



INTRODUCTION	2
ANNBANK	4
AYR	6
COYLTON	8
CROSSHILL	10
DAILLY	12
DUNDONALD	14
FISHERTON	16
GIRVAN	18
KIRKMICHAEL	20
KIRKOSWALD	22
MAYBOLE	24
MINISHANT	26
MONKTON	28
STRAITON	30
SYMINGTON	32
TARBOLTON	34
GREENAN	36
SOUTH EAST AYR	38
NORTH EAST TROON	40
SCOTTISH WATER NOTE	42

What is supplementary guidance?

Supplementary Guidance (SG) is a material consideration that can be taken into account when determining a planning application. It is intended to provide helpful guidance, consistent with the provisions of the Local Development Plan (LDP). Scottish Government Circular 6/2013 “Development Planning” states that guidance adopted in connection with the LDP will form part of the development plan. As such, its content will carry the same weight as the LDP in determining planning applications.

This Supplementary Guidance is linked to the South Ayrshire Local Development Plan Policy LDP policy: maintaining and protecting land for housing, as 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 will 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 to be set out in supplementary guidance which we will prepare on the subject. 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 must meet the supplementary guidance on local development plan housing release sites. You can find information on the indicative capacity of new housing sites, identified in this Plan, in Appendix D.

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 proposed housing release sites, and 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 2023 to 2033 around 6,000 new homes may be required. Housing is likely to be focussed on the completion of the strategic expansion site in South East Ayr and distributed in and around the settlements of Ayr, Prestwick and Girvan, with limited expansion in other settlements.

Purpose of Supplementary Guidance

This supplementary guidance has been produced to support the allocation of housing sites within the South Ayrshire Local Development Plan to establish design priorities for developers, communities and development management to ensure that the allocated housing sites can become successful places, which integrate successfully with the settlements they will integrate into. The Local Development Plan clarifies that planning applications submitted for 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 to ensure that issues like accessibility, site layout, building design, 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 adjacent settlements. The design guidance is not prescriptive, and therefore does not preclude either traditional or innovative design solutions; it is aimed at setting parameters for design of each site.

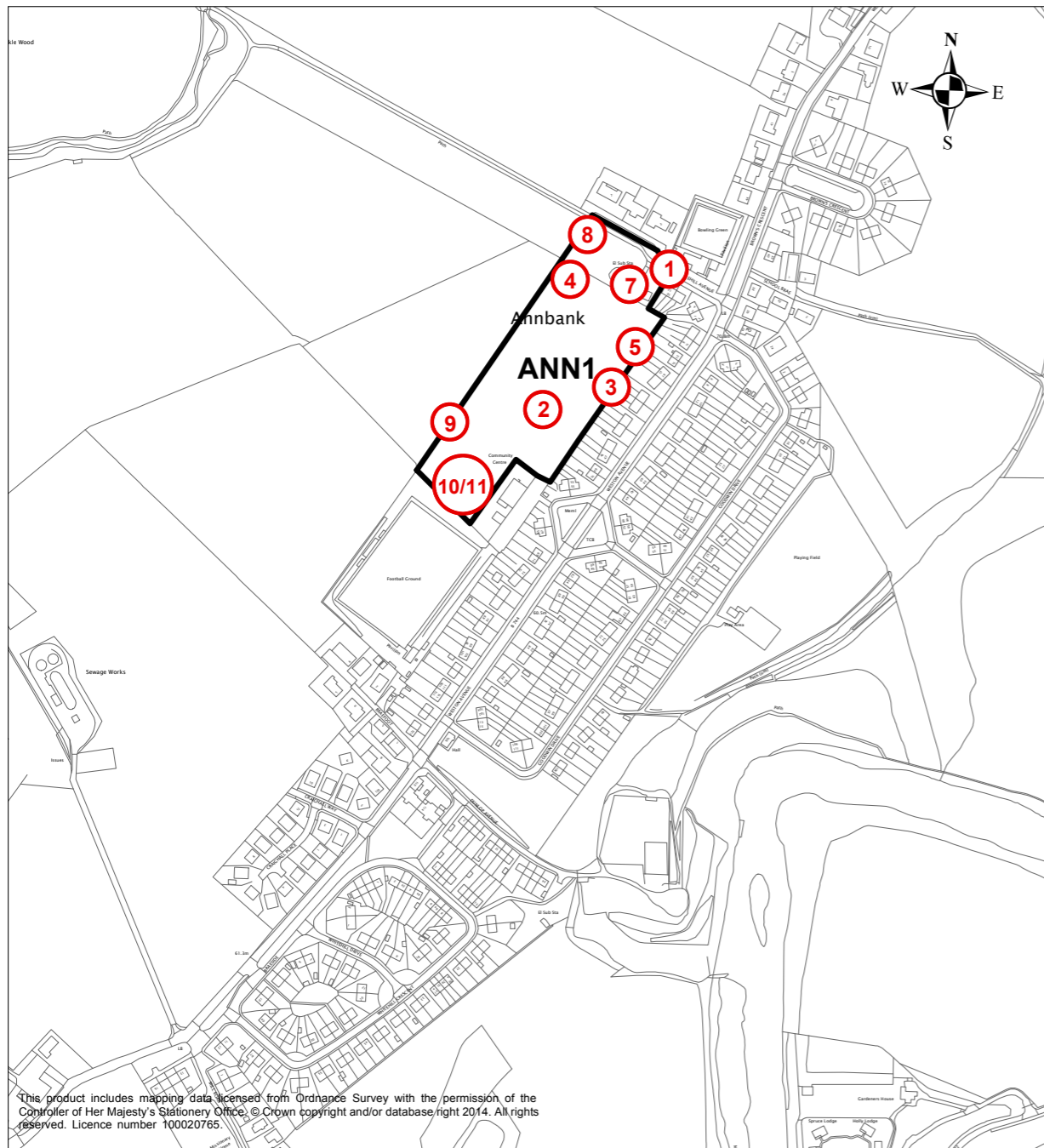
The guidance also highlights where infrastructure contributions are likely to be expected from any development – particularly relating to education and roads. The guidance has been informed by the outcomes from the strategic environmental assessment of the LDP, which identified known development constraints.

The criteria set out in this supplementary guidance was informed by the principles of Scottish Government policies “Designing Streets” and “Creating Places”.

The guidance was also heavily informed by public consultation with communities. Where feedback from local communities was given, this has been incorporated into this supplementary guidance to provide evidence of the community-led approach to the supplementary guidance. Generally, the planning service has sought to include any recommendations or suggestions put forward by communities, unless technical constraints prohibit.

Annbank

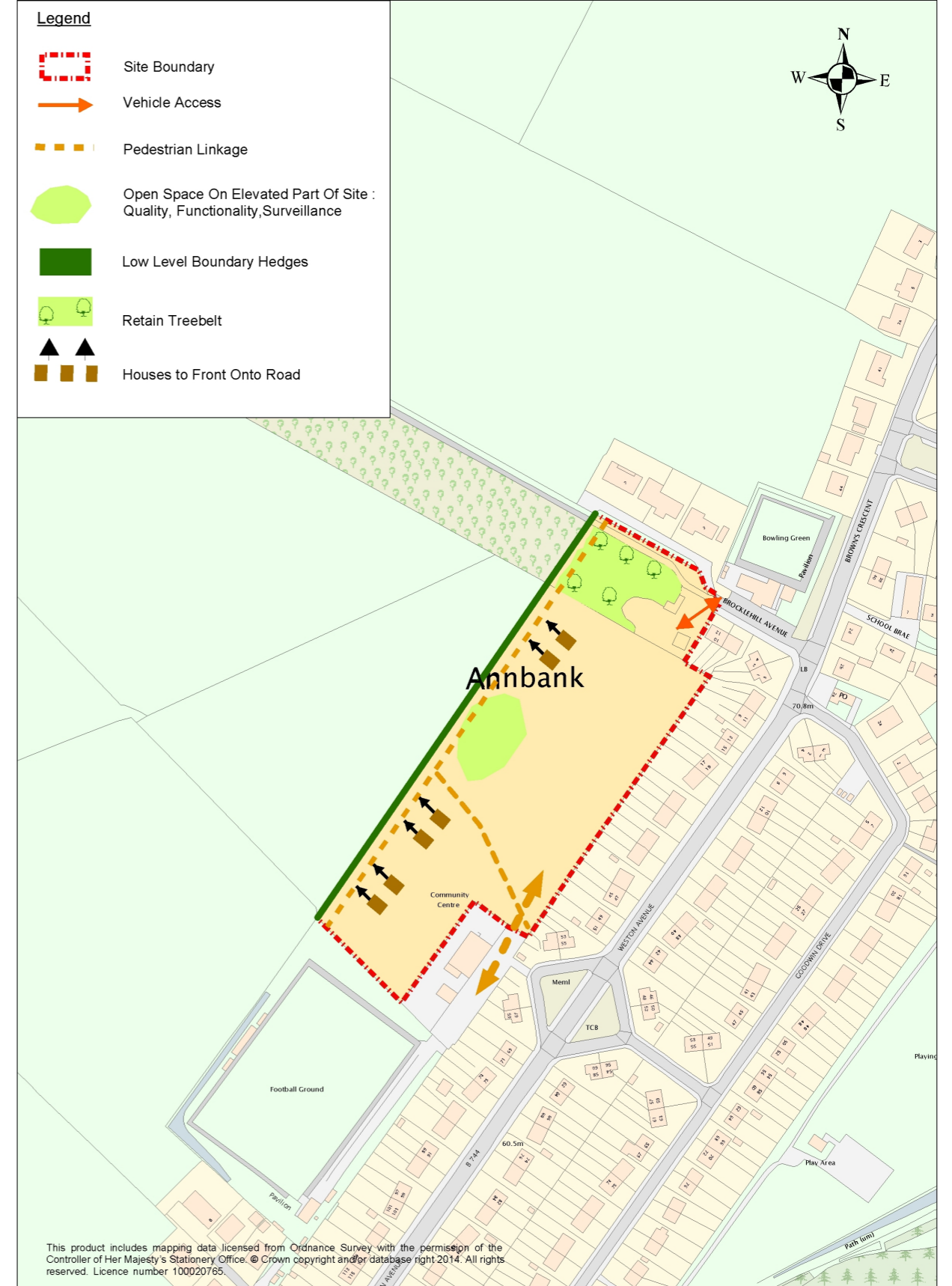
<p>Building Design & Site Layout</p>	<ul style="list-style-type: none"> • Building height should be restricted to single storey within the south western portion of the site in order to minimise impact upon the landscape setting of the village. • Buildings should face west at the western edge of the site. • 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.
<p>Landscaping and Boundaries</p>	<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.
<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 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.
<p>Transportation and Access</p>	<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.
<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.



