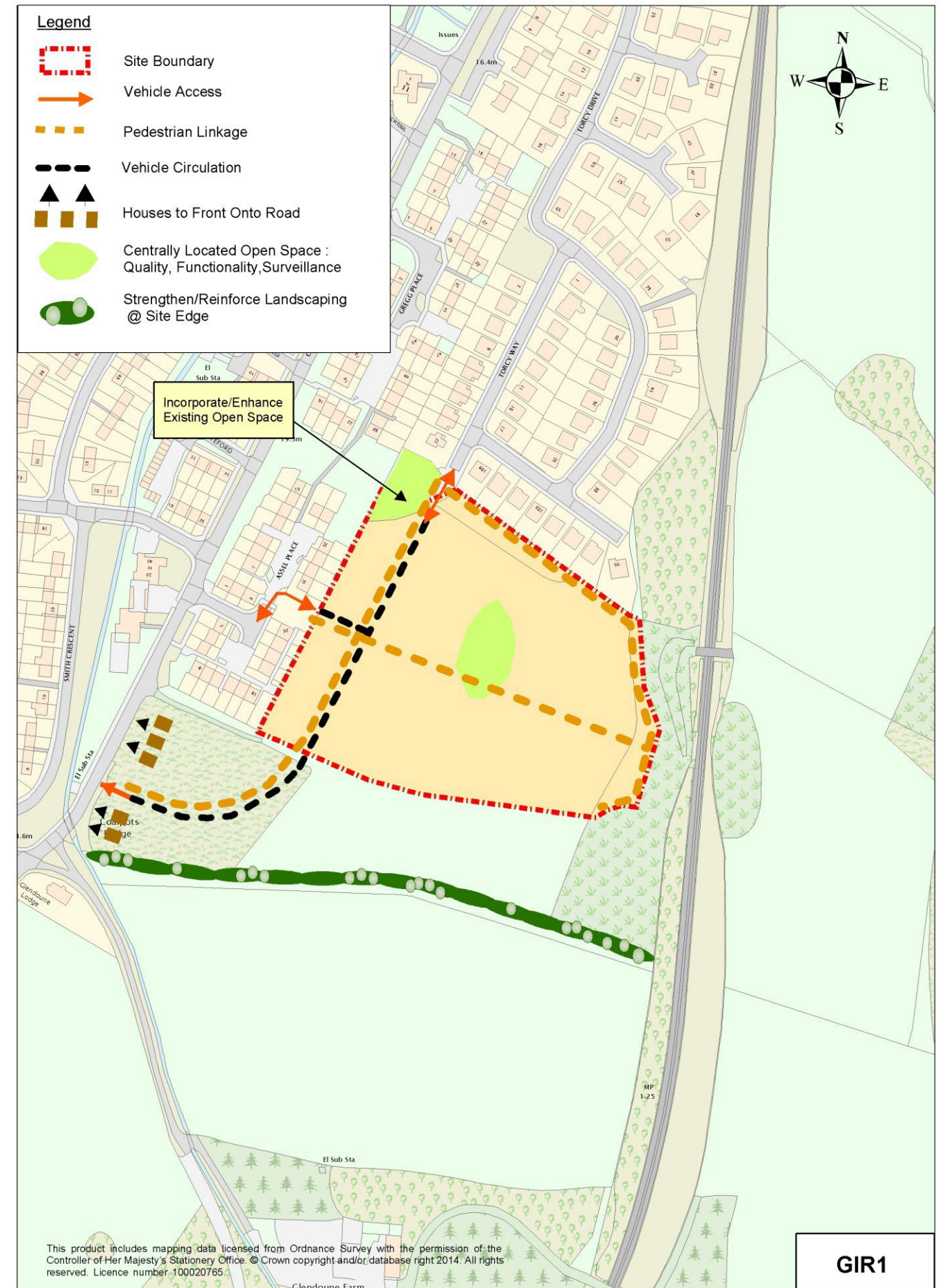
Girvan



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Girvan

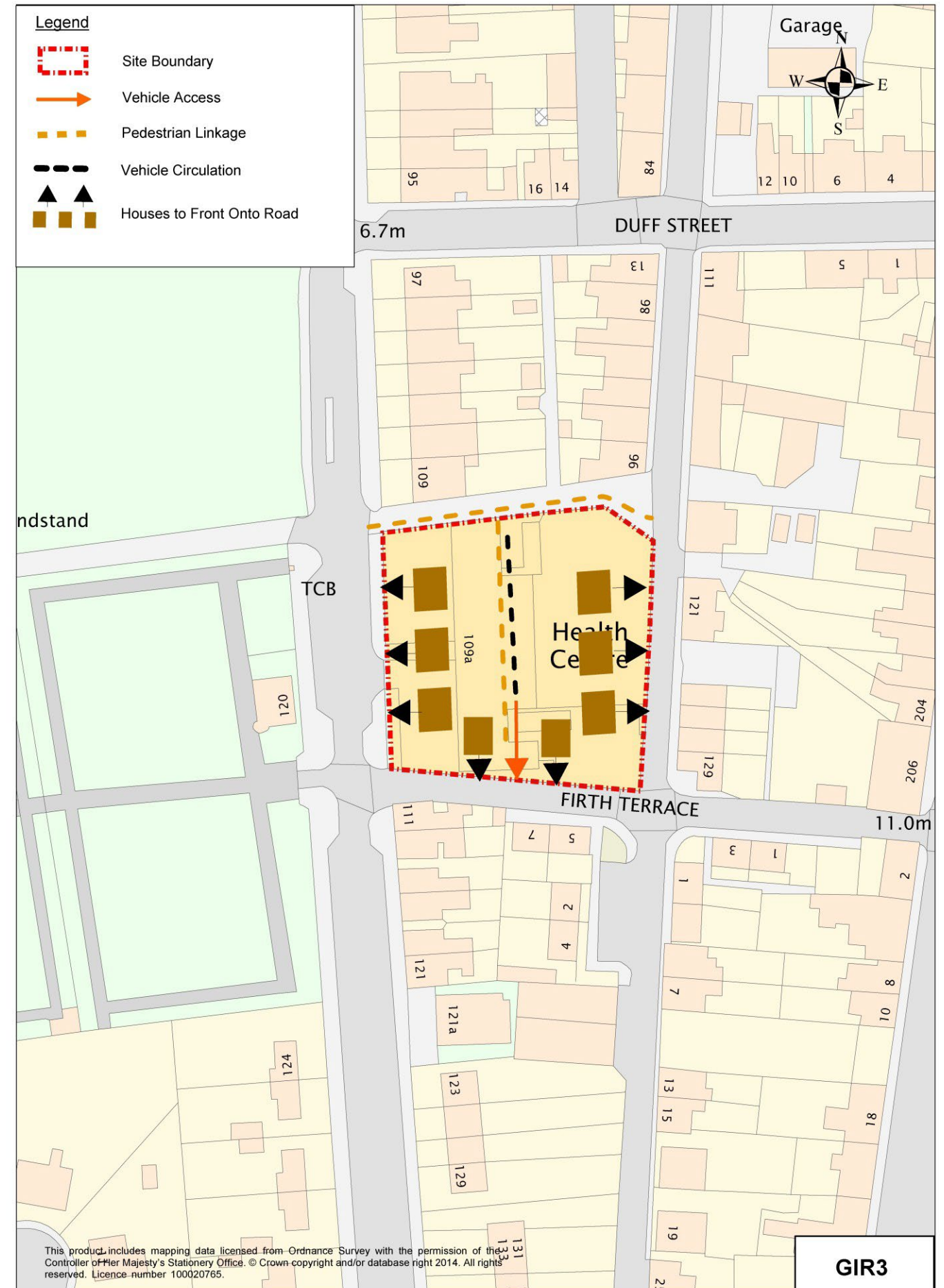
- ① Retain Davidson Hospital listed building
- ② Avoid making flooding problems in Victory Park worse from more run-off
- ③ Play area at corner of site access from Torcy Drive to site GIR1
- ④ Height of land at south of GIR1 site would raise houses above existing houses –boundary treatment to mitigate?
- ⑤ Include affordable housing suitable for first time buyers and retirement/ down-sizers



