

South Ayrshire Council

**Report by Depute Chief Executive and Director
of Housing, Operations and Development
to South Ayrshire Council
of 15 December 2022**

**Subject: LDP2 Supplementary Guidance Site Design Brief:
South East Ayr**

1. Purpose

- 1.1 The purpose of this report is to seek approval to publish the draft Local Development Plan 2 Supplementary Guidance Site Design Brief for South East Ayr for public consultation.

2. Recommendation

- 2.1 **It is recommended that the Council approves the draft Site Design Brief for South East Ayr for public consultation.**

3. Background

- 3.1 The Local Development Plan 2 (LDP2) and Supplementary Guidance (SG) documents including Design Briefs and Housing Land supply were submitted to Scottish Government in April for their consideration before final adoption by South Ayrshire Council. However, following a complaint by a landowner relating to the preparation and consultation for the South East Ayr Design Brief, Council took the decision in June 2022 to withdraw the Design Briefs Supplementary Guidance for consideration by Scottish Government and to resubmit the SG to Government excluding the South East Ayr section. Council further agreed to the preparation of a new Supplementary Guidance Design Brief specifically for South East Ayr, working with relevant landowners and stakeholders.
- 3.2 Planning officers have been working since June to redraft the Design Brief for South East Ayr. Given the scale and complexities of the South East Ayr site and its significant infrastructure requirements, it has been important to ensure close collaboration and engagement with all of the landowners, agents, key agencies and other stakeholders involved in the delivery of this major site.

4. Proposals

- 4.1 The purpose of the design brief is to provide guidance on, and the requirements associated with the urban expansion allocation of South East Ayr (referred to as 'AYR4' in LDP2). It is intended as the second constituent part of Supplementary Guidance Housing Site Design Briefs, and as such, it will form part of the Development Plan once adopted. Therefore, once adopted, all planning

applications for the South East Ayr area will be considered against this Supplementary Guidance.

- 4.2 The vision for South East Ayr, and the aim of the Brief, is to ensure that South East Ayr is developed so as to provide a distinctive new urban area, set within a comprehensive and appropriately generous green and blue network of bio-diverse recreational, amenity and functional open space, together with community facilities and essential infrastructure for day to day needs. It will also ensure that there are effective physical connections to Ayr and the communities beyond and which will in time be a community able to adapt to changing patterns of living, working, travelling and communication.
- 4.3 The Design Guide sets out what the main land uses, physical elements and common infrastructure on the site should be, including a neighbourhood centre, primary school, two footbridges across the A77, road infrastructure and active travel routes across the site. The design guidance sets out that, given the settlement extension relates to in excess of 2,700 houses, a primary school will be needed once the 400th house threshold is reached. It is intended that the Council will front fund the delivery of the School with the costs being recouped from developers via a roof tax on completed houses. Provision is also made for open spaces and a landscape framework to provide a high quality setting and recreational opportunities within this new urban area.
- 4.4 Maximum housing capacities are also indicated for each parcel/phase of development, as well as the sequencing of delivery of common infrastructure, and a mechanism for the apportionment of costs to ensure that all necessary elements of the site can be delivered and funded properly.
- 4.5 If the draft Design Brief is approved, a full public consultation will commence to gather the views of local communities and all stakeholders and inform a finalised version of the Design Brief.
- 4.6 The landowners/agents associated with each phase/area of the site were informally consulted in September/October 2022 on an initial draft of the Design Brief. The feedback received has been considered and has informed the revised draft Design Brief, which is attached as Appendix 1.

5. Legal and Procurement Implications

- 5.1 There are no additional legal implications arising from this report.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 There are financial implications relating to the requirement to deliver the primary school. The Supplementary Guidance expects the Council to finance the provision of the Primary school, and thereafter recoup its expenditure from the Housing Developers in the form of a roof tax upon the completion of each dwelling house over the lifetime of the South East Ayr development. It is anticipated that the primary school would require to be provided approximately in line with the construction of the 400th house at South East Ayr.

7. Human Resources Implications

7.1 There are no human resources implications.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 There are no risks associated with adopting the recommendations.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 There is a risk that if the recommendations are rejected that there will not be an agreed and consistent basis for determining future planning applications for the South East Ayr site, or securing the necessary infrastructure and financial contributions required to deliver a successful development.

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)*** – SEA has previously been undertaken in relation to this designated housing site as part of the Local Development Plan process and the previous version of the South East Ayr Design Brief.

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 4 of the Council Plan: South Ayrshire Works/ Make the most of the local economy; and A Better Place to Live/ Enhanced environment through social, cultural and economic activities.

13. Results of Consultation

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

13.2 The landowners and agents for all of the land parcels with the SE Ayr site have been informally consulted on an initial draft version of the document.

14. Next Steps for Decision Tracking Purposes

- 14.1 If the recommendations above are approved by Members, the Depute Chief Executive and Director of Housing, Operations and Development 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 Cabinet in the 'Council and Cabinet Decision Log' at each of its meetings until such time as the decision is fully implemented:

Implementation	Due date	Managed by
Consultation on the draft document will be held from December 2022. The results of this and a finalised version of the Design Brief Supplementary Guidance will be taken back to Council in Spring 2023	Spring 2023	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 of 29 June 2022 - [Local Development Plan 2, Supplementary Guidance Design Brief](#)

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Date: 5 December 2022

**Draft Supplementary Guidance:
Housing Site Design Briefs (Part 2): South East Ayr**

Appendix 1



November 2022

SOUTH EAST AYR – Site Design Brief.