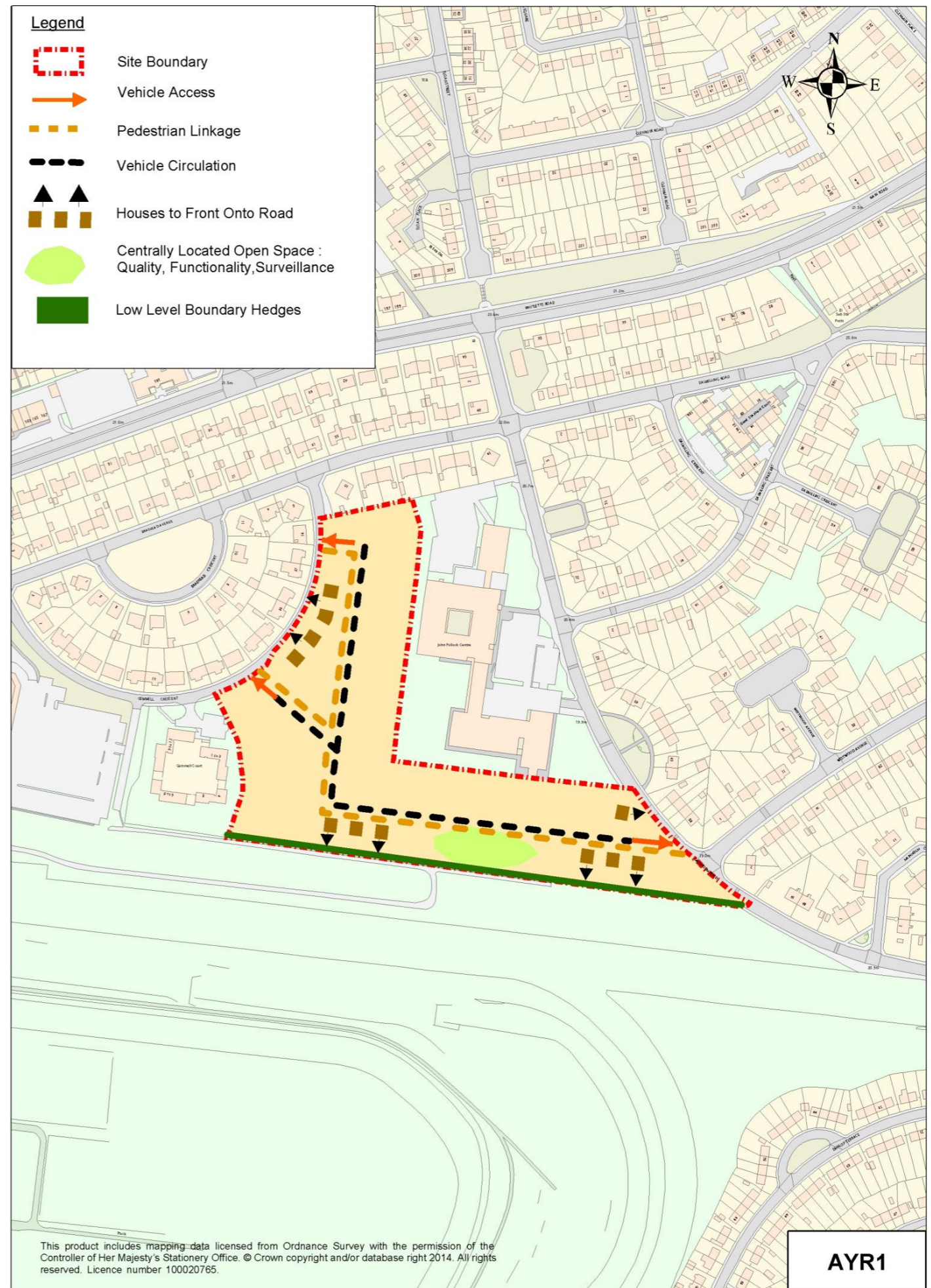
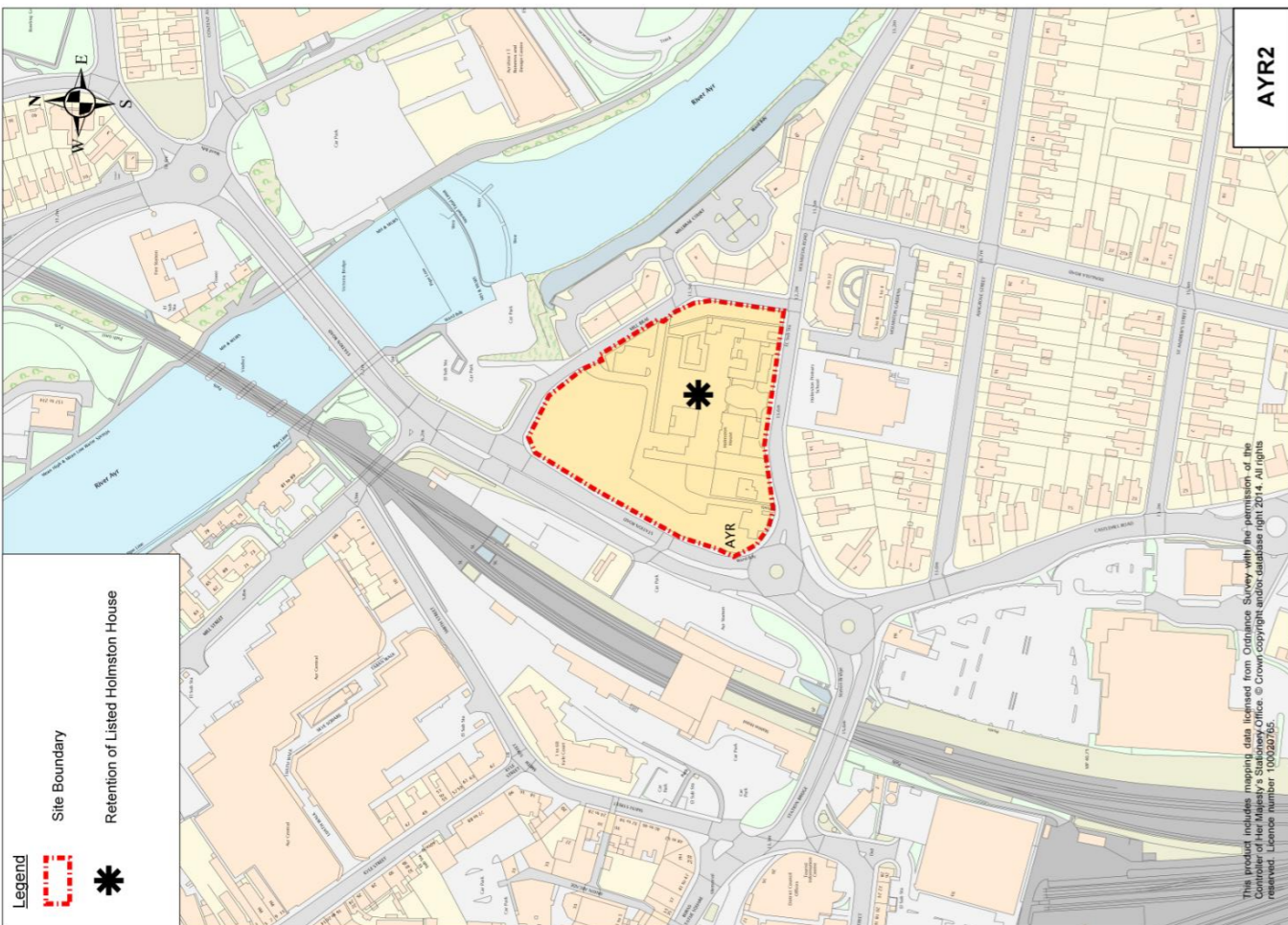
This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014. All rights reserved. Licence number 100020765.

Annbank

- 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



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014. All rights reserved. Licence number 100020765.