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GIR1

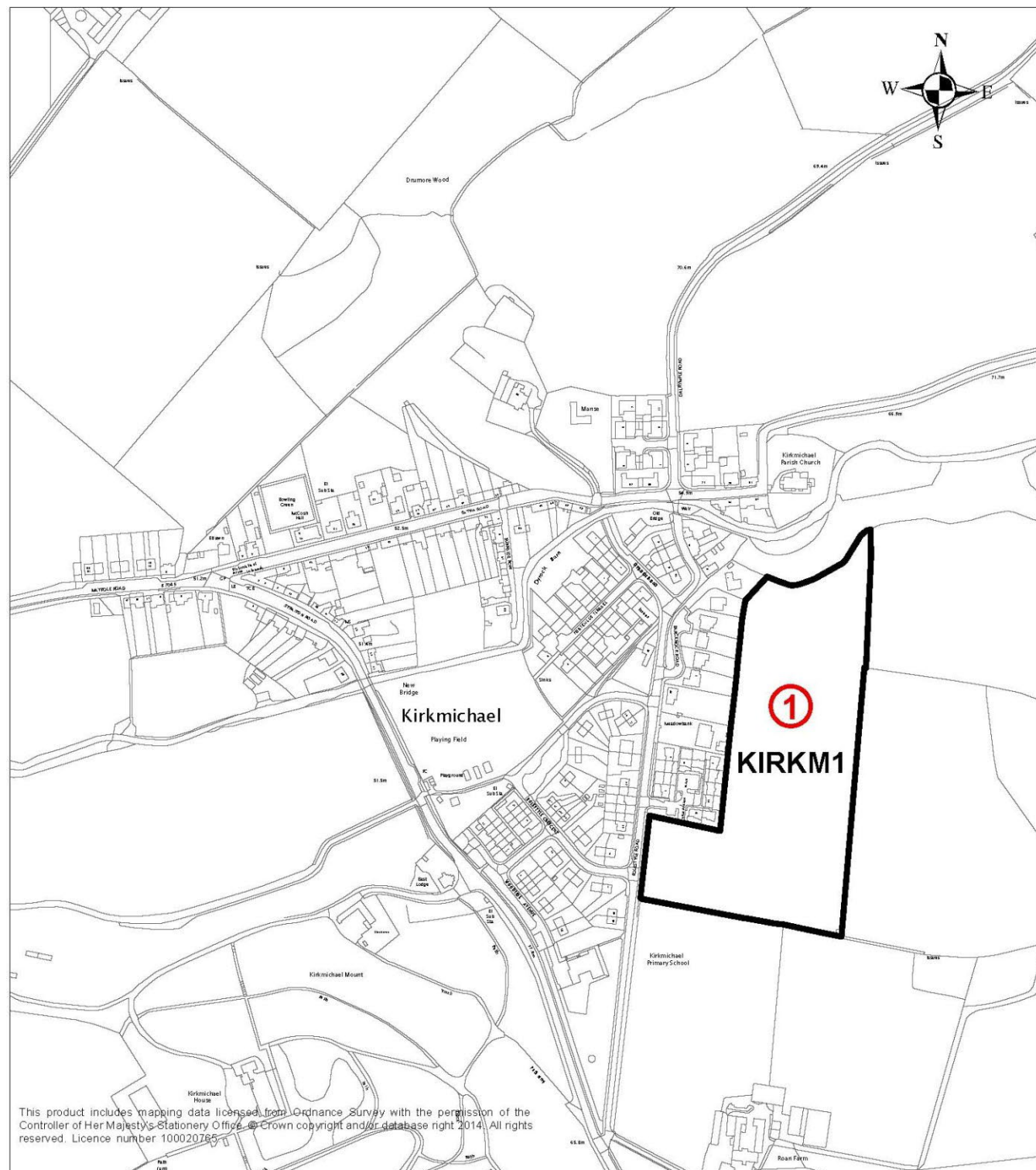
Girvan



Kirkmichael

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| Building Design & Site Layout | <ul style="list-style-type: none"> • Building height should be restricted to single storey along the eastern part of the site in order to minimise impacts upon the character and setting of the village. Development should not breach the ridge line to the east. • The development to the east of the site should be east-facing, incorporating a pedestrian footpath to provide a welcoming and accessible settlement edge. Similarly, houses should face south at the southern edge, and those at the front should face onto Bolestyle Road. • 2-storey dwellings are unlikely to be acceptable within the site as a result of its prominent location. • Houses should front on to Bolestyle Road, ensuring that the site is visually and physically integrated with the existing settlement. • SEPA has indicated that there may be a culverted watercourse on part of the site. Subject to detailed investigations, this may require the imposition of a no build zone within the relevant area. • Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> • Landscaping works will be required along the eastern boundary of the site in order to establish a strong defensible settlement edge. The southern edge should be defined by a low level, natural boundary. • Landscaping works should provide screening for the development when viewed from the north. This will be particularly important in protecting the setting of the B-listed Kirkmichael Parish Church. |
| Open Space | <ul style="list-style-type: none"> • Open space should be provided in accordance with the Council's open space standards, ensuring that the site provides a desirable place to live with a pleasant residential amenity. • Open space should be sited in order to benefit from natural surveillance. • The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| Transportation and Access | <ul style="list-style-type: none"> • Vehicular access should be taken via Bolestyle Road, at the south western corner of the site. • The site should provide a pedestrian linkage to Bolestyle Road in order to integrate with the existing settlement. • The internal layout should be designed in accordance with the principles of designing streets, but should cater for pedestrian movement as a priority. • Core path SA40 links Kirkmichael to Straiton, Crosshill and the wider path network. There are also recreational local walks through the Kirkmichael House estate. It would be important to create links from walking/ cycling routes in the site to these core paths and local walks. |
| Education Impact | <ul style="list-style-type: none"> • It is not anticipated that the site will require to contribute towards meeting the impact of the development on local education facilities through developer contributions. |

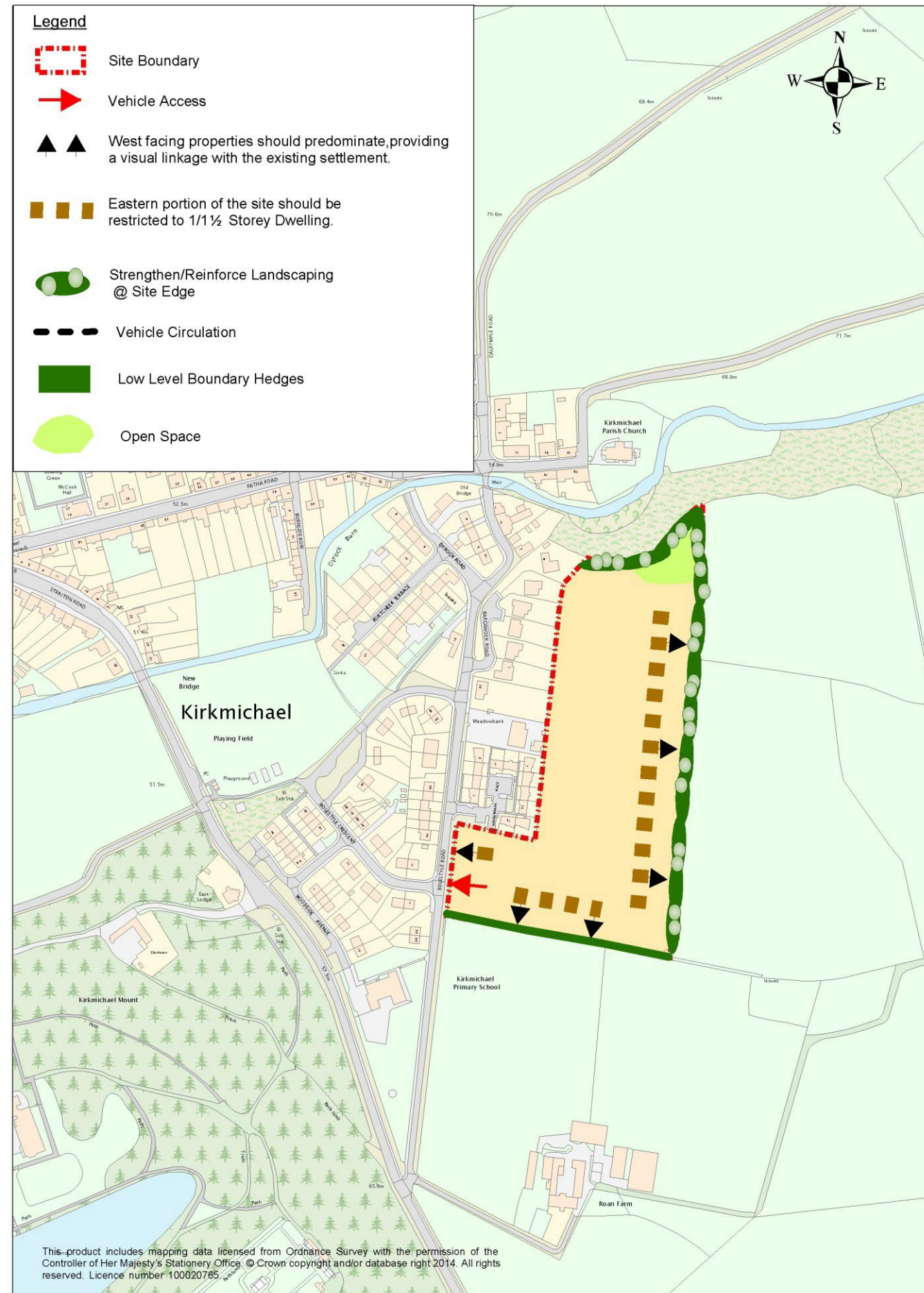
Kirkmichael











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Kirkmichael

① Drainage/run-off from site is an issue. It is a sloping site.