Introduction

Fundamental principles

The purpose of this design brief is to provide guidance on, and the requirements associated with the urban expansion allocation of South East Ayr. This document is intended as the second constituent part of Supplementary Guidance Housing Site Design Briefs, and as such, it will form part of the Development Plan once adopted. Its content focusses on matters concerning land within, and associated with the South East Ayr land allocation referred to as 'AYR4' in LDP2. The vision for SEAYr and the aim of the Brief is to ensure that South East Ayr is developed so as to provide a distinctive new urban area, set within a comprehensive and appropriately generous green and blue network of bio-diverse recreational, amenity and functional open space, together with community facilities and essential infrastructure for day to day needs. It will also ensure that there are effective physical connections to Ayr and the communities beyond and which will in time be a community able to adapt to changing patterns of living, working, travelling and communication.

As the most significant urban expansion of Ayr for many generations, the Council expects a degree of urban design and foresight for, and the consideration of future residents which reflects this status, and will work with respective land owners, developers and stakeholders to ensure this comes to fruition.

This draft brief takes cognisance of, and has been influenced by the original expectations for the site as contained in the South Ayrshire Local Plan 2007, the 2014 South Ayrshire Local Development Plan, the 2019 Draft SG Housing Site Design Briefs, the Report of Examination into representations made on LDP2 (2022), comments submitted to the draft SG (2019), comments made on the Council's 2022 Notice of Intention to Adopt SG Housing Site Design Briefs, ongoing discussions with prospective developers / interested parties and stakeholders, and a consideration of pre-existing PPP, detailed consents and minded to grant consent for land parcels within the wider SEAYr allocation (as at August 2022).

This SG refers to 'land parcels.' These parcels comprise areas of land within the SEAYr allocation that are further defined as (in alphabetical order): Alton, Anderson, Cockhill, Corton, Dawn/Springfield, Glenparks and Trillium. The land parcels are illustrated in Appendix B.

This Supplementary Guidance, once adopted, shall form an integral element of the Adopted Local Development Plan 2. As such, planning applications shall be made in accordance with this SG (as forming part of the South Ayrshire Local Development Plan 2) unless material considerations indicate otherwise.

Note: Planning Circular 3/2022 'Development Management procedures' clarifies the definition of what may constitute 'Material Considerations' .

NB: With regard to the above, it is anticipated that the developments with consent as of August 2022 will progress as per those consents, but any amendments, alterations and new applications will be expected to conform to the principles and guidance contained within this SG.

A **Design Framework for SE Ayr** (comprising land parcel identification diagram, Strategic Green Corridor & active travel routes, and Strategic Traffic Routes) is provided as Appendix A to this Brief.

The Land Parcels referred to in Appendix B comprise (in Alphabetical order) Alton, Anderson, Cockhill, Corton (including Dawn/Springfield parcel Glenparks, and Trillium.

Part 1: Substantive Themes:

➤ Transport and connections

All parcels of the greater SEAYr allocation will require to comply with the basic principles of the Design Framework diagram, creating a new urban expansion for Ayr with at least two active travel connections to Ayr, comprehensive and logical active and vehicular routes through development parcels, with active travel connections across the entire SEAYr allocation across / beneath the Railway line at points including Glengall Bridge (underpass), High Glengall overbridge (directly linking Corton and Alton) and Corton Bridge overbridge (directly linking the Corton and Cockhill) on the Framework. Provision for the future establishment of a railway station/interchange with park and ride facilities (approx. 1 hectare) shall be safeguarded with land set aside for parking, bus shelters, cycle (and 'wheeler') storage on land adjacent to the railway within the Corton land parcel. Access shall also be safeguarded on the opposite side of the railway line within the 'Alton' land parcel. Access and accessibility statements shall be expected to accompany each application(s) for development of each land parcel to ensure comprehensive network connections across the SEAYr allocation.

[Further information and expectations are included in Part 2, below.](#)

➤ Open space, green (and blue) networks

The SEAYr allocation shall realise a vision to create a new urban area that is set within a strong and comprehensively generous open space framework. The residential density of the SEAYr allocation has therefore been estimated (the LDP sets an indicative capacity of 2700 units) in such a way as to reflect the expectation and requirements of achieving this balance of development within substantial green and blue networks of landscaped, shelterbelt, woodland, screening, amenity, natural and recreational (both informal and formal) open spaces. Each phase / development parcel will be required to demonstrate this commitment to such a philosophy in its design statement, development plot layout and specific open space strategy in documentation submitted in support of planning application(s).

The Council considers that 'open space' in its many forms and with its many formal and informal functions will be a fundamentally important component in creating a new urban area, and will embrace the principles of placemaking, the 6 qualities of place. The LDP requires that development should provide services, facilities and infrastructure, that it should respect the character of the landscape and setting of settlements, and that, where possible, it should contribute to the Central Scotland Green Network. The Council considers that open spaces and a comprehensive, integrated and connected landscape framework should be regarded as being amongst the highest-level considerations in the design and layout of this major urban expansion. Strategic Policy 2 of the LDP states that the council will ensure that development proposals "include open space and landscaping that is appropriate for the location and use of the proposed development". This SG has been written to provide guidance as to how such a layout can be established and the consequential expectations of the Council.