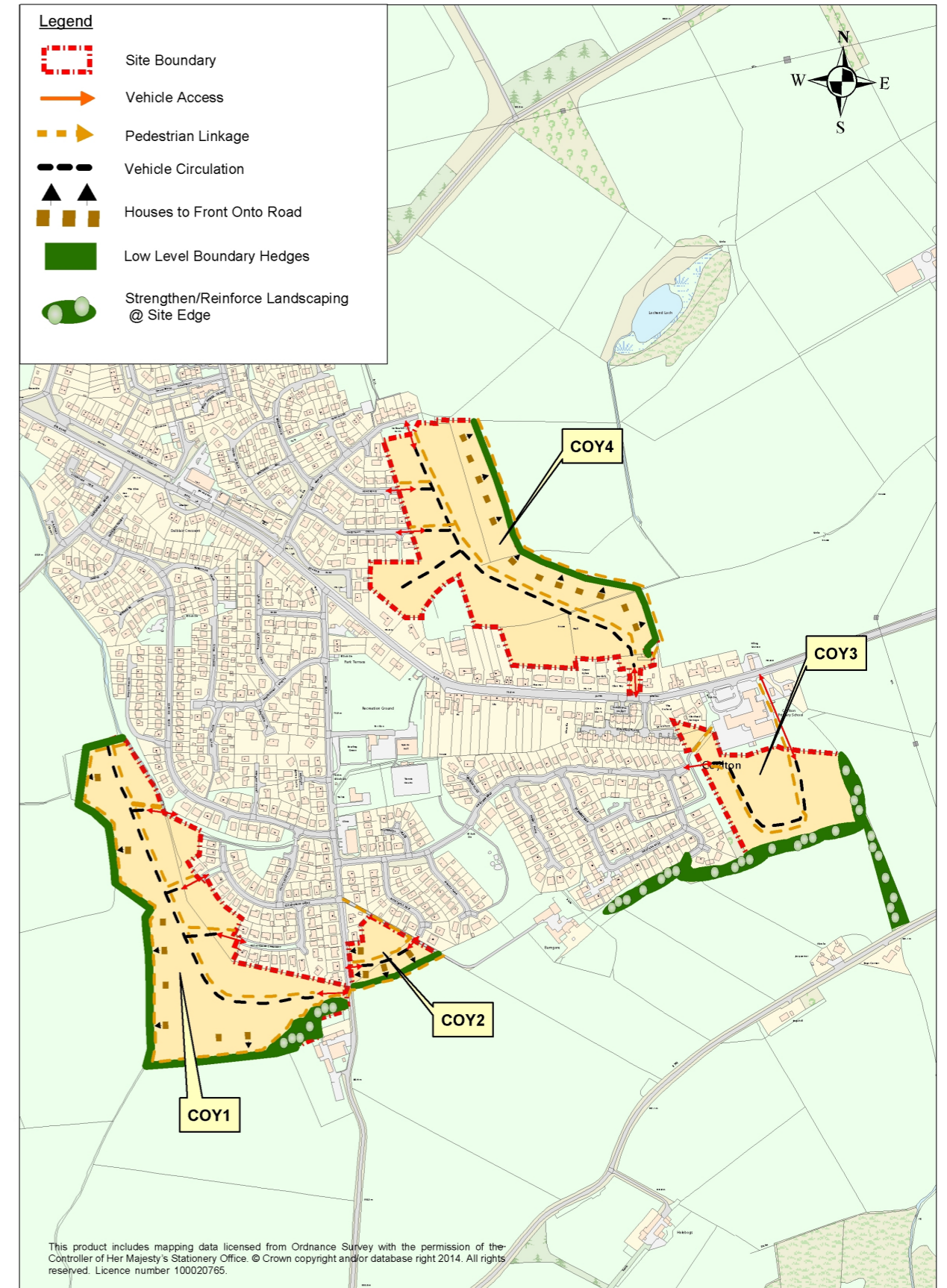


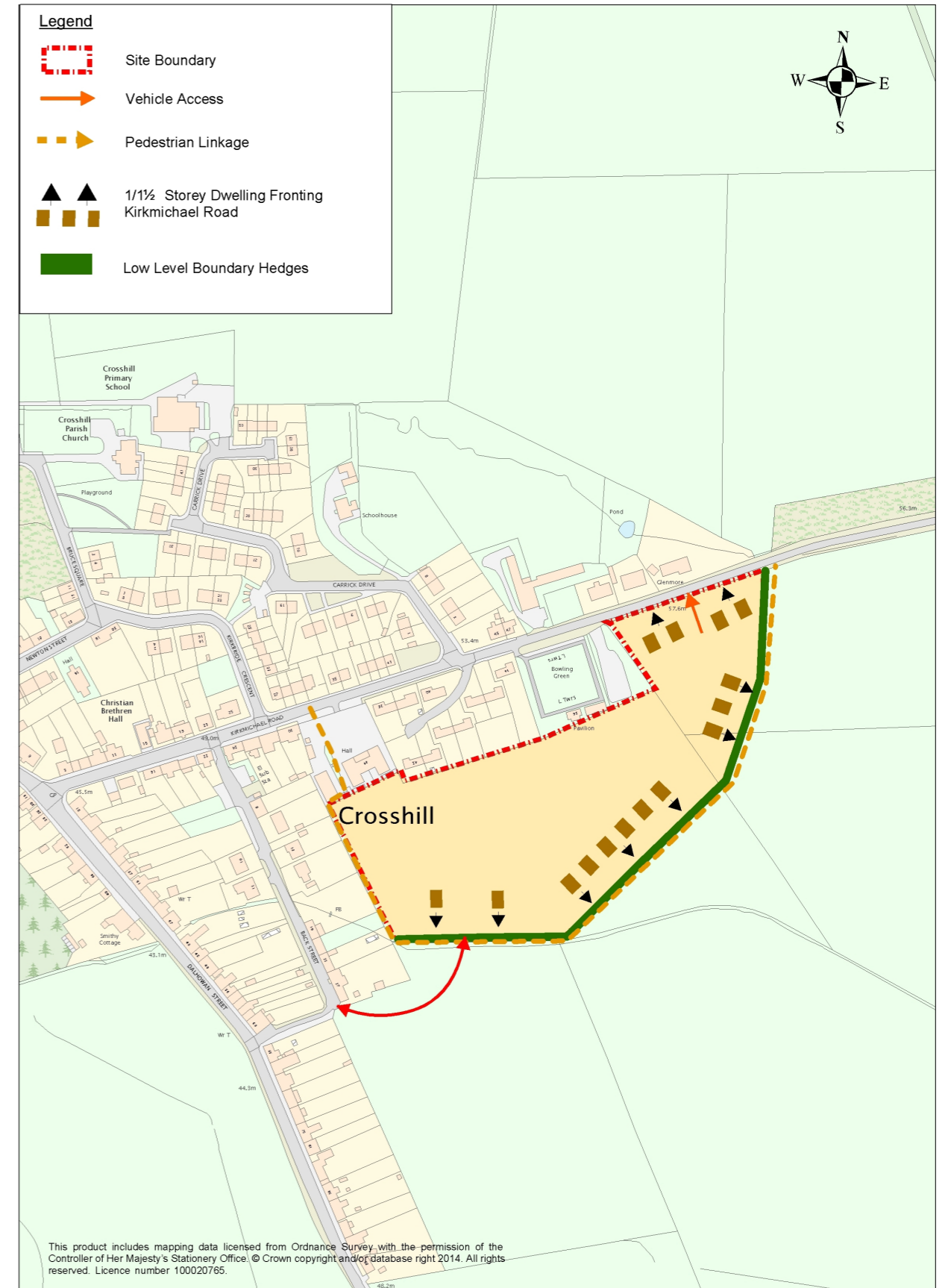
Building Design & Site Layout	<ul style="list-style-type: none"> • New houses should front onto Mainholm Road at the access to AYR1; as well as onto Gemmell Crescent, by completing the established streetscape at Gemmell Crescent. New houses on Gemmell Crescent should be single or storey-and-a-half to 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. • Housing on AYR3 should front all three main frontages at this location to avoid rear gardens and associated enclosures being located on main vehicle and pedestrian routes around the site.
Landscaping and Boundaries	<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.
Open Space	<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 and AYR3 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. These sites 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.
Transportation and Access	<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. • AYR3 is adjacent to core path (SA2) which runs along Peebles Street, past this site. This route is also the Ayrshire Coastal Path, which is an important recreational route, and it links with many other core paths through Ayr and Prestwick. Therefore, it is important to link walking/ cycling routes within the site to this wider 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 on local primary and secondary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance.

Coylton

<p>Building Design & Site Layout</p>	<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
<p>Landscaping and Boundaries</p>	<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.
<p>Open Space</p>	<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.

<p>Transportation and Access</p>	<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.
<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 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.





Crosshill

<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 meet 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

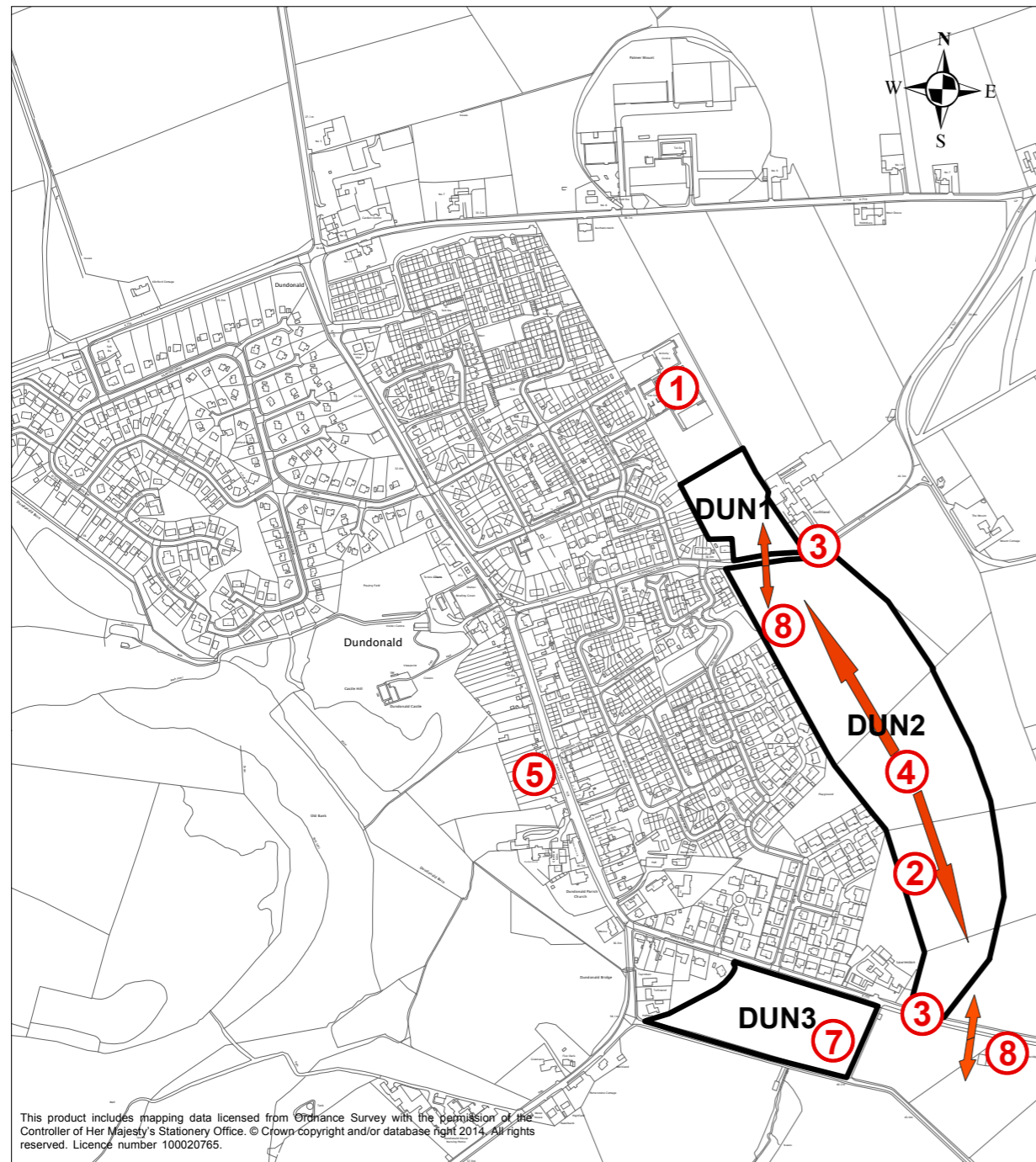
<p>Building Design & Site Layout</p>	<ul style="list-style-type: none"> • Houses should front onto Hadyard Terrace to integrate with the existing street. Houses should also face the open space to the south. • The site should have frontages facing The Loaning in order to create visual integration. • The 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. <p>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>
<p>Education Impact</p>	<ul style="list-style-type: none"> • It is not anticipated that the site will require to contribute towards meeting its impact on local schools.