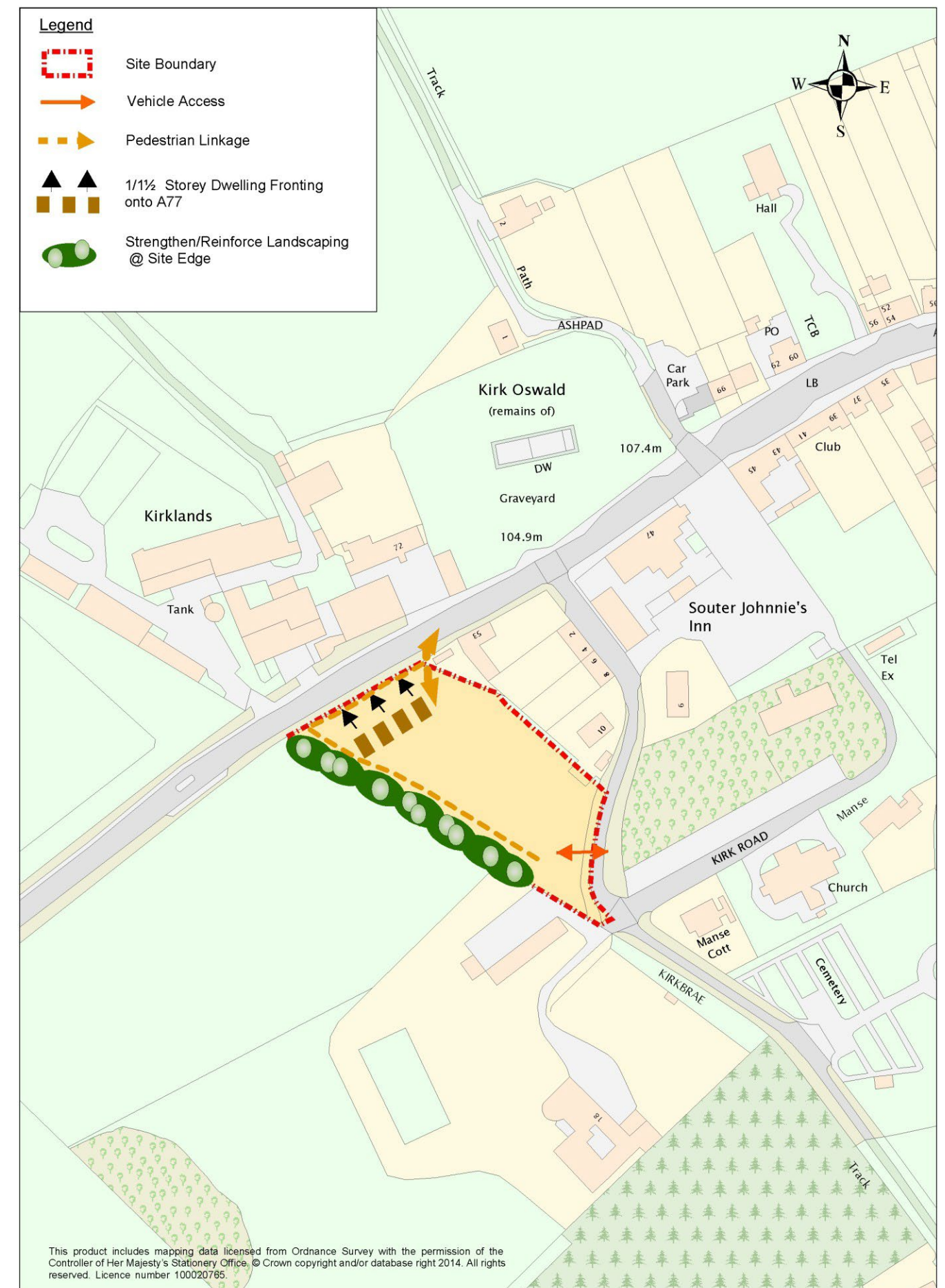


- Legend**
-  Site Boundary
 -  Vehicle Access
 -  West facing properties should predominate, providing a visual linkage with the existing settlement.
 -  Eastern portion of the site should be restricted to 1/1 1/2 Storey Dwelling.
 -  Strengthen/Reinforce Landscaping @ Site Edge
 -  Vehicle Circulation
 -  Low Level Boundary Hedges
 -  Open Space

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Kirkoswald

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| <p>Building Design & Site Layout</p> | <ul style="list-style-type: none"> • Development should be set back from the south eastern boundary of the site in order to respect the setting of nearby listed buildings and the character and appearance of the conservation area. However, it is important to ensure that the site forms part of the settlement and seeks to integrate both visually and physically with the village. • The site should be restricted to 1 and 1 ½ storey dwellings in order to respect its prominence and the character of the existing village. • Houses should front on to the A77 in order to achieve visual integration with the settlement and to be reflective of buildings located along Main Street, however direct vehicle access may be limited onto the A77. • The materials used within the site will require to respect the character and appearance of the conservation area, in general, and the buildings located within it. • A unique design solution for this site will be required which avoids the use of suburban, standard house types. • Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| <p>Landscaping and Boundaries</p> | <ul style="list-style-type: none"> • The south eastern boundary of the site requires to be sensitively treated as a result of the proximity to the A-listed Kirkoswald Parish Church. Development should be set back from this boundary in order to allow for the continuation of views to the open countryside at this location. • Landscaping works will be required to provide the western edge of the settlement with a strong defensible boundary. |
| <p>Open Space</p> | <ul style="list-style-type: none"> • Open space should be provided in accordance with the Council's open space standards, ensuring that the site provides a desirable place to live with a pleasant residential amenity. • Given the requirement to set the development back from the south eastern boundary, this presents a logical location to meet the open space requirements for the site. This would also help to minimise impacts upon the landscape setting of the village, given that this is the most prominent part of the site. • The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| <p>Transportation and Access</p> | <ul style="list-style-type: none"> • Vehicular access to the site should be taken via Kirk Brae. • A pedestrian linkage should connect the northern corner of the site with the A77, which will link the site with the village, and connect to Kirk Road/Kirk Brae. • The internal layout should be designed in accordance with the principles of designing streets, but should cater for pedestrian movement as a priority. • Core path 34 runs through Kirkoswald, linking the village to Culzean Country Park and to the Ayrshire Coastal Path. Part of this route (to the north) is a claimed right of way, and part of it (to the south) is also the Carrick Way. The core path runs adjacent to the site. It would be important to link any walking/ cycling routes in the site to these core paths and long distance routes in the wider path network. |
| <p>Education Impact</p> | <ul style="list-style-type: none"> • It is not anticipated that the site will require to contribute towards meeting the impact of the development on local education facilities through developer contributions. |