Note: The first consent(s) for SEAYr have been for the 'Corton' land parcel, with open space provision in the order of some 15 Hectares (as indicated within the application(s) supporting documentation). The diagrams associated with the application(s) showed that the overall open space provision would include land for structural landscaping, infrastructure corridors, safety

zone standoff corridors, riparian networks, the setting of the new settlement, nature conservation (and biodiversity enhancements), and provisions for sustainable urban drainage. The Council is supportive of such an approach, particularly where the open spaces are linked and form significant open space networks.

➤ **Neighbourhood Centre and Education Facilities**

The main commercial and community focus of the SEAyr allocation will be within the 'Corton' land parcel, and shall comprise of a Neighbourhood Centre that will enable opportunities for the provision of a small range of shops, offices, healthcare facilities and other amenities of a scale and range that is appropriate to serve the local community. A Primary School and Early Years facility, together with sporting facilities (including a floodlit full-size community football pitch) shall also be located within the Corton land parcel.

Additional facilities and commercial floorspace may be appropriate in other locations and land parcels, but proposals for such will require to be justified and be in accordance with the general principles and specific policies of LDP2.

Active travel routes shall be created to ensure that the neighbourhood centre and Education facilities are easily accessible by appropriate Active and public transport networks.

[Further information and expectations are included in Part 2, below](#)

➤ **Common infrastructure commitments**

Common infrastructure is that which is determined to be essential for the integrating of all land parcels within the SEAyr allocation, those which are required for the integration of the SEAyr allocation with Ayr, and those which are required as a consequence of the development of 2700 new homes at SEAyr. Specific elements of the common infrastructure will therefore be required to be made available for use at certain key 'milestones' in the development process, irrespective of which land parcel is being developed at a specific point in time. No development shall commence until these facilities are proven implementable prior to/ by the point of any agreed thresholds/ timescales associated with their delivery.

[Further information and expectations are included in Part 3, below](#)

➤ **Design code:**

Each application for a phase of development / land parcel, must be accompanied by a design code, submitted by the applicant as supporting documentation for that application. The code shall take account of the Scottish Government's Creating Places: A Policy Statement on Architecture and Place for Scotland or subsequent guidance, the SEAyr Framework and any pre-existing approved design code for other part(s) of SEAyr to ensure SEAyr has local distinctive character. The Code shall be submitted with each application(s) to consider land parcels. Substantial / significant alterations to any pre-existing consents shall also require revisions to any associated design code(s) where the Council considers that such revisions are necessary for it to provide an appropriate level of design guidance

➤ **Design and Access Statement**

Each application for a phase of development / land parcel, must be accompanied by a Design and Access Statement, submitted by the applicant as supporting documentation for that application. This statement shall set out design principles that determine the design, layout, open space / green landscape framework, and transport/active travel hierarchy as it relates to that particular development parcel, and its inter-relationship with other land parcels, extant consents and any relevant pre-existing approved Design Code(s).

The Statement shall be a document for consideration and determination as part of the associated planning application (or subsequent satisfaction of condition).

Part 2: Key elements to be included in the development:

1. Residential Development

- The SEAYr allocation shall provide an indicative number of 2700 new homes including 25% affordable housing, which will provide housing for approximately 5,700 residents (see table 1, below)
- Excluding the Hospital sites (Ayr General, Ailsa and Carrick Glen) the site allocation extends to approx. 171 hectares, divided into distinct land parcels/areas.

Table 1: Maximum Housing Numbers and resultant population(s)*

Site Area (approx. Hectares)	Anticipated residential units as a Gross density (at approx. 16 per Hectare)	Anticipated population**
Alton (25)	400	852
Anderson (16)	256	545
Cockhill (48)	768	1635
Corton (63ha – figure as per application)	1008	2147
(Dawn/Springfield parcel) (2)	32	68
Glenparks Neil (9.5)	250 (based on 'minded to grant' consent)	532
Trillium (8)	128	272
Hospitals (46 +7 Carrick Glen)	N/A	
Total	2842	6051

*the anticipated population levels are increased from the original 5700 estimate by reason of the higher number of residential units within the Glenparks land parcel.

**Based on Gov.Scot Household statistics 2020: 52,571 households, 112,140 population = average household size of 2.13

Note: The Council anticipates that whilst the number of residential units has been estimated at approx. 16 units per hectare gross, it would not be possible to develop all of the land due to site specific requirements and constraints. Residential densities within net developable areas (referred to as 'Development Pods' within this SG) are however anticipated to be greater than 16 units per hectare. Notwithstanding, suitable arrangements must be put in place for the long-term management and maintenance of all other land within each parcel which does not comprise a Development Pod. There is an expectation that such areas will likely fall under the broad definition(s) of open space, as described within the Substantive Theme section of this SG.

Due to the expectations associated with realising the vision for the overall development of the SEAYr allocation, the Council will not be supportive of proposals for development within any land parcel unless and until a strategic landscape framework has been designed and approved [likely to be by the assessment and determination of a planning application or legal agreement] and a mechanism is in place to ensure its delivery and long-term management and maintenance.