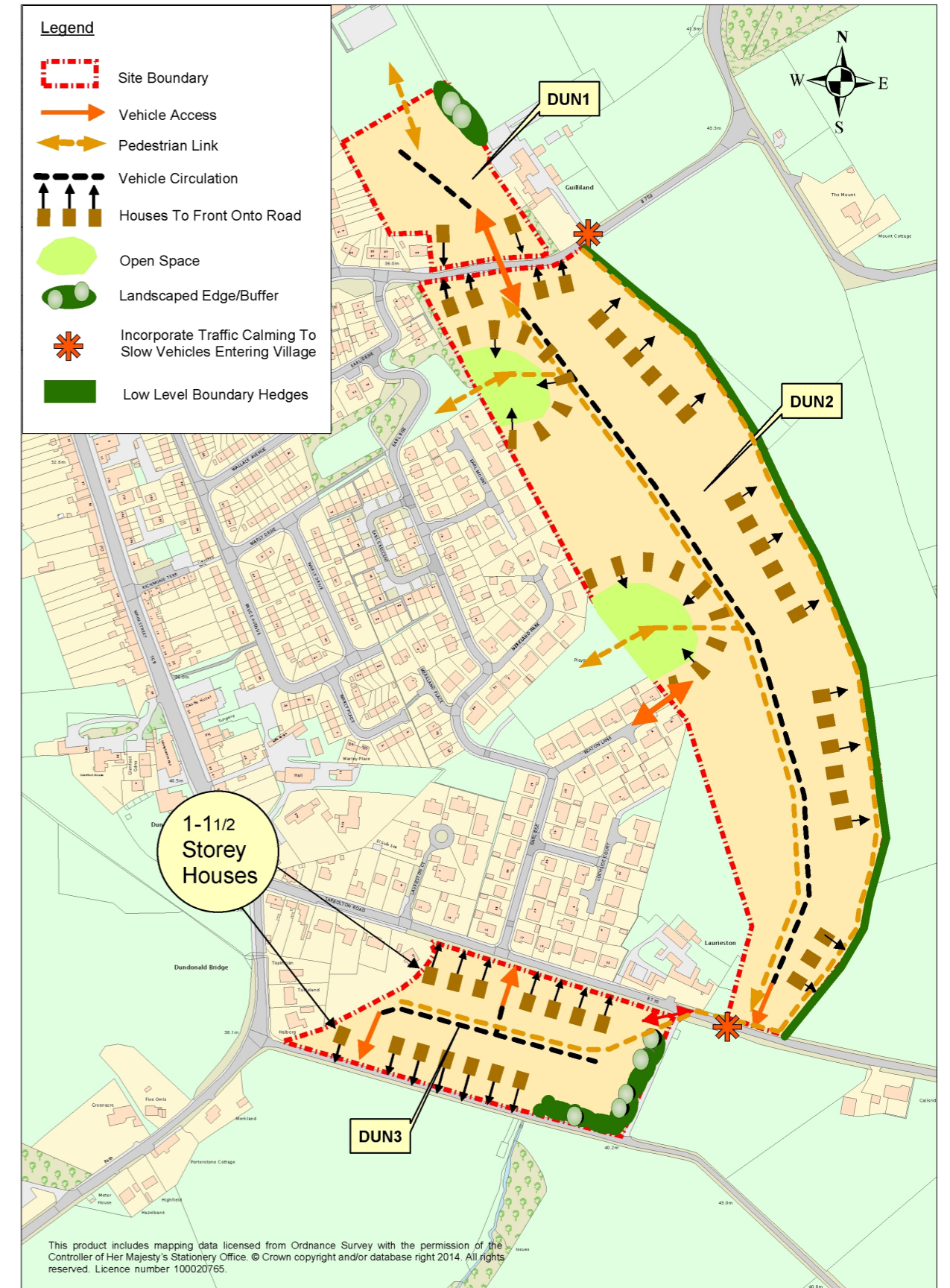
This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationary Office. © Crown copyright and/or database right 2014. All rights reserved. Licence number 100020765.

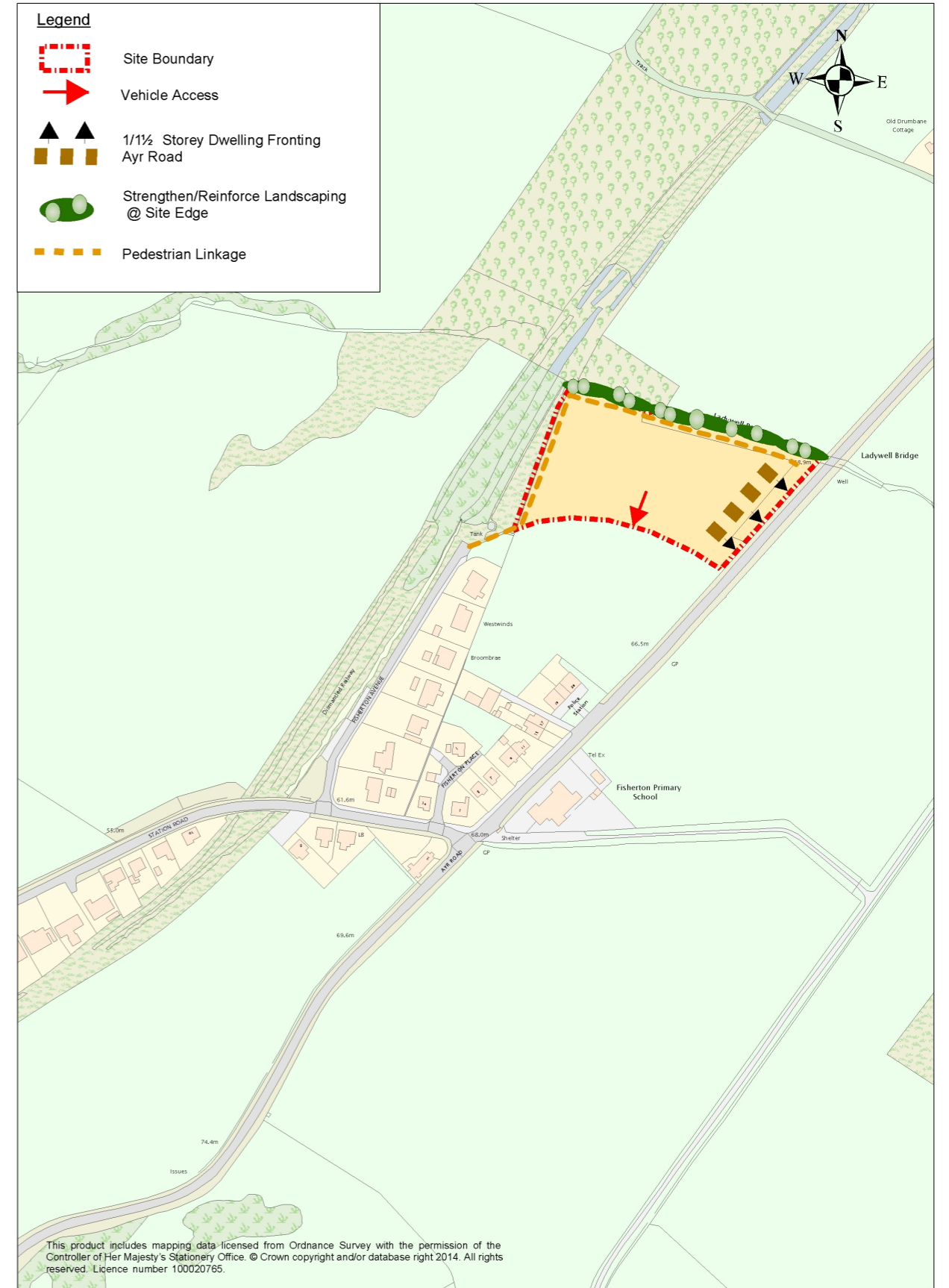
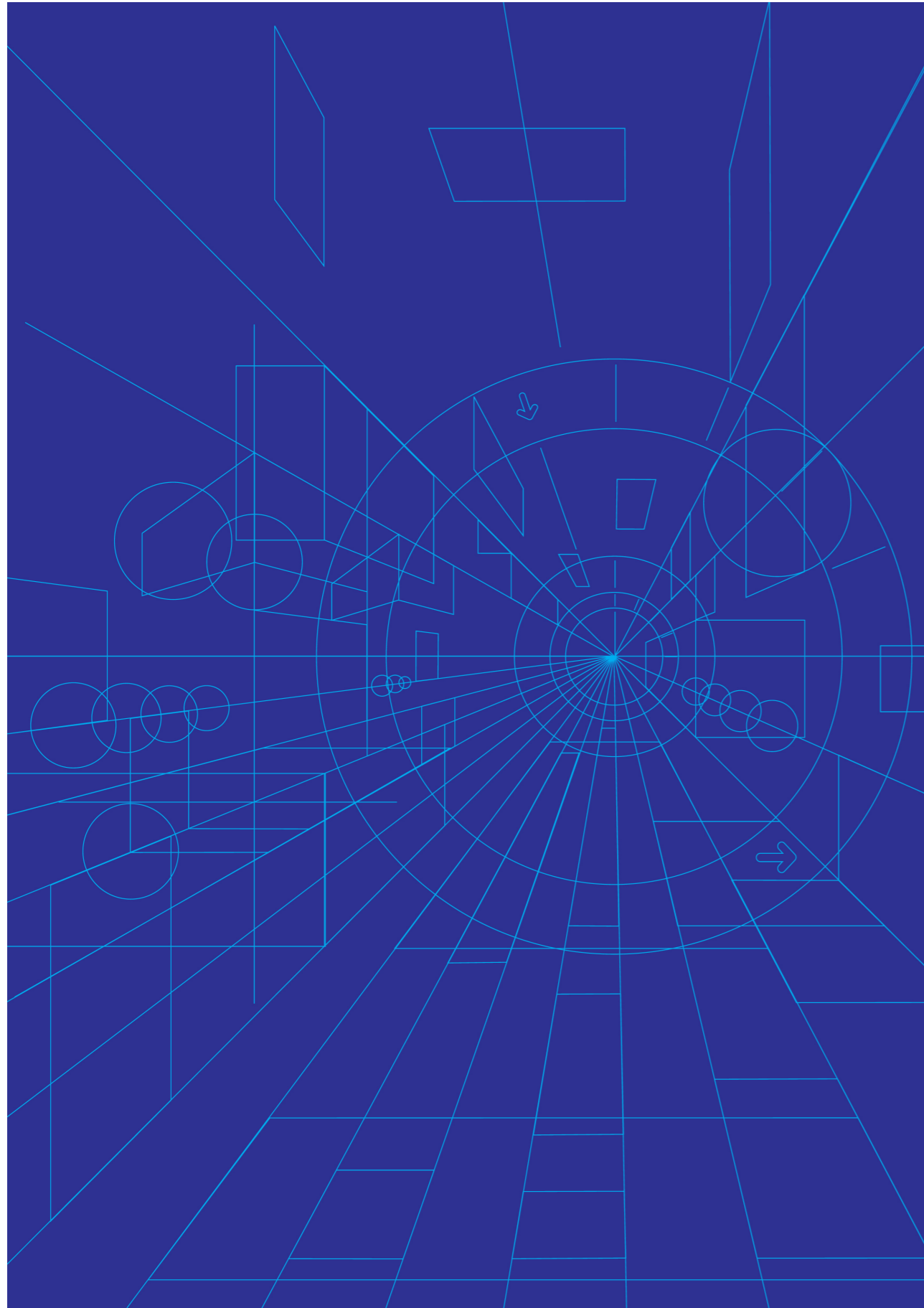
Dundonald