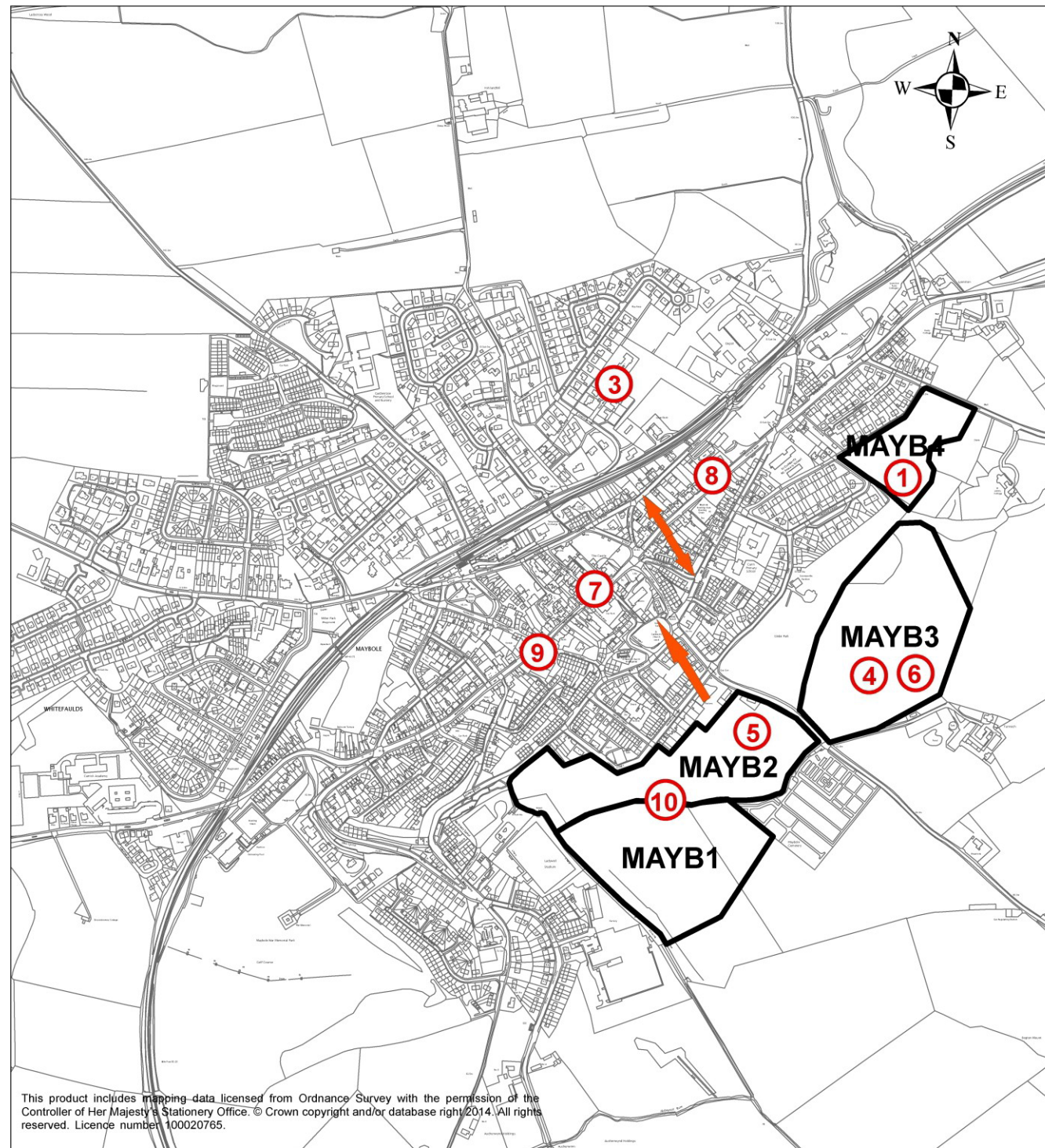


Maybole

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| Building Design & Site Layout | <ul style="list-style-type: none"> New houses within the allocation sites should provide frontages onto, and form part of the streetscape along Drumellan Road and Cairnfield Avenue. The allocation sites provide for a substantial amount of housing units to be provided at Maybole. The Council will be supportive of development proposals that provide a variety of houses styles and sizes within the development site. This can cater for different housing demands and provide the opportunity to provide a visually distinctive development. Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> Maybole is located on rising land, and the location of the allocation sites is at the lower end of the town. At the current edge of settlement, views of the site are relatively localised due to the topography. The landscape at the settlement edge comprises of rolling agricultural land, with little in the way of tree belts/stands (except around St. John's Cottage and along Kirkmichael Road). Generally, boundaries along roads and fields are defined by low level, natural boundary treatment, such as hedge rows, with occasional trees. This should be replicated around the majority of the rear (eastern) boundary of the site. Houses along the south east boundary should face south east and be connected into a pedestrian footpath around the perimeter of the site to provide a welcoming and accessible settlement edge. The edge of the site along Kirkmichael Road is currently defined by mature tree planting. This should be retained and strengthened as part of the development of the site, and along the boundary of the site near St John's Cottage. The site frontage along Glebe Park should contain dwellings fronted onto the open space to replicate the urban form on the western side of the park. |
| Open Space | <ul style="list-style-type: none"> The large open space at Glebe Road is a significant, valuable and functional area of open space that provides community-wide amenities. The design solution for the allocations should incorporate the open space as a central part of the design solution for the site by fronting dwellings onto the open space to replicate the built form of the local area, where dwellings along Glebe crescent face onto the open space. Similarly, the football ground and skate park to the southwest of the allocations are community-wide recreational amenities. While vehicle linkage direct to these assets may be limited, pedestrian linkages should be provided to these open space assets. While there will be additional open space within the development site, the masterplan process should engage with the Council's planning and grounds sections to understand how best to provide additional open space and open space facilities. It may, for example, be appropriate for some of the open space play equipment that would normally be required for a development of this scale can be provided through upgraded, central facilities that exist at existing areas of open space, rather than fragmenting the play equipment provision. Amenity open space should be provided centrally within the site, with natural surveillance. There will be opportunities to link path networks through the site given the linear form of the site and various opportunities to link into existing paths. The Council will favour proposals that include allotments that are well designed and integrated into developments. |

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| Transportation and Access | <ul style="list-style-type: none"> There should be a masterplan approach to development of the Maybole allocation sites, which should include a comprehensive transport assessment and design solution. Release dependent on the outcome of an assessment of impact (including cumulative impact) of housing releases within Maybole on the trunk road network. The assessment should be carried out in consultation with Transport Scotland. Where possible, the assessment should be coordinated and conducted by the developers of each of the Maybole allocations, with any required mitigation being related to the impact of development (as directed by the council). The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network. The design solution for the site should incorporate multiple vehicle accesses to the site. A main vehicle route should be incorporated into the development to provide continuous linkage between Kirkmichael Road to Crosshill Road. Vehicle access should also be taken onto Drumellan Street, Cairnfield Avenue and Loaning. Pedestrian links should also be enhanced, where existing, and created as part of all vehicle routes. A pedestrian link to the cemetery should be provided. Pedestrian linkages should be incorporated into and permeate existing and proposed open space areas, and focus on providing connectivity with the town centre and other amenities within the town. Maybole is well connected to the Core Paths Network. Core paths SA1, SA32 and SA33 run through Maybole. SA1 is also the National Cycle Route7. It would be important to link walking/ cycling routes from the site to these core paths and the wider network of routes. In addition, there is an established, but not vindicated, right of way, to the north-west edge of site MAYB2, at the Boag Steps. This route must be protected. |
| Education Impact | <ul style="list-style-type: none"> It is anticipated that the sites will require to contribute towards meeting the impact of the development on local primary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance. |