2. Neighbourhood Centre

- Neighbourhood Centre: acceptable uses include restaurant, hotel, offices, local shops and commercial uses of a scale commensurate with the local SEAYr community.
- Total gross internal floorspace of retail / commercial units within the Neighbourhood Centre shall be no more than 2,500 sqm. The mix of acceptable uses shall comprise Class 1 retail (convenience and comparison), Class 2 office, Class 4 business use, class 11 assembly and leisure use, class 3 restaurant, Sui Generis hot food takeaway. Healthcare facilities will also be considered compatible within any unit. No unit shall be greater than 2000 sqm (Gross internal) and at least 5 units shall be provided, each of a minimum of 50sq metres.
- Public realm of the neighbourhood centre shall create focal point of the SEAYr development which reflects the 6 principles of design (as defined in 2014 SPP)
- Small convenience shops within other phases may be appropriate providing they are compliant with retail policies within the Local Development Plan.
- Recycling facilities shall be provided at the neighbourhood centre (bottle/glass bank, Cans/metal bank, Clothes/fabric bank, plastic and card). An area of 300 sq metres hard standing with LGV service access is required.
- Provision for electric charging points / or ducting for future provision.
- Serviced land of approximately 1 hectare for the provision of approx. 2,300 sq metres (Class 2 and 4 uses) shall be safeguarded, grassed and retained for future development adjacent to the Neighbourhood Centre. Alternative uses for this land may be considered acceptable after completion of the Corton Phase / land parcel, subject to the provisions of LDP2.

3. Education Campus

- Serviced land for a 3- stream primary school within the 'Corton' land parcel including nursery (early years) provision, associated playground space, playing fields (including a floodlit full size football pitch), community changing facilities, school hall suitable for Community Use, active travel and vehicular access and car/ cycle/ wheel parking.
- The Council must approve the location, layout and access of the primary school, method and financing of its delivery prior to any residential development commencing.
- Provision of proportionate educational contributions towards the provision of new combined nursery (early years) and primary school with site, associated facilities and costs associated with school site purchase.
- No more than 400 residential units may be occupied (anywhere throughout the SEAYr allocation) until the school is complete and ready for occupation/use.

4. Active Travel

- Leisure peripheral active travel path with outward links to existing networks.
- Active travel routes – Within all phases but key link connections to Neighbourhood Centre, A77 overbridges and railway overbridges and rail underpass within site. Must be of a suitable gradient for all abilities, should be separated from vehicles and have the appropriate lighting. The primary emphasis should be on creating high quality active travel connections across the site that have primacy over other modes of transport and link to the existing settlement of Ayr, NHS Ayr and Ailsa hospital campus and the wider countryside to promote transportation behavioural shift for climate change, health and wellbeing benefits.
- Two active travel bridge linkages to Ayr and associated connections at either side:
 - a) Near Maybole Road – Equestrian and active travel bridge- Prior to occupation of any development at Corton.
 - b) Near Bankfield Roundabout – active travel only – Prior to occupation of any development at Alton or Glenparks/ Cockhill
- Pedestrian and Vehicular access to the rail station with an associated maintenance area shall be provided within the Alton land parcel.
- Within Corton land parcel, Serviced land of 1 hectare for Travel/ mobility hub: Inter modal travel hub, which enable users to switch between active travel, public transport and private vehicle modes, suitable secure storage/parking facilities for wheeler/cycle, parking bays for buses with waiting shelters, car parking for 178 vehicles and electric charging point for all types of vehicles. This should be easily accessible from rail station area to encourage onward travel by rail as well as bus. The travel hub may be established in advance of the Rail station and its use thereafter continued alongside and as an integral element of this combined travel interchange area.
- Active travel links between different land parcels of development are required. The linkages across (over and under) railways shall be established in principle, incorporated into the framework to be retained / provided and thereafter maintained (mechanism to be agreed by negotiation prior to commencement of development, and secured in agreement with Network Rail).
 - a) Slapburn underpass- Prior to occupation of any development on any land parcel
 - b) High Glengall Overbridge – Prior to occupation of any development in Corton or Alton
 - c) High Corton Bridge – Prior to occupation of any development in Glenparks/ Trillium / Cockhill

5. Open Space and Landscape Framework

As indicated within the Substantive Themes section of this SG, the Council expects that SEAYr will be set within a landscape framework that will assimilate the development into its surrounding natural and woodland landscape context and which will provide opportunities for the enhancement of biodiversity.

Within this section, the term 'open space' does not imply that this shall all be 'active use' open space. Whilst it may include active / formal open spaces, other types of open space such as structural landscape frameworks, infrastructure standoff areas, woodland and nature conservation areas and riparian corridors also fall within this description. Mechanisms and responsibility for the long- term management of all types of open space will however require to be established as part of the planning application and consent process relating to each of the land parcels within the SEAYr allocation. Examples of planning consent condition relative to these matters, are listed at the foot of this section.

The overall Open Space and Landscape Framework is not being strictly defined in this SG. Instead, the Framework(s) shall be established by planning applications, through which the Council will consider whether proposals meet aspirations relative to the vision for the development of the SEAYr allocation and provide an appropriate setting and network of integrated green and blue networks.

Notwithstanding the above, and as discussed in the 'note' to Table 2, development is expected to be focussed within 'development pods' rather than across the entire SEAYr allocation uniformly. Within these pods, development would likely be at a density of some 32 residential units per hectare. This density figure has been suggested by landowner / agent(s) during preparation of this SG. Whilst the figure of 32 units per hectare has not been suggested as either a maximum or minimum figure, it provides a useful indicator from the development industry.