<p>Building Design & Site Layout</p>	<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.
<p>Landscaping and Boundaries</p>	<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.
<p>Open Space</p>	<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.
<p>Transportation and Access</p>	<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.
<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.



- 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

<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.

Girvan

<p>Building Design & Site Layout</p>	<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.
<p>Landscaping and Boundaries</p>	<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.
<p>Open Space</p>	<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.
<p>Transportation and Access</p>	<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 the site. • 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.
<p>Education Impact</p>	<ul style="list-style-type: none"> • It is not anticipated that the sites will require to contribute towards meeting the impact of the development on local education facilities through developer contributions.

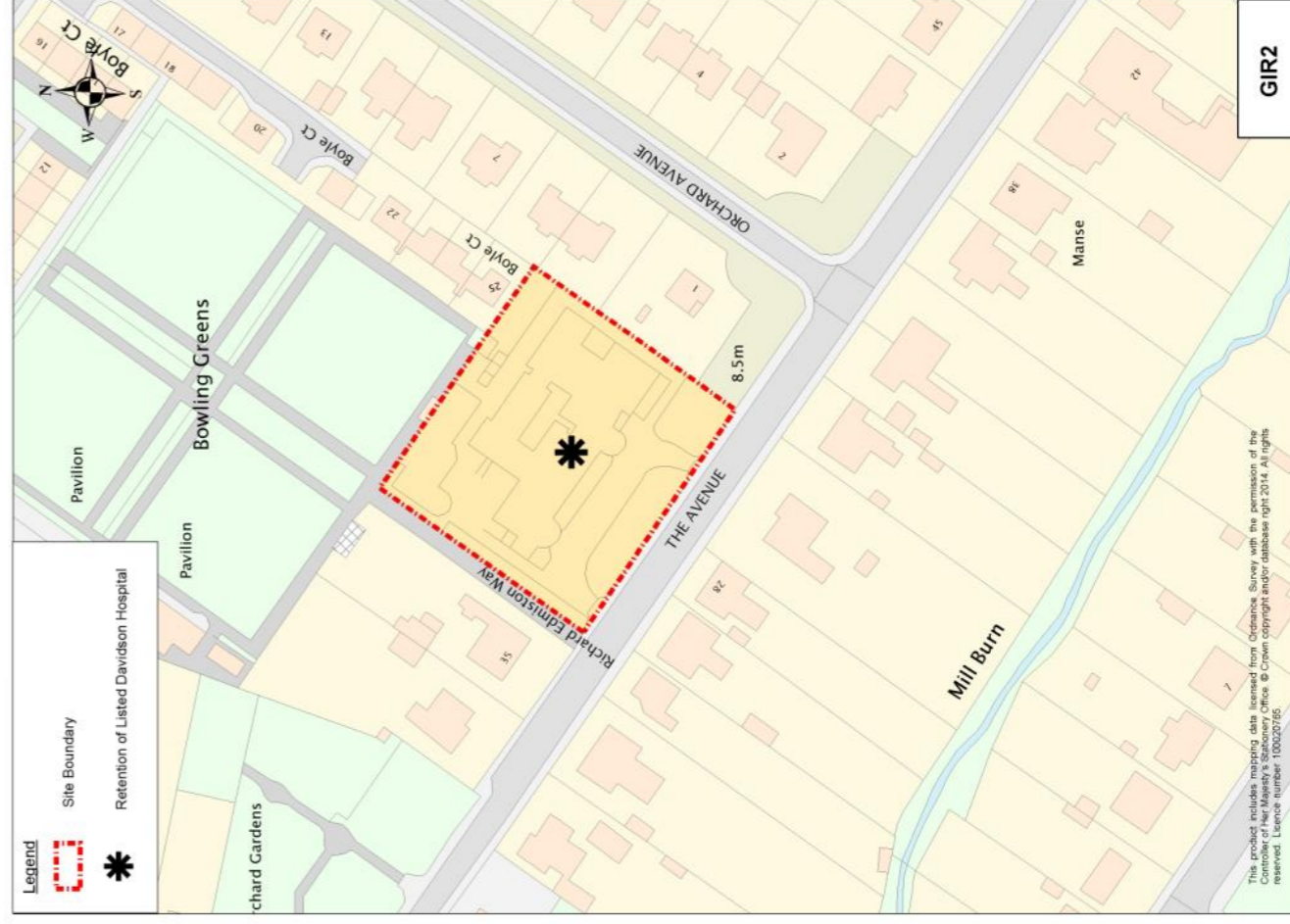


Girvan

- 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

Community Engagement GIR1, GIR2, GIR3, GIR4 and GIR5*The “Community Engagement” map shows public comments on the site. It is not design guidance.