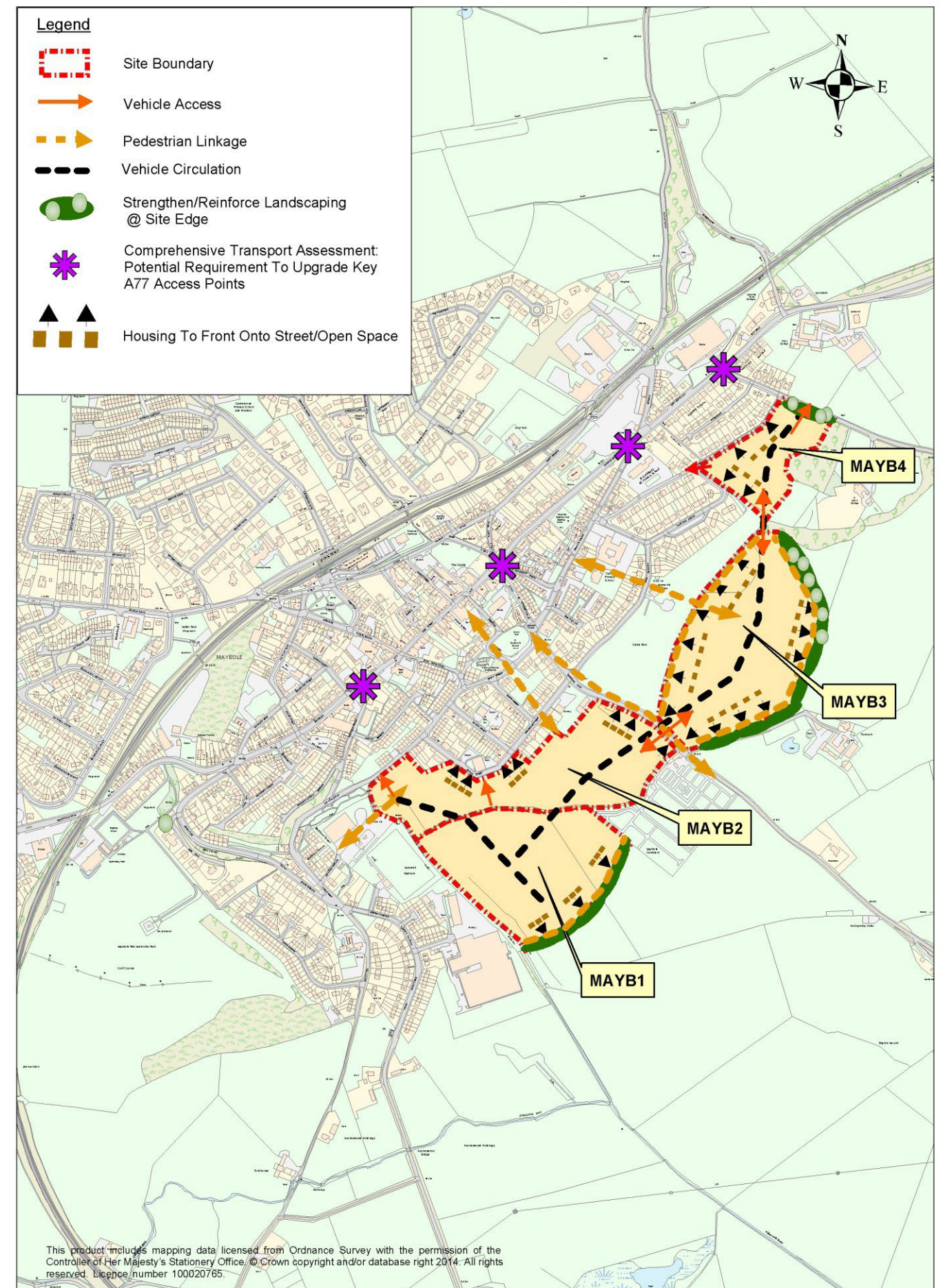
Maybole



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Maybole

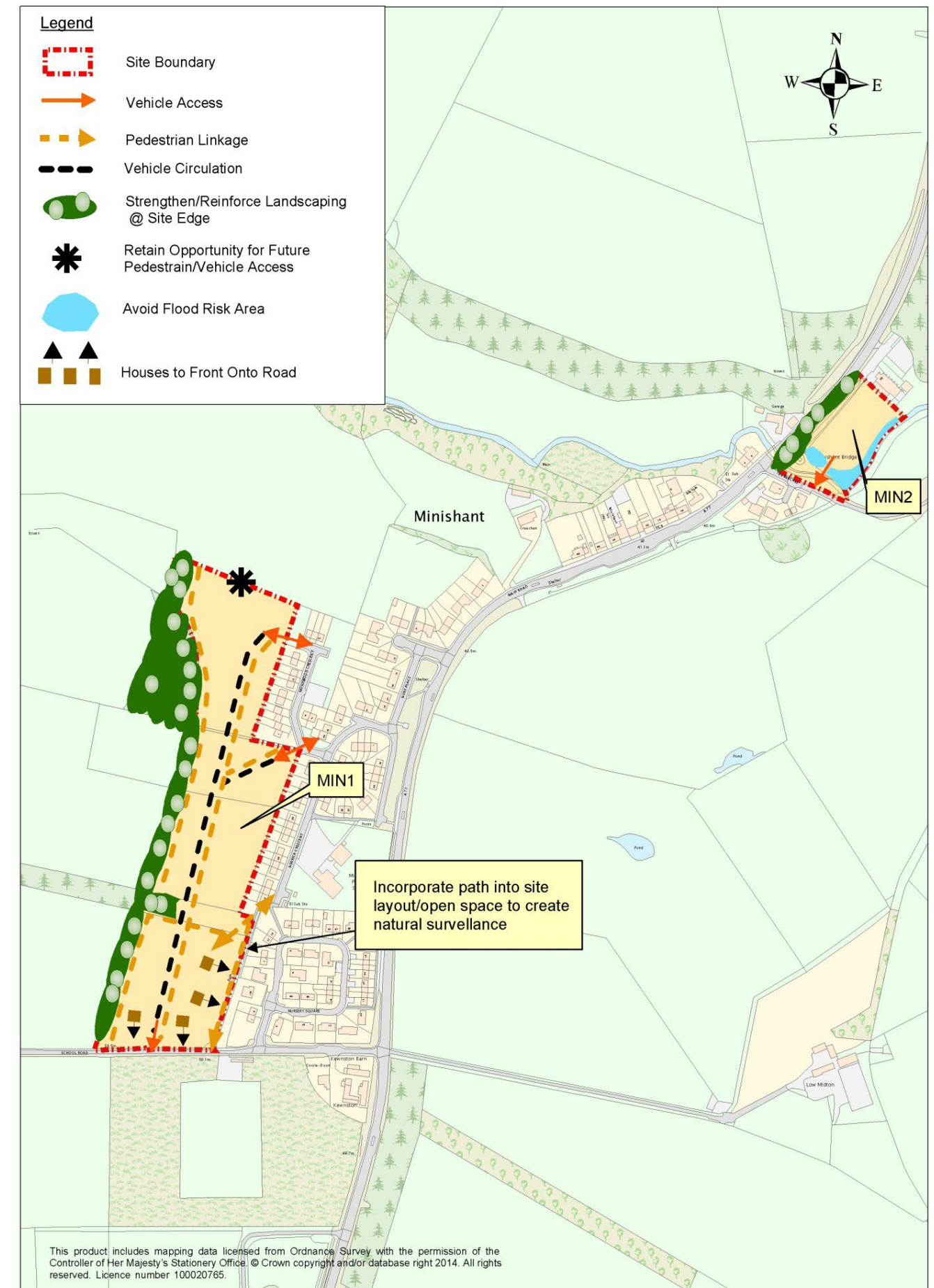
- ① Drainage issues on the sites – e.g. MAYB4 site opposite Loaning road
- ② Walking links to High Street and rest of town, also to west and NE; Steep access up to town centre is an issue- well designed routes can help mitigate
- ③ New/improved bus links through new sites to rest of town
- ④ High quality green, open space and landscaping needed –and good maintenance
- ⑤ Height of buildings to be sympathetic to surrounding properties to ensure integration
- ⑥ Include new community facilities, allotments and retirement opportunities
- ⑦ Strategic approach needed- link with town centre regeneration and plans for consolidation of school estate
- ⑧ Better crossings needed on A77 to integrate two halves of town
- ⑨ Improved parking in town centre- some people will be unable to walk in from new sites
- ⑩ Provision of housing for all age groups



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Minishant

| MIN1 & MIN2 | |
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| Building Design & Site Layout | <ul style="list-style-type: none"> New houses in MIN1 should front onto School Road. New houses within site MIN1 - particularly those located on the eastern edge of the site - should minimise their impact on the amenity of neighbouring properties along Merrick Crescent and Monkwood Crescent. Separation distance, building height and boundary treatment should all be carefully planned to ensure minimal loss in amenity to neighbouring properties by way of loss of outlook and privacy. Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> The western boundary of site MIN1 has intermittent landscaping and tree strips. The western boundary of the site should incorporate a landscape buffer to provide a continuous and strong natural boundary to the site. This landscape buffer should incorporate the existing tree and strips along Townend Road should reflect the character of the immediate locality, by being defined by a combination of natural stone walls and hedge planting of a native species. The western boundary of MIN2 is the main characteristic of the site and defines the edge of the site and the A77. This should be retained and strengthened. |
| Open Space | <ul style="list-style-type: none"> Amenity open space should be provided centrally within the site, with natural surveillance. There will be opportunities to link path networks through the site given the linear form of the site and various opportunities to link into existing paths. The development at MIN1 should explore opportunities to utilise the existing footpath at School Road and the adjacent open space can form part of the open space for MIN1, creating a larger, improved open space. Development on MIN2 should avoid areas of the site that are within flood risk areas. Any undeveloped land may provide opportunities for amenity open space. The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| Transportation and Access | <ul style="list-style-type: none"> The principal vehicle access to site MIN1 should be taken via School Road. Vehicle access should also be taken onto Monkwood Crescent, where possible. Subject to any required transport assessment for MIN1, access to School Road, from the A77 should be improved to accommodate additional vehicles. Site MIN1 offers significant opportunities to create and enhance pedestrian linkage between the site and existing residential areas in Minishant. Pedestrian access should be taken from School Road, Monkwood Crescent and Merrick Crescent. The existing pedestrian link from Merrick Crescent to School Road should be incorporated into the design of the site (for example, by incorporating the path into open space or the road access to the site. This existing path should not back onto residential rear gardens and suburban fences, which will reduce natural surveillance. The developer should retain space at the north of MIN1 to create vehicle access to the land to the north. Vehicle access to site MIN2 should, where possible, not access directly onto the A77. In assessing any planning application for this site, a transport assessment and the views of Transport Scotland will be critical to determining the most appropriate vehicle access to the site. Where possible, the developments should maximise opportunities for pedestrian linkage and linking to core paths. |
| Education Impact | <ul style="list-style-type: none"> It is anticipated that the sites will require to contribute towards meeting the impact of the development on local primary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance. |