The Council is minded to agree that the above stated set of circumstances is a reasonable scenario. Additional information and illustrative material have been provided by landowners /Agents on this matter. This has been useful to further aid an understanding into the implications and opportunities regarding the amount of land that will not comprise a 'development pod'. Whilst some of that land may be required for infrastructure such as distributor roads to connect development pods and land parcels, it gives an insight into the potential that the SEAYr allocation has to address the SG's stated fundamental principles and substantive themes relative to the open space and landscape framework.

As referenced elsewhere, due to the expectations associated with realising the vision for the overall development of the SEAYr allocation, the Council will not be supportive of proposals for development within any land parcel unless and until a strategic landscape framework has been designed and approved [likely to be by the assessment and determination of a planning application or legal agreement] and a mechanism is in place to ensure its delivery and long-term management and maintenance.

Table 2 below does not imply an assumed requirement for open space, but is given as an aid to understanding the limitations and opportunities associated with net developable areas when compared with the extent of SEAYr allocation as a whole.

Table 2*

Land Parcel est. hectares	Estimated net development area	Land for other requirements
Alton 25 ha	13 ha	12ha
Anderson 16 ha	8 ha	8ha
Cockhill 48	22.5 ha	25.5ha
Corton 63 ha**	48 ha	15 ha
Glenparks 9.5	7.5	2 ha
Trillium 8ha	5.5	2.5 ha

*Table 2 is based on estimated net indicative development area (development pods) through consultation with landowners/ agents.

**Corton Land Parcel includes sites for the provision of a neighbourhood centre primary school and park and Ride facility (with an estimated combined size of some 6-7hectares)

The Council anticipates that the Open Space and Landscape Framework shall result in a development that is set within a landscape framework which will assimilate that new development into its surrounding agricultural and woodland context, and which provides opportunities for enhancement of biodiversity. It is also expected to incorporate the following elements:

- Open spaces throughout the development land parcels and across the SEA allocation, as linked green and blue open space corridors.
- The creation of green corridors between land parcels, development pods and to the Neighbourhood Centre and Primary School.
- The retention and integration of riparian corridors, water features, pre-existing established woodland, shelterbelt and naturalised areas as elements of the inter-connected green (and blue) landscape and open space framework.
- Safeguarding and management of existing woodlands and areas of nature conservation interest.
- Sustainable urban drainage systems (SuDS) for each land parcel which take into consideration areas of flood storage and a nature-based water management solution that will improve water quality, reduce flood risk within the development, adjacent hospital site and downstream. Links to the Green and Blue networks should be integral in SuDS schemes.
- Landscape plans and associated schedules shall include species types that support and encourage wildlife and facilitate connected green and blue habitat corridors throughout the SEAYr allocation. Management and maintenance schedules for communal green spaces shall be provided by the applicant/ developer for each phase of development.
- Landscape maintenance schedule; to incorporate the potential for future allotment provision and /or Land for community food growing spaces in each phase, subject to community request and capacity to manage facility. Discussion on provision at each planning application for land parcel / area.
- Green and Blue networks shall be designed and managed to increase biodiversity. (subject to consultation with the CAA concerning bird strike and aviation risk)

- The development standoff from the high gas pipeline shall be integrated into the wider green network with an appropriate landscaping / planting scheme
- The Council also anticipates that informal recreational and sports / games opportunities (such as levelled areas for kickabouts, or contoured areas for mountain biking, no dig and informal paths) will be provided within the open space /landscape frameworks. These spaces should encourage rather than discourage public access, with recognisable entrance points if fenced, or preferably, no barriers to entrance.
- That a MUGA should be provided within the Cockhill land parcel / area.

In addition to the above, the Council is mindful that the SEAYr allocation does not benefit from the pre-existence of established large-scale public open space/parkland provision that is more readily available within urban areas to the west of the A77 Ayr bypass. The Council considers that such provision may reasonably be regarded as a public facility, and one that would also reasonably be expected to be available (or within a short active travel distance) for a community with an expected population of some 5700 residents. For this reason, and in taking cognisance of the diagrammatic information associated with the pre-existing planning consent for Corton, and schematic diagrams presented to the Council for consideration in the compilation of this SG, the Council notes and advocates for the identification of some 2 hectares of land for use as an informal neighbourhood park, linked to active travel routes and connected to the wider green landscape networks. The Council further considers that the Corton land parcel would be the most suitable location for such provision as it will be where most community uses are to be established, and it would therefore strengthen and compliment this focus of community activity.

Open Space provision associated with the residential Development Pods

Open space provision within, and associated with the development pods shall be in full compliance with the terms stipulated within the LDP and information contained with the Council's Guidance document 'Open Space and designing new residential developments', and shall include provision of formal equipped play areas, village greens and areas of amenity open space. For ease of reference, using the anticipated distribution of residential development across the SEAYr allocation, the anticipated population levels within each land parcel are detailed in Table 2.

Example of conditions which may be applied to the granting of consents within the SE Ayr allocation:

That the first application for Approval of Matters Specified in Conditions shall provide a phasing plan and programming for the provision of structural landscaping, provision of strategic active travel networks, provision all village greens, provision of the Sustainable Urban Drainage system in the form of detention ponds and a detailed programme of works for each phase of development including landscaping and play provision to be agreed with the planning Authority. The phasing plan shall be adhered to unless otherwise agreed with the Planning Authority.