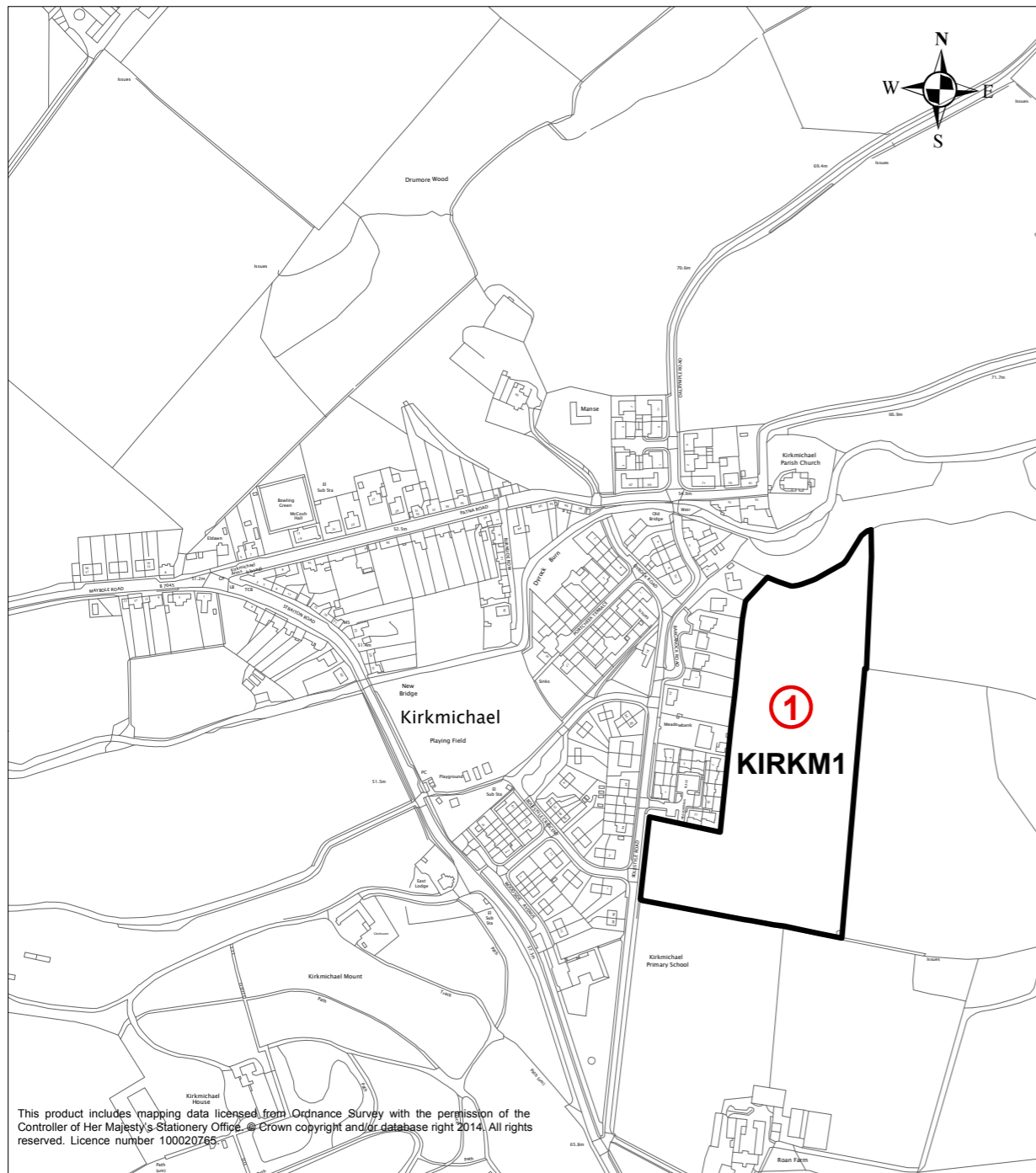
Design Guidance GIR1



Design Guidance GIR2

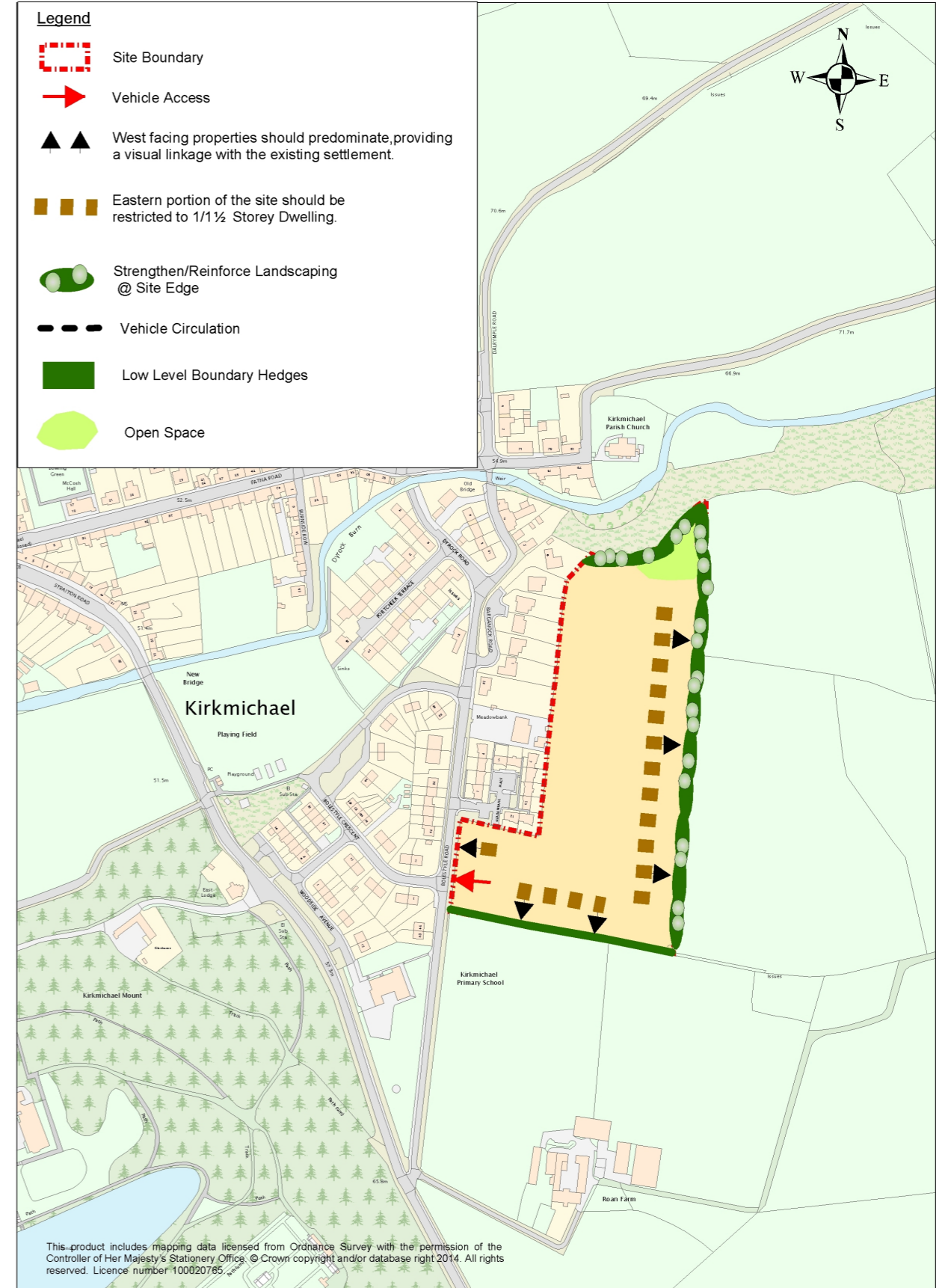


Design Guidance GIR3



Kirkmichael

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

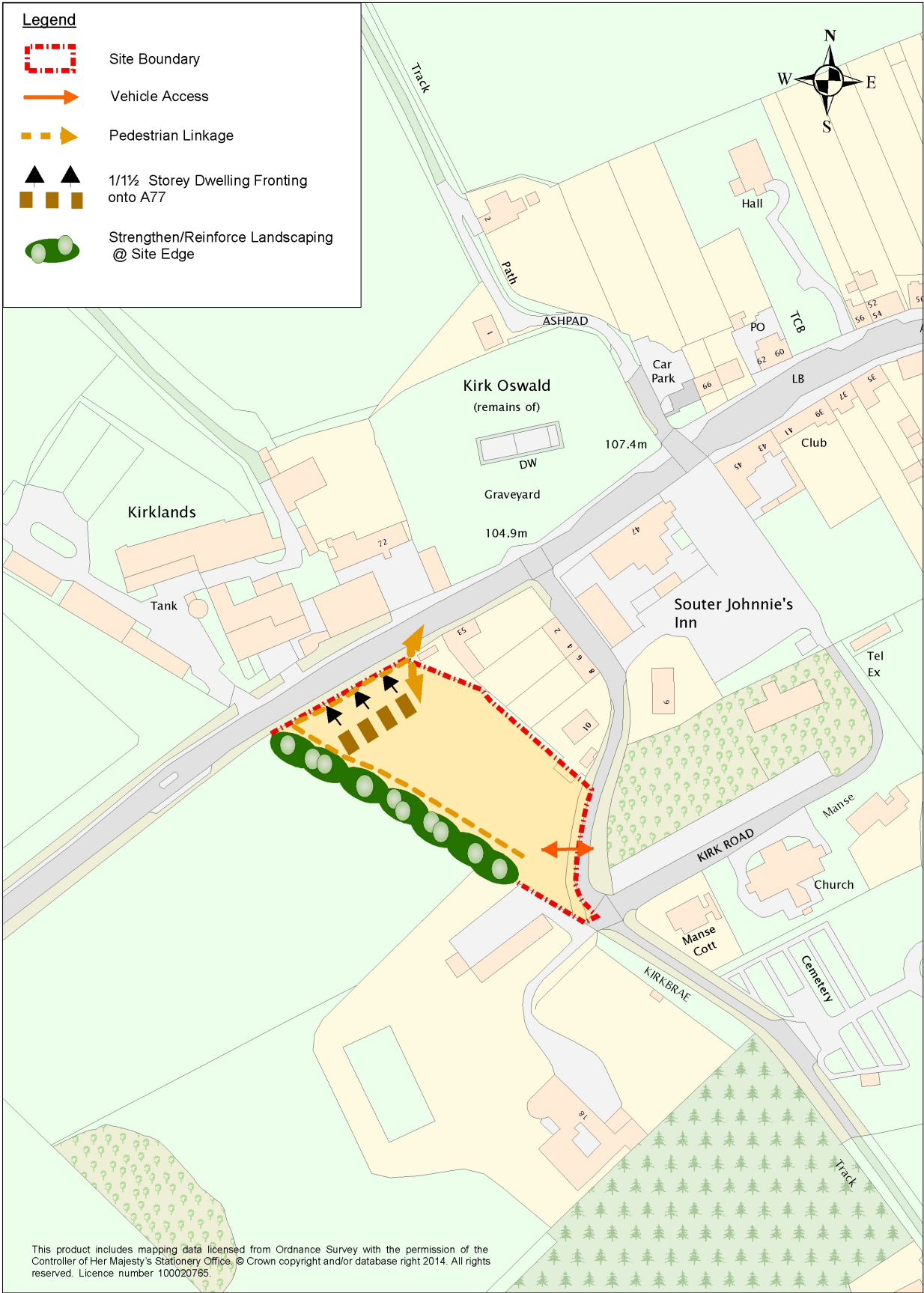


Kirkmichael

<p>Building Design & Site Layout</p>	<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.
<p>Landscaping and Boundaries</p>	<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.
<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 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.
<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.