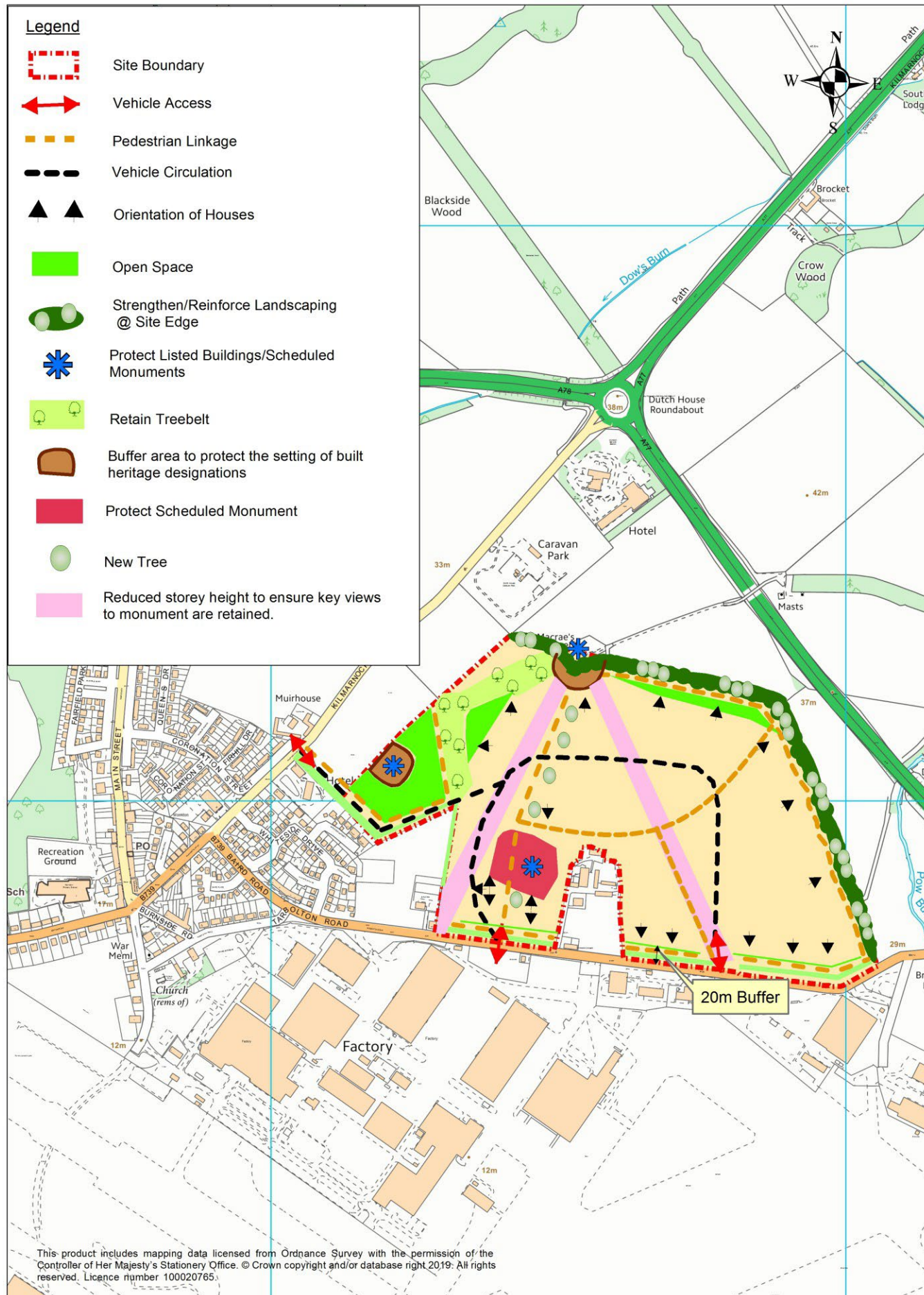


Monkton

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| MON1 | |
| Building Design & Site Layout | <ul style="list-style-type: none"> • There should be a 20m buffer between Tarbolton Road and the new housing to provide a landscape buffer between the industrial area to the south of Tarbolton Road and the new residential development. This area should have a hedge boundary with the road and be landscape with small trees and include a path which runs parallel to the road and links with the village and wider development. • New houses should front onto this 20m buffer at Tarbolton Road. • New houses to be of similar scale and massing of the existing houses within the locality and to ensure that views of the monument and windmill are maintained no buildings should be developed within the view lines highlighted on the Plan. • Affordable housing should be provided in line with the LDP policy: affordable housing. The design layout, materials and boundary treatments of the affordable homes should be similar to that of the private housing to ensure tender blindness. • Any development should be set back from the Windmill and Macrae's monument in order to protect the setting of these built heritage designations. In terms of Macrae's Monument, it is evident that this monument is located in a prominent site in order for it to be highly visible and for it to have a visual relationship with the surrounding landscape and seascape. Any development will be required to retain the relationship that this monument has with the surrounding area by ensuring that the design solution does not adversely affect its setting. Any development will be expected to ensure the protection of the Whiteside scheduled monument. Consultation with Historic Environment Scotland should be undertaken to ensure that the importance of this feature is understood and that appropriate measures are in place for its protection. The masterplan approach to this development should demonstrate a clear understanding of these features and their settings. Consultation with Historic Scotland should be undertaken in the development of the masterplan. Furthermore the development should help raise awareness within Monkton through the provision of path linkages to these historic sites, as well as annotation information for each historic asset. • Any development proposals relating to MON1 should seek to retain the same sports pitches/courts or provide the same or higher provision within the site boundary. The sports facilities should be properly drained and provide a level surface for ball games. The sports facilities should be overlooked by housing units to create casual surveillance. • Houses should be orientated to ensure main elevations are fronting onto roads and paths. |
| Landscaping and Boundaries | <ul style="list-style-type: none"> • The boundary of the site that stretches from the western edge of the site, along the northern boundary and meets Tarbolton Road to the east of the site is already defined by a band of trees. Parts of this boundary are more sparsely planted than others; however the existing tree belt provides a good opportunity to strengthen this natural boundary with additional planting to integrate this prominent site into the landscape more successfully, whilst retaining existing landscape features. • Care should be taken in designing the landscape proposals for the site where they relate to McRae's Monument (A-listed) and the Windmill (scheduled monument). It will be particularly important for and new planting on the site edges near these historic features to follow established vegetation patterns, rather than establishing new tree belts that may alter the landscape character at this location by prohibiting views, and the setting of these features. In any case, the masterplan approach to this development should be carried out in consultation with Historic Scotland, which will assist to guide the design process. |
| Open Space | <ul style="list-style-type: none"> • The masterplan for the site should consider the area designated as open space located immediately to the west of the housing development off Tarbolton Road. This area was allocated as being open space within the settlement boundary as part of the South Ayrshire Local Plan, but, functionally, remains as agricultural land. Part of the rationale for the release of the site, was that it would allow the regeneration of the brownfield HMS Gannett residential complex in a manner that fully integrated with Monkton, rather than being an isolated pod. In line with this, the development of the site should incorporate that open space area, providing pedestrian linkage through the area. |

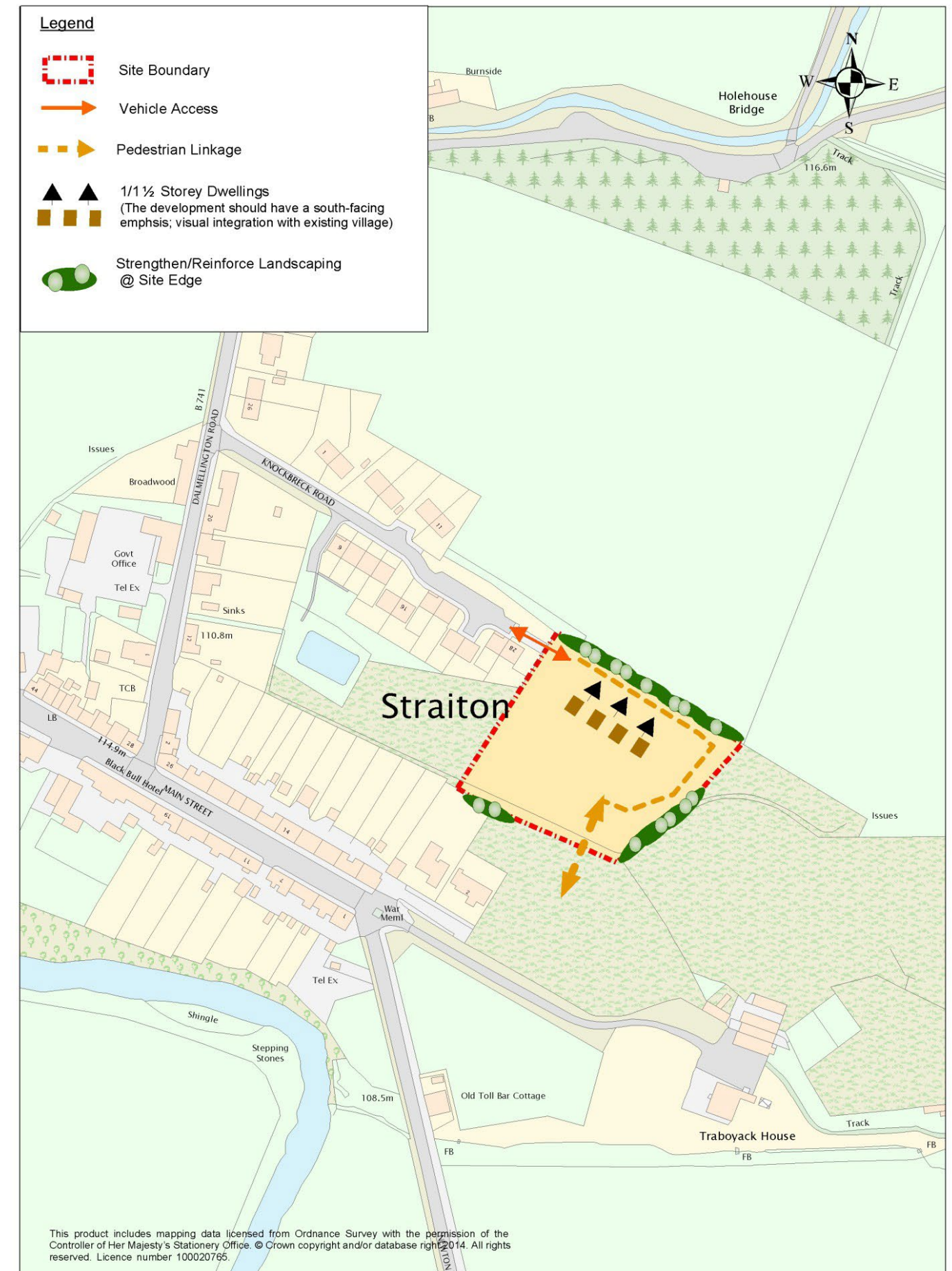
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| Open Space | <ul style="list-style-type: none"> • The listed buildings and scheduled monument within the site must be carefully managed through the masterplan. These features should remain visually prominent from outwith the site, as they currently are, and the development should maximise access to these heritage features and explore the possibility of incorporating open space areas around the structures. • The Council will favour proposals that include community growing space and allotments that are well designed and integrated into developments. |
| Transportation and Access | <ul style="list-style-type: none"> • A masterplan will be required to support a planning application for this site. In agreement with Transport Scotland, the masterplan should incorporate a detailed roads scheme, based on a comprehensive transport assessment, which takes cognisance of the impact of the development on local road networks and the A77. Any identified impact on local and strategic road networks should be fully mitigated by the development. • The internal layout should be designed in accordance with the principles of designing streets, but should cater for pedestrian movement as a priority – particularly in providing pedestrian linkage from the village, adjacent to Tarbolton Road to the site; and providing access to historic environmental assets within the site, via a paths around the perimeter of the site with path linkages at reasonable intervals to the housing. • The site should provide two vehicle accesses to the site from Tarbolton Road. The masterplan process should also explore the possibility of creating a third vehicle access to and from the site, directly to Kilmarnock Road, to alleviate the impact of the development on the road network within the village. The Council recognises this is subject to technical considerations and impact on listed buildings. • Core path SA8, on Kilmarnock Road, links Monkton to Symington, and this would be important opportunity to create easily accessible walking and cycling routes from within the site, to link to the current settlement in Monkton, and to routes in the wider core path network. |
| Education Impact | <ul style="list-style-type: none"> • It is anticipated that the site will require to contribute towards meeting the impact of the development on local primary and secondary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance. |