Full details of the structural landscaping and wildlife corridors within each land parcel shall be submitted. A landscape play provision bond(s) shall be implemented within each land parcel prior to the occupation of the last house in that parcel

Each phase of the housing development [a development pod] shall comply with the Council's guidance 'Open Space and Designing new residential developments'.

6. Road Infrastructure

- Vehicular links / through routes shall be created within the Corton area. Potential vehicular links from Alton to the Ailsa site shall be established and safeguarded. Links and through-routes shall be created within and between the Glenparks area to and through Cockhill and Anderson areas, with a safeguarded link to the Ailsa area from Glenparks.
- Provide contributions for strategic road upgrades required to accommodate the development, and additional proportionate contributions relative to the A77 traffic Corridor Improvements [to be stipulated by and in association with Transport Scotland].* Improvements are likely to include matters relating to:
 - a) Modification of Bankfield Roundabout junction
 - b) Modification of Whitletts Roundabout junction
 - c) Modification of Holmston Roundabout junction
 - d) Modification to Sandyford Roundabout
 - e) Modification to Dutch House roundabout
 - f) Creation of Maybole Road RoundaboutAnd
 - g) A77 Dualling between Whitletts and Holmston.

* Research work with Transport Scotland is ongoing to establish the implications of development and the requirements for A77 transport corridor improvements. These requirements shall be proportionate to the impacts of individual development proposals but would not be applied retrospectively as an additional requirement for any pre-existing or minded to grant consent which does not reference or include condition or [require a] legal agreement for such provision.

7. Public Transport

- Regular and frequent public transport service to all phases of development to ensure all homes are within 400 metres of a bus stop for a scheduled bus route.

8. Site re-grading

- Any regrading proposals of any land to accommodate development should respect and reflect natural topography of the local area.

9. Miscellaneous Infrastructure

- High speed digital connection to service all homes and businesses.
- Provisions for a Community Heat network shall be considered for and within each phase of development. Viability statements shall be provided for the consideration of the Council where the applicant/ developer asserts that feasibility, delivery and viability are not justifiable.
- Provisions for the reduction of CO2 by provision and facilitation of renewable energy shall be considered for, and within each phase of development. Viability statements shall be provided for the consideration of the council where the applicant/ developer asserts that feasibility, delivery and viability are not justifiable.
- All required services including water (foul and surface water) and high-speed digital connections to service all homes and businesses.
- Lighting strategy for masterplan which minimises impact on wildlife, and encourages active travel though illumination of main / strategic active travel pathways.

General Infrastructure Delivery: with each application for land parcel / development area, the applicant shall provide information on the infrastructure on and off site that will be delivered as part of each stage, together with an anticipated timescale for its delivery.

10. Sequencing of Development.

- **As referenced elsewhere in this SG, due to the expectations associated with realising the vision for the overall development of the SEAYr allocation, the Council will not be supportive of proposals for development within any land parcel unless and until a strategic landscape framework has been designed and approved [likely to be by the assessment and determination of a planning application or legal agreement] and a mechanism is in place to ensure its delivery and long-term management and maintenance.**
- Sequencing plan(s) for the provision of all infrastructure and landscaping (transportation, SUDS, serviced site for school campus [transferred to Council for subsequent delivery]**, school construction** community facilities*, access to travel hub site and transfer of associated land for its provision*, landscaping and open space) shall be provided with each planning application for land parcel / phase of development to ensure residents have access to the necessary facilities at the earliest appropriate stage of development.
- It is anticipated that Corton will be the initial land parcel that is developed. Notwithstanding, providing infrastructure / common infrastructure is provided, the Council considers that flexibility in the development of land parcels/ areas may facilitate the development of the wider locality and assist in funding streams.
- A Sequencing Plan will be required for each land parcel / area of SEAYr as supporting documentation associated with pertinent planning application(s)
- Key infrastructure and community facilities shall be provided in accordance with Table 3, at key stages (and or 'trigger points') of the overall SEAYr development

*Sequencing of infrastructure and community facilities associated with the Corton Land Parcel.

**the sequencing and availability of the school will be a significant material consideration in the sequencing of all land parcels, although its location will be within the Corton Land Parcel.

Part 3: Common Infrastructure

The costs for the strategic (common) infrastructure, including land (on-site and off-site) are extensive and will need to be proportionately divided between all land parcels. Unless otherwise agreed, this shall be based on the capacity of each land parcel, using the averaged 16 residential unit per hectare as the definitive mechanism for apportioning a share of costs. All financial developer contributions will be indexed linked.