Kirkoswald

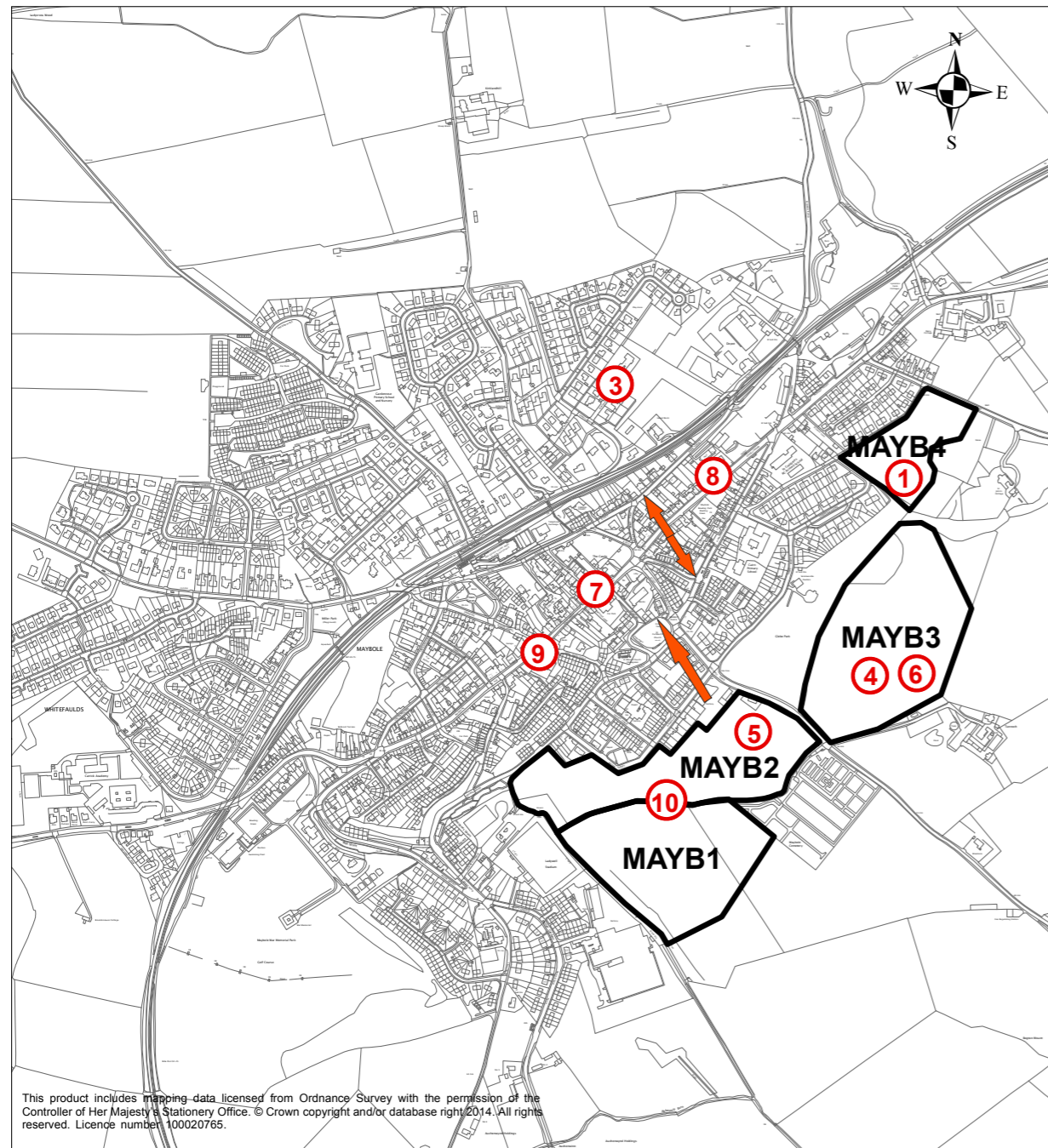
<p>Building Design & Site Layout</p>	<ul style="list-style-type: none"> • Development should be set back from the south eastern boundary of the site in order to respect the setting of nearby listed buildings and the character and appearance of the conservation area. However, it is important to ensure 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.



Design Guidance KIRK1

Maybole

<p>Building Design & Site Layout</p>	<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.
<p>Landscaping and Boundaries</p>	<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.
<p>Open Space</p>	<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.
<p>Transportation and Access</p>	<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.
<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 education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance.

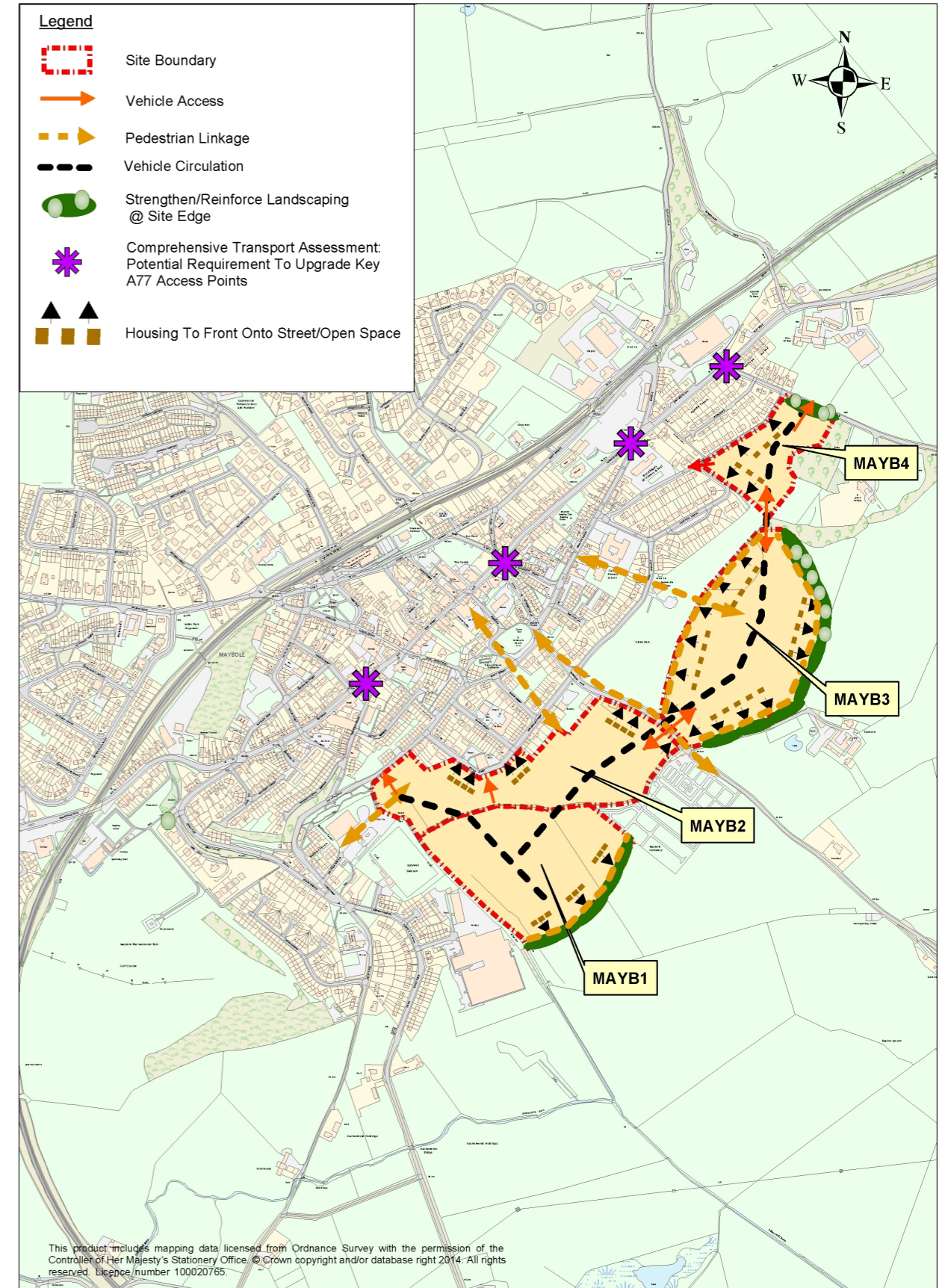


This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014. All rights reserved. Licence number 100020765.

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

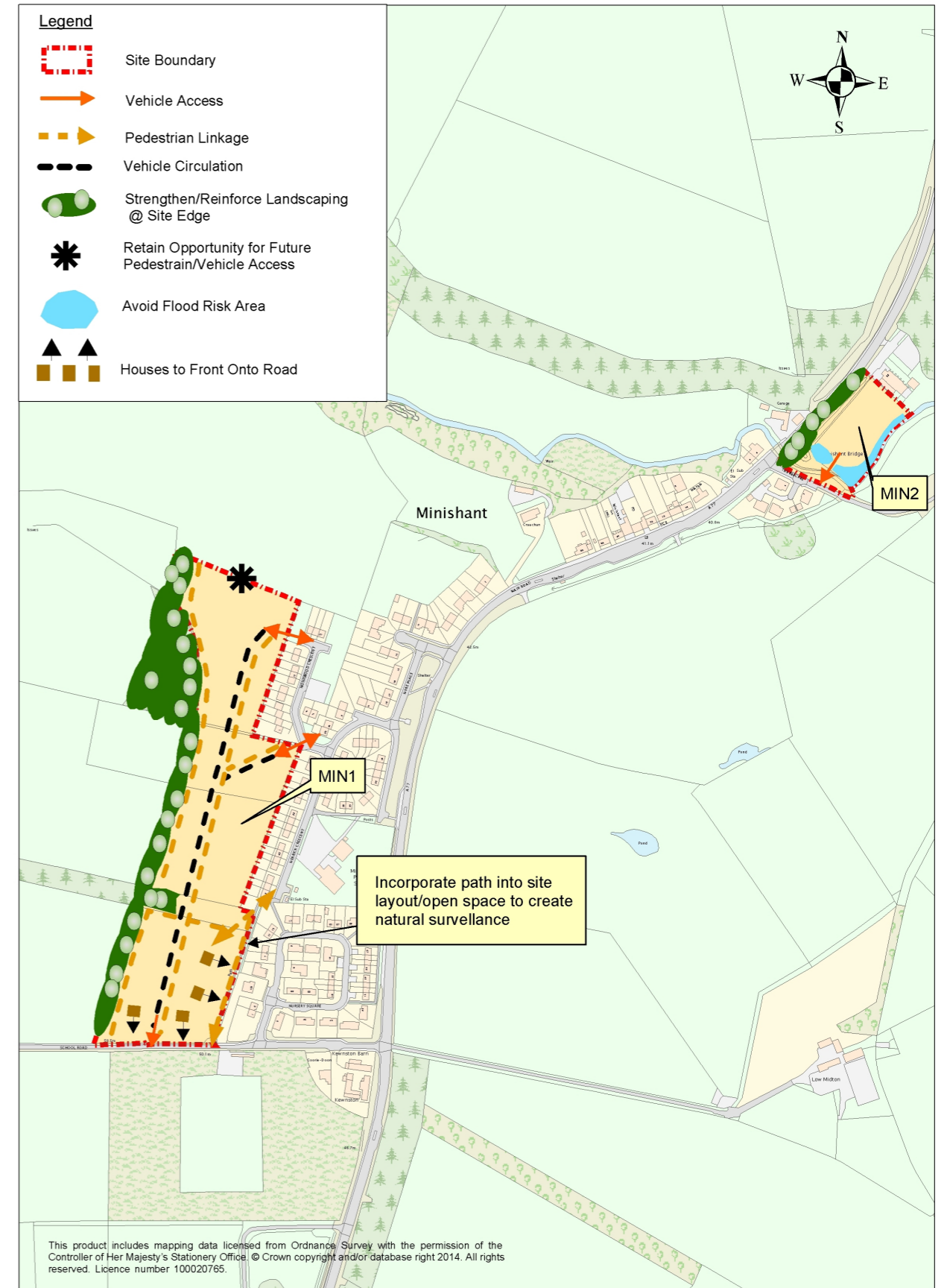
Community Engagement MAY1, MAY2, MAY3 and MAY4 *The “Community Engagement” map shows public comments on the site. It is not design guidance.