Monkton



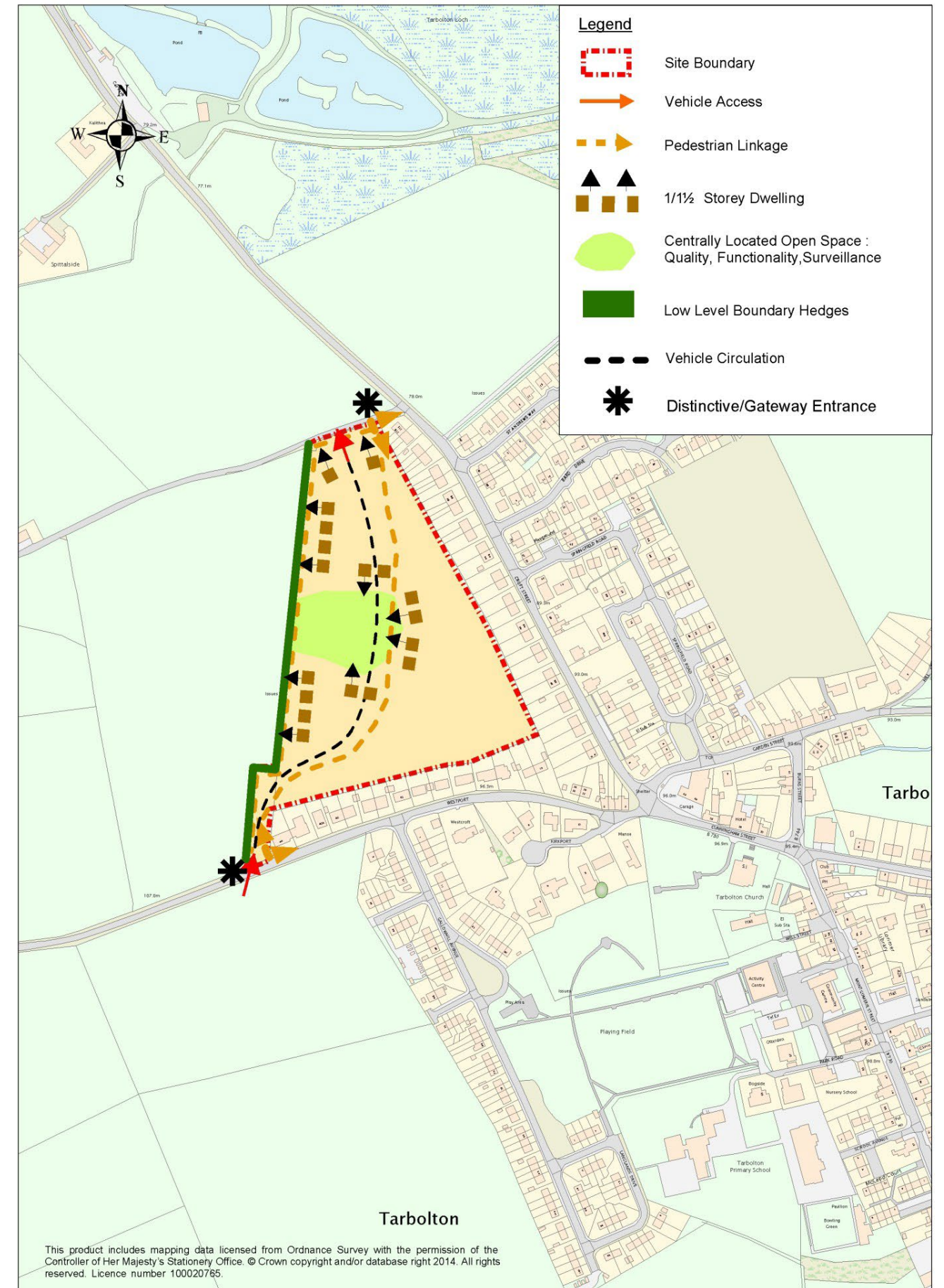
Straiton

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| <p>Building Design & Site Layout</p> | <ul style="list-style-type: none"> Houses should be restricted to 1 ½ storeys in order to reflect the character of the existing village. The site should be designed to be open and welcoming. It should be sensitively designed in order to continue the street scape along Knockbreck Road to establish a visual relationship with the existing settlement. The materials used within the site will require to respect the character and appearance of the conservation area, in general, and the buildings located within it. A unique design solution for this site will be required which avoids the use of suburban, standard house types. Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| <p>Landscaping and Boundaries</p> | <ul style="list-style-type: none"> Landscaping works along the northern boundary should provide this part of the settlement with a strong defensible boundary which enhances the backdrop of the village. Existing trees and hedgerows around the site should be retained in order to minimise impacts upon the landscape setting of the village. |
| <p>Open Space</p> | <ul style="list-style-type: none"> Open space should be provided in accordance with the Council's open space standards, ensuring that the site provides a desirable place to live with a pleasant residential amenity. Open space should be sited in order to benefit from natural surveillance. The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| <p>Transportation and Access</p> | <ul style="list-style-type: none"> Vehicular access to the site should be taken via Knockbreck Road. A pedestrian linkage which connects the southern part of the site with the eastern part of the existing village is desirable. The internal layout should be designed in accordance with the principles of Designing Streets, but should cater for pedestrian movement as a priority. There are 3 core paths which link into Straiton (SA39, SA47 and SA48). These routes then connect to the wider path network. There are also several recreational Local Trails around the village, which are very popular with residents and tourists. It would be important to link any walking/ cycling routes from the site to these core paths and Local Trails. |
| <p>Education Impact</p> | <ul style="list-style-type: none"> It is not anticipated that the site will require to contribute towards meeting the impact of the development on local education facilities through developer contributions. |



Tarbolton

| | |
|---|---|
| <p>Building Design & Site Layout</p> | <ul style="list-style-type: none"> Houses should face outward along the northern boundary in order to establish a visual relationship with the existing settlement. This would also help to make the development appear welcoming and part of the settlement on the approach from the north. Houses should be restricted to 1 ½ storeys in the most prominent part of the site (western and south western areas) in order to reduce the visual impact of the development on the existing surrounding area and to minimise the impact upon the landscape setting of the village. A pedestrian link should be provided along the western boundary, connecting into open space along this edge. New houses should face westwards at this boundary and onto open space. Affordable housing may be required at this site in line with the Local Development Plan. Any affordable housing at the site should be designed to integrate with the wider development. The Council will not favour a design solution that emphasises differences between the affordable and private houses. |
| <p>Landscaping and Boundaries</p> | <ul style="list-style-type: none"> Existing trees and hedges along the western boundary should be retained and additional planting should strengthen this edge. This will provide for a strong defensible boundary which defines the settlement edge. The northern boundary of the site should have north-facing frontages which will help to integrate the development with the existing settlement. |
| <p>Open Space</p> | <ul style="list-style-type: none"> Open space should be provided in accordance with the Council's open space standards, ensuring that the site provides a desirable place to live with a pleasant residential amenity. The Council will favour proposals that include allotments that are well designed and integrated into developments. |
| <p>Transportation and Access</p> | <ul style="list-style-type: none"> Vehicular access to the site should be taken via Croft Street to the north and Westport to the south. Pedestrian linkage should be provided to connect into existing footpaths along the northern and southern boundaries of the site. The internal layout should be designed in accordance with the principles of Designing Streets, but should cater for pedestrian movement as a priority. Core path SA24 links Tarbolton to the wider path network and directly to the River Ayr Way in Failford. It is important to create easily accessible walking and cycling routes from within the site, to link to the current settlement in Tarbolton, and to routes in the wider core path network. |
| <p>Education Impact</p> | <ul style="list-style-type: none"> It is anticipated that the site will require to contribute towards meeting the impact of the development on local primary and secondary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance. |



Scottish Water Note

Information Note: Water and Wastewater Infrastructure Funding and Delivery

As per Planning Advice Note 79 - Water and Drainage: The water and drainage infrastructure relating to development can be split into four parts:

Part 1 Assets: connections from individual properties to a main or sewer;

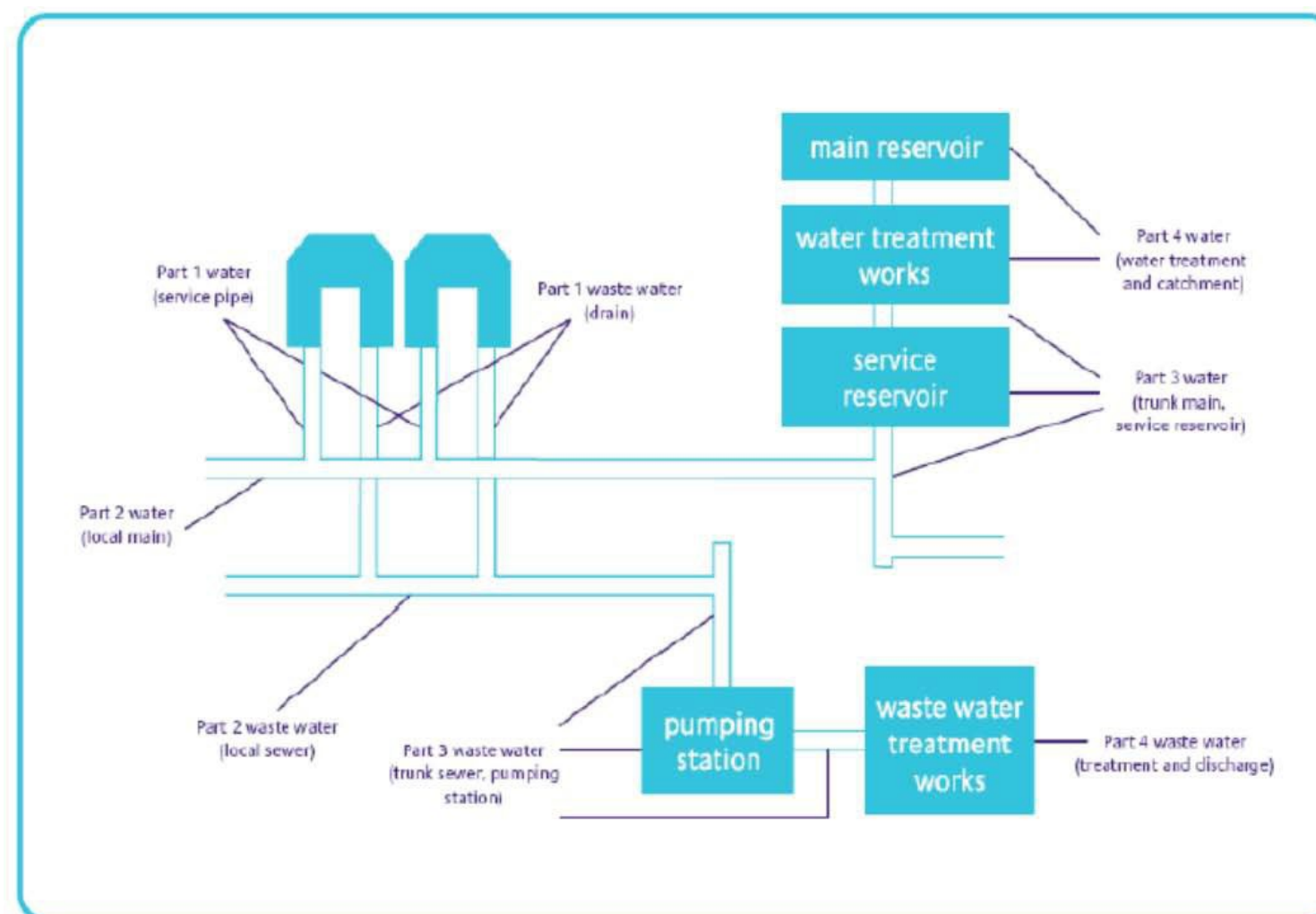
Part 2 Assets: water mains and sewers that connect developments to trunk mains and trunk sewers, and some sustainable drainage systems (SuDS);