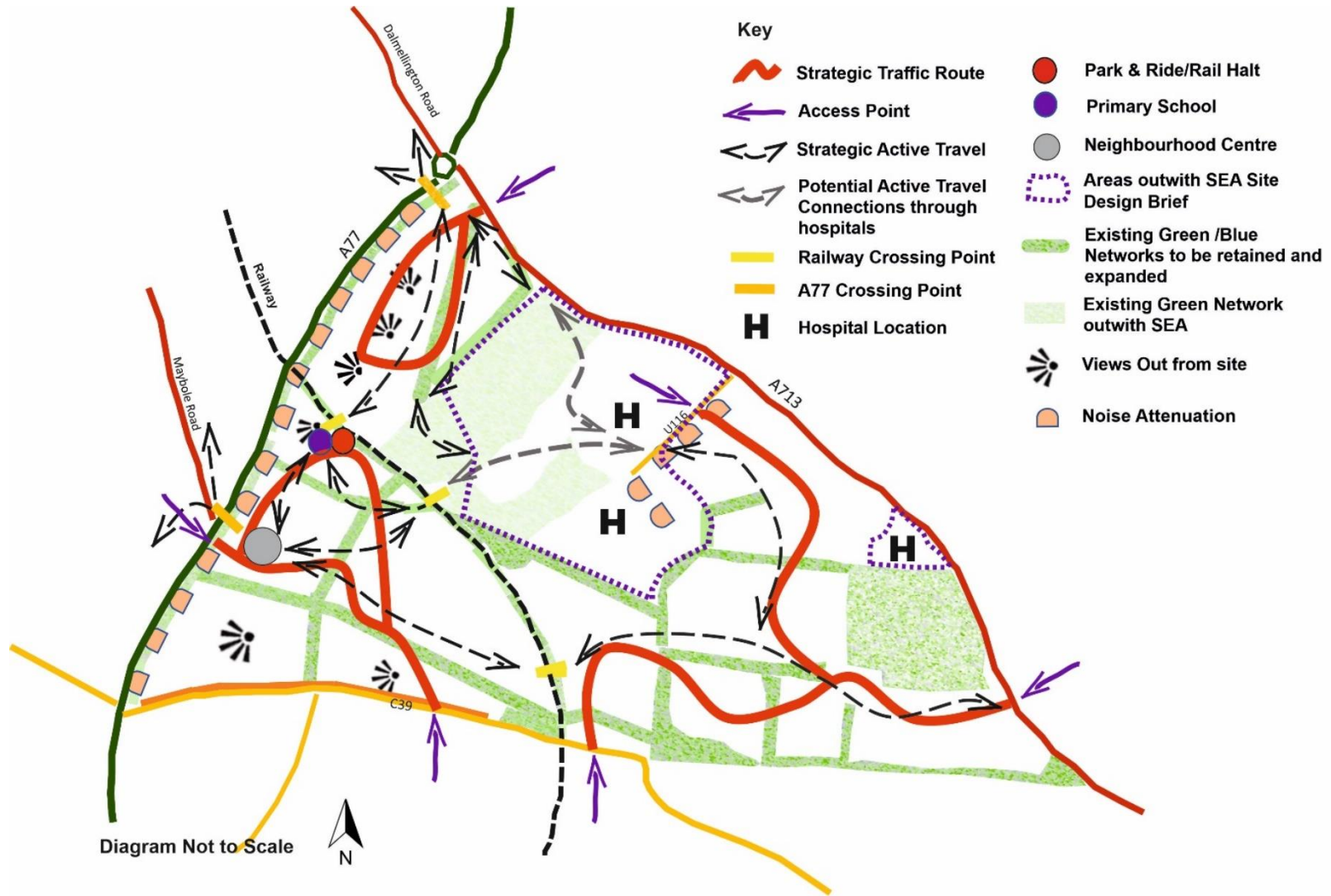
Anticipated Common infrastructure is indicated in Table 3 below:

Table 3: Common Infrastructure

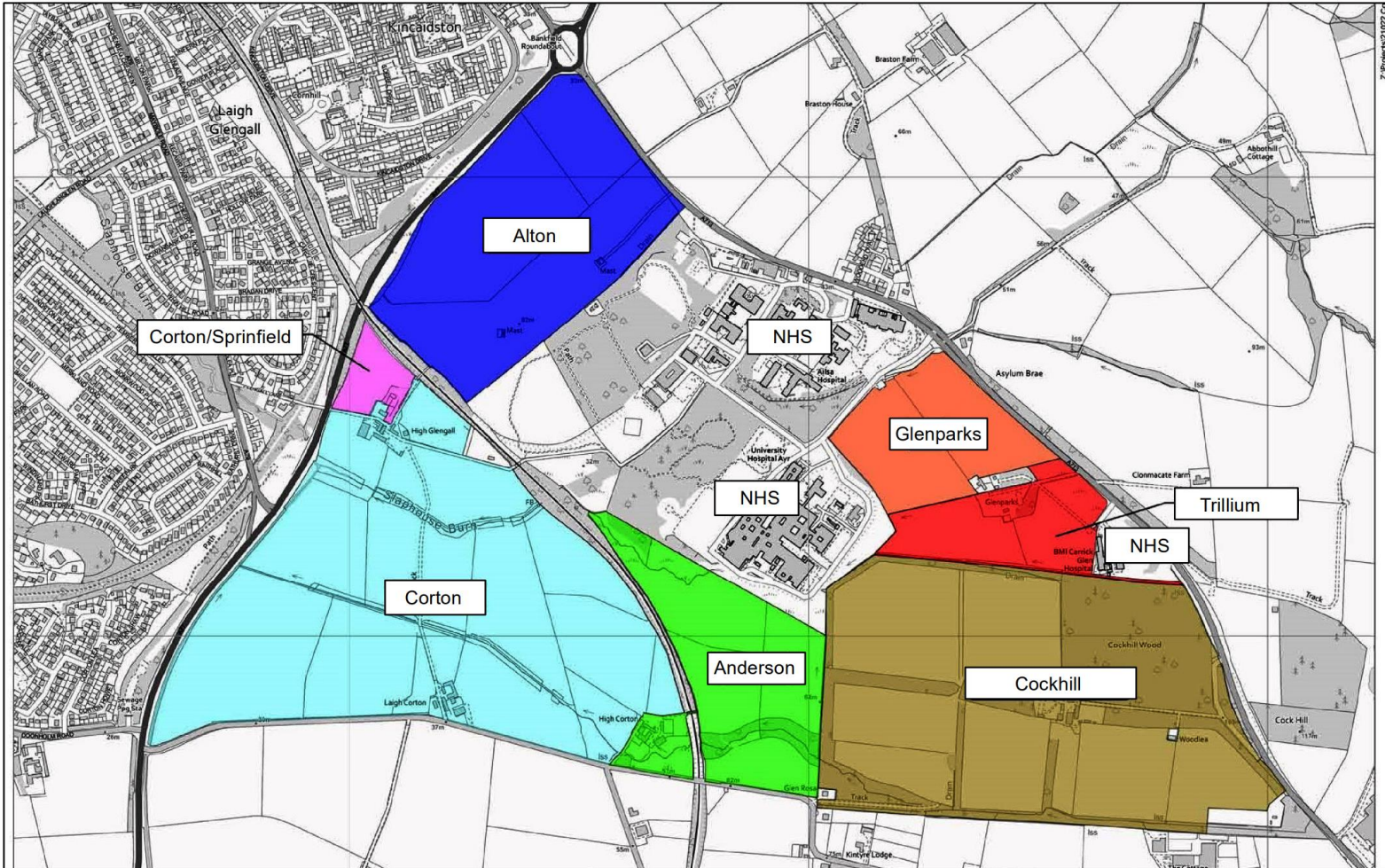
Common Infrastructure / facility	Point in development process by which time the infrastructure [or facility] shall be available and /or the point at which development may not progress unless infrastructure [or facility] is available.
Adoptable access to, and serviced land for Primary and Early years campus (Minimum 3.5 hectares)	Prior to any house being constructed.
Primary School / Early year Campus Building, floodlit Community Sports Pitch / changing facilities and hall suitable for community use.	No more than 400 residential units shall be occupied before completion and ready for use
Land for Community facilities including Railway Station, park and ride (transport interchange hub) at Corton. Circa 1-hectare land to provide for 176 cars (with access and circulation for cars and buses) bus shelters, cycle storage racks and provision / ducting for electric vehicle charging points.	Prior to any house being constructed within the Corton land parcel
Provision of Railway Station	Not to be funded by proportional cost distribution. Future provision dependent on STPR2
Provision of park and ride (transport interchange hub) at Corton. Minimum 1 hectare and to provide for 178 cars (with access and circulation for cars and buses) bus shelters, cycle storage racks and provision / ducting for electric vehicle charging points.	Not to be funded by proportional cost distribution. Future provision dependent on STPR2
Land for access to, and maintenance of potential Railway station platform at Alton circa 0.25 hectares.	Prior to the occupation of any residential unit in the Alton Land Parcel.

Railway crossing High Glengall overbridge with servitude right of access, any necessary physical improvement measures and footpath connections.	To be available prior to the occupation of any residential unit in Alton land parcel
Railway crossing Corton Bridge overbridge with servitude right of access, any necessary physical improvement measures and footpath connections.	To be available prior to the occupation of any residential unit in Glenparks, Trillium or Cockhill land parcel.
Railway crossing Glengall Bridge underpass with servitude right of access, any necessary physical improvement measures and footpath connections.	To be available prior to the occupation of any development in any land parcel
A77 overbridge for active travel and equestrian use (near Maybole Road).	To be available for use by the time any development within Corton land parcel is occupied.
A77 overbridge for active travel use (near Bankfield Roundabout).	To be available for use by the time any development within the Alton land parcel is occupied.
A77 Road Corridor Improvements (list and caveats as per table 1. Item 6)	Specific requirements and delivery to be determined in association and agreement with transport Scotland through planning application and consent process

Appendix A: Strategic Green Corridors, Active Travel Routes and Strategic Travel Routes



Appendix B: South East Ayr Land Parcels



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: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

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. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	South East Ayr Design Brief
Lead Officer (Name/Position/Email)	Craig Iles Service Lead Planning & 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	N/A	N/A
Disability	N/A	N/A
Gender Reassignment (Trans/Transgender Identity)	N/A	N/A
Marriage or Civil Partnership	N/A	N/A
Pregnancy and Maternity	N/A	N/A
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	N/A	N/A
Religion or Belief (including lack of belief)	N/A	N/A
Sex – (issues specific to women & men or girls & boys)	N/A	N/A
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	N/A	N/A

Community or Groups of People	Negative Impacts	Positive impacts
Thematic Groups: Health, Human Rights & Children's Rights	N/A	N/A

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). 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	N/A	N/A
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	N/A	N/A
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	N/A	N/A
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	N/A	N/A
Socio-economic Background – social class i.e. parent's education, employment and income	N/A	N/A

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	Low Positive
Advance equality of opportunity between people who share a protected characteristic and those who do not	Low Positive
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?)	Low Positive
Increase participation of particular communities or groups in public life	Low Positive
Improve the health and wellbeing of particular communities or groups	Low Positive
Promote the human rights of particular communities or groups	Low Positive
Tackle deprivation faced by particular communities or groups	Low Positive

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)	No
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Rationale for decision:

Not required as there is no specific impact on communities, groups of people, employees or thematic groups.

Signed : Craig Iles **Service Lead -Planning & Building Standards**

Date: 10 November 2022