Part 3 Assets: local bulk infrastructure, such as trunk mains and trunk sewers, water service reservoirs, waste water pumping stations and some SuDS;

Part 4 Assets: strategic assets such as raw water intakes, raw water impounding reservoirs and aqueducts, water treatment works and waste water treatment works.

The developer is solely responsible for funding Part 1 Assets, the developer also funds Part 2 and Part 3 Assets, with a Cost Contribution from Scottish Water. Under our funding rules, customers are obliged to meet the cost of providing additional local capacity and Scottish Water meet the cost of the Part 4 Strategic Capacity.

Please refer to the diagram below for a simplified schematic of the Part 1 to Part 4 Assets.



Scottish Water is funded to provide additional capacity at Part 4 Assets, if the developer can meet the following criteria:

1. The development is supported by the Local Plan and has full planning permission. If the capacity in the Scottish Water system is the only reason preventing a development gaining full planning then outline planning would be accepted.
2. The developer can confirm land ownership or control through a solicitor's letter.
3. The developer can confirm plans are in place to mitigate any network constraints that will be created by the development through a Minute of Agreement with us or alternatively a letter showing commitment to mitigate network impact through Part 3 investment.
4. The developer confirms any time remaining on current planning permissions with the local council.
5. The developer can demonstrate reasonable proposals in terms of the development's annual build rate. On receipt of these criteria, Scottish Water will instigate a growth project to provide additional Part 4 capacity for development. Scottish Water will also work with SEPA, the Developer and the Local Authority to enable development to proceed.

Scottish Water encourages developers to contact us as early as possible during the planning process in order to discuss the requirements of a development. In certain circumstances Scottish Water is able to provide additional funding to assist with the upsizing of the network, beyond the immediate demands of developers in order to meet potential future growth and these funds are allocated on a case by case basis.

Wastewater Drainage

To clarify Scottish Water's responsibilities, Scottish Water is responsible delivering investment in our wastewater network and grants connections to the network. It is important to note that where more than 10 homes or greater is proposed, the Developer will be required to submit a Drainage Impact Assessment, (DIA). The information supplied on the DIA form is used to assess our assets capability in servicing sites. Also, as per Planning Advice Note 79 – Water and Drainage, where a development is proposed in an area already served by the Scottish Water network, connection to that network is the preferred option. Private schemes can be later adopted by Scottish Water as part of our network, but only if the private schemes are built to an adoptable standard and contact should be made with Scottish Water to determine the standards that are required to ensure adoption of new infrastructure. Developers are also advised to contact Scottish Water early on to determine the capacity of the wastewater system, and to determine if any upgrades to the public system are required.

Pre-Development Enquiry Form

Scottish Water operates a service whereby applicants can fill out a 'Pre-Development Enquiry Form' to enable an assessment of whether Scottish Water is able to provide planned development with water and/or drainage services. Scottish Water encourages the submission of the PDEF at an early stage in the process to ensure that applicants are fully aware of the infrastructure requirements of their site. The form can be found on Scottish Water's website.

This information can be made available, on request, in braille, large print or audio formats and can be translated into a range of languages. Contact details are provided below.

درخواست کرنے پر یہ معلومات نابینا افراد کے لئے ابھرے حروف، بڑے حروف یا آڈیو میں مہیا کی جاسکتی ہے اور اسکا مختلف زبانوں میں ترجمہ بھی کیا جاسکتا ہے۔ رابطہ کی تفصیلات نیچے فراہم کی گئی ہیں۔

本信息可应要求提供盲文，大字印刷或音频格式，以及可翻译成多种语言。以下是详细联系方式。

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ਇਹ ਜਾਣਕਾਰੀ ਮੰਗ ਕੇ ਬੋਲ, ਵੱਡੇ ਅੱਖਰਾਂ ਅਤੇ ਸਣਨ ਵਾਲੇ ਰਪ ਵਿਚ ਵੀ ਲਈ ਜਾ ਸਕਦੀ ਹੈ, ਅਤੇ ਇਹਦਾ ਤਰਜਮਾ ਹੋਰ ਬੋਲੀਆਂ ਵਿਚ ਵੀ ਕਰਵਾਇਆ ਜਾ ਸਕਦਾ ਹੈ। ਸੰਪਰਕ ਕਰਨ ਲਈ ਜਾਣਕਾਰੀ ਹੇਠਾਂ ਦਿੱਤੀ ਗਈ ਹੈ।

Niniejsze informacje mogą zostać udostępnione na życzenie, w alfabecie Braille'a, w druku powiększonym lub w formacie audio oraz mogą zostać przetłumaczone na wiele języków obcych. Dane kontaktowe znajdują się poniżej.

Faodar am fiosrachadh seo fhaighinn, le iarrtas, ann am braille, clò mòr no clàr fuaim agus tha e comasach eadar-theangachadh gu grunn chànanan. Tha fiosrachadh gu h-ìosal mu bhith a' cur fios a-steach.

South Ayrshire Council
Planning Service
Wellington Square
Ayr
South Ayrshire
KA7 1DP

Telephone 0300 123 0900

Email: planning.development@south-ayrshire.gov.uk

www.south-ayrshire.gov.uk/planning

South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: [Equality Impact Assessment including Fairer Scotland Duty](#)

Further guidance is available here: [Assessing impact and the Public Sector Equality Duty: a guide for public authorities \(Scotland\)](#)

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. See information here: [Interim Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018.

1. Policy details

| | |
|---------------------------------------|--|
| Policy Title | Local Development Plan 2, Supplementary Guidance Design Brief |
| Lead Officer (Name/Position/Email) | Craig Iles, Service Lead – Planning and Building Standards – craig.iles@south-ayrshire.gov.uk |

2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts

| Community or Groups of People | Negative Impacts | Positive impacts |
|---|------------------|------------------|
| Age – men and women, girls & boys | No | No |
| Disability | No | No |
| Gender Reassignment (Trans/Transgender Identity) | No | No |
| Marriage or Civil Partnership | No | No |
| Pregnancy and Maternity | No | No |
| Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers | No | No |
| Religion or Belief (including lack of belief) | No | No |
| Sex – gender identity (issues specific to women & men or girls & boys) | No | No |
| Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight | No | No |
| Thematic Groups: Health, Human Rights & Children's Rights | No | No |

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage? (Fairer Scotland Duty). Consideration must be given particularly to children and families.

| Socio-Economic Disadvantage | Negative Impacts | Positive impacts |
|--|-------------------------|-------------------------|
| Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing | - | - |
| Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future | - | - |
| Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies | - | - |
| Area Deprivation – where you live (rural areas), where you work (accessibility of transport) | - | - |
| Socio-economic Background – social class i.e. parent’s education, employment and income | - | - |

4. Do you have evidence or reason to believe that the policy will support the Council to:

| General Duty and other Equality Themes Consider the ‘Three Key Needs’ of the Equality Duty | Level of Negative and/or Positive Impact (High, Medium or Low) |
|---|---|
| Eliminate unlawful discrimination, harassment and victimisation | No adverse impact identified. Low |
| Advance equality of opportunity between people who share a protected characteristic and those who do not | No adverse impact identified. Low |
| Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?) | No adverse impact identified. Low |
| Increase participation of particular communities or groups in public life | No adverse impact identified. Low |
| Improve the health and wellbeing of particular communities or groups | No adverse impact identified. Low |
| Promote the human rights of particular communities or groups | No adverse impact identified. Low |
| Tackle deprivation faced by particular communities or groups | No adverse impact identified. Low |

5. Summary Assessment

| | |
|--|--|
| Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High) | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |
| Rationale for decision: | |
| This proposal does not directly impact on service delivery. If future work leads to amendments in policy then the need for a full Equality Impact Assessment will be considered | |
| Signed : Craig Iles | Service Lead |
| Date: 10 June 2022 | |