- Legend**
- Site Boundary
 - Vehicle Access
 - Pedestrian Linkage
 - Vehicle Circulation
 - Strengthen/Reinforce Landscaping @ Site Edge
 - Comprehensive Transport Assessment: Potential Requirement To Upgrade Key A77 Access Points
 - Housing To Front Onto Street/Open Space

This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014. All rights reserved. Licence number 100020765.

Design Guidance MAY1, MAY2, MAY3 and MAY4

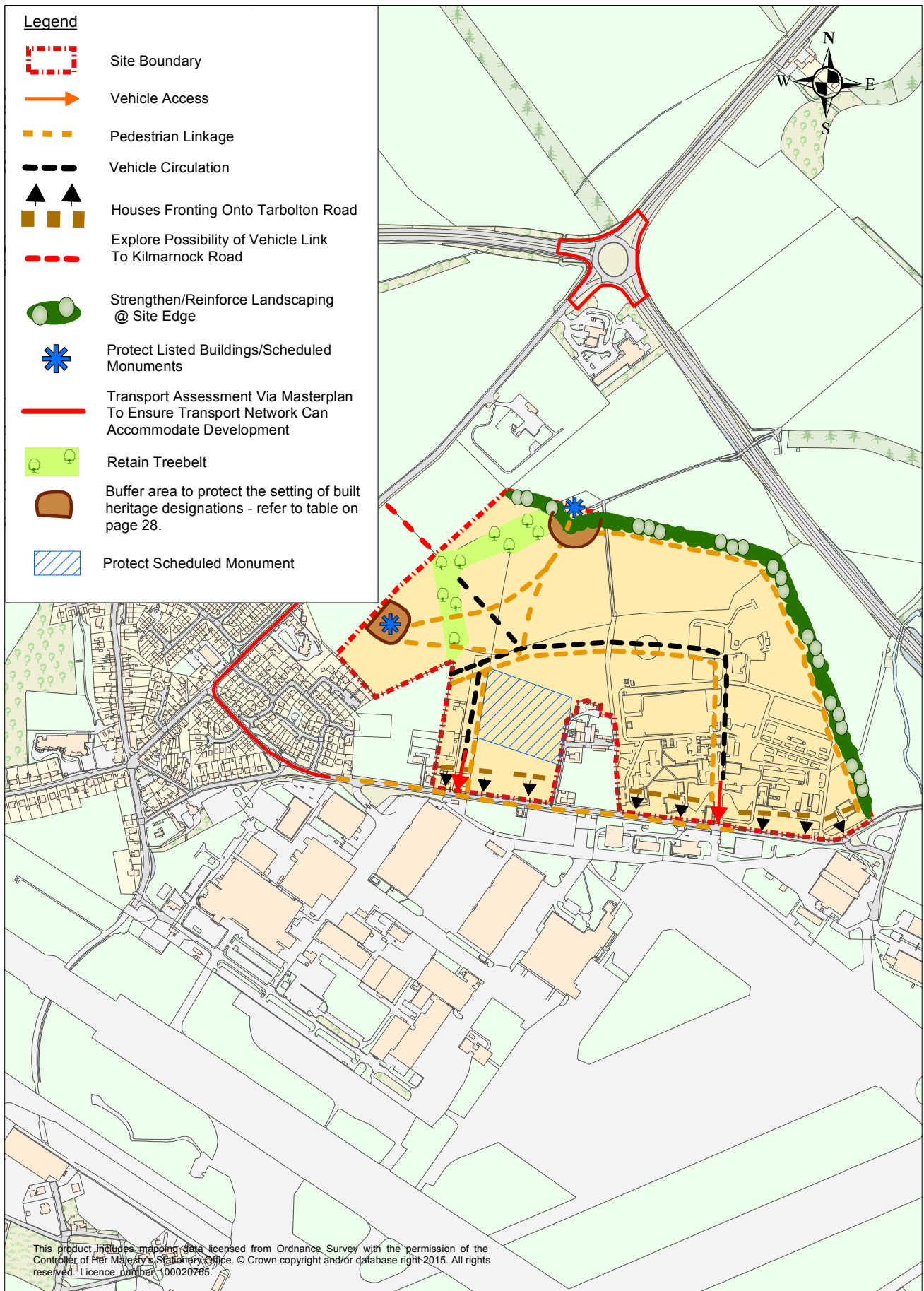


Minishant

<p>Building Design & Site Layout</p>	<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.
<p>Landscaping and Boundaries</p>	<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.
<p>Open Space</p>	<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.
<p>Transportation and Access</p>	<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.
<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 education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance.

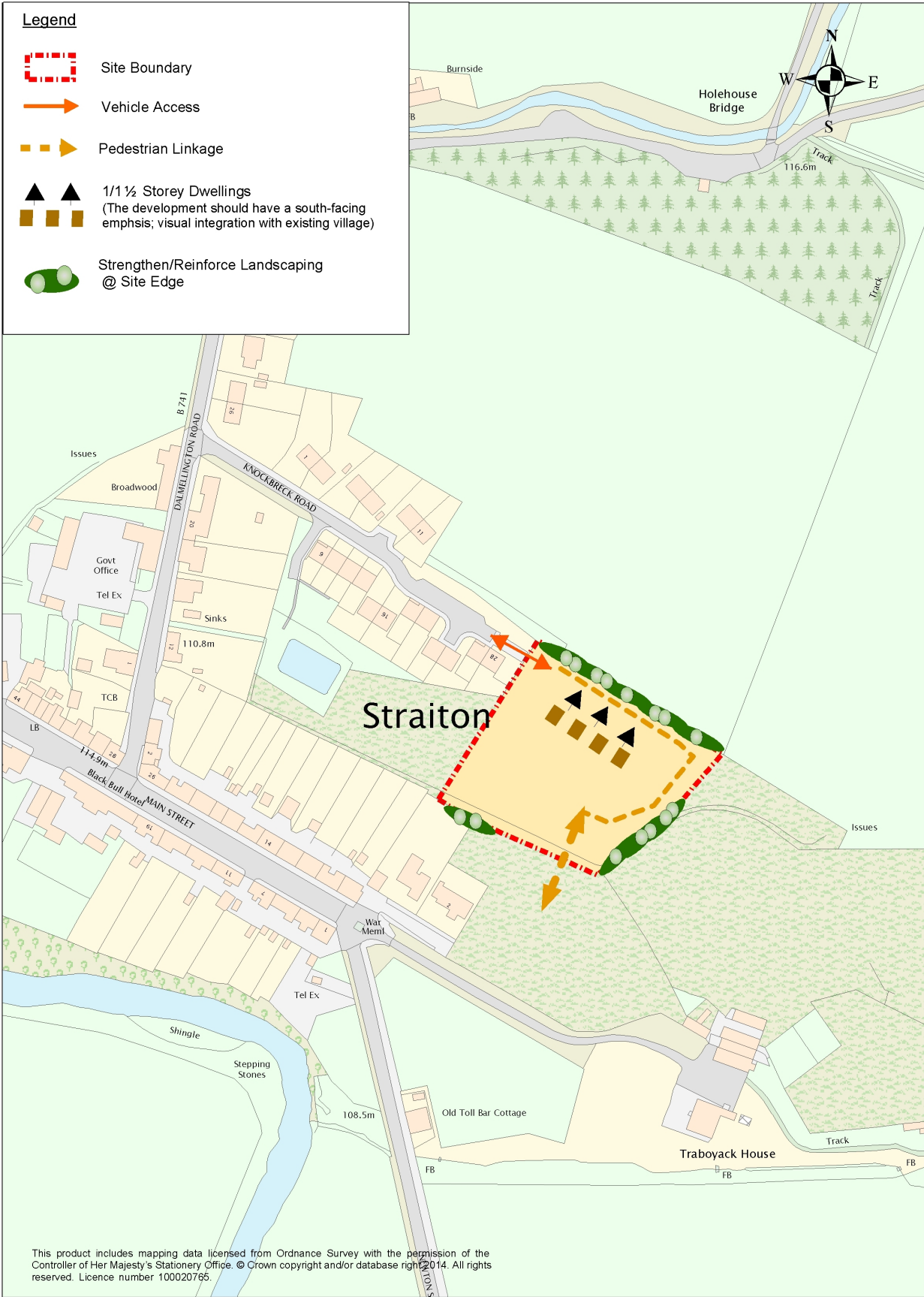
Monkton

<p>Building Design & Site Layout</p>	<ul style="list-style-type: none"> • New houses should front onto Tarbolton Road to continue to the streetscape pattern characterised within the existing settlement. Along this frontage, the preference is for single storey and 1.5 storey houses. Similarly, new houses to the north/eastern edges of the site should be single or 1.5 storey, to reduce height and, thereby, prominence from the nearby A77. • 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 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. 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. • Any development will be expected to ensure the protection of the Whiteside scheduled monument. Consultation with Historic Scotland should be undertaken to ensure that the importance of this feature is understood and that appropriate measures are in place for its protection. • Any development proposals relating to MON1 should seek to retain the existing sports pitches/courts within 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.
<p>Landscaping and Boundaries</p>	<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 any 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.
<p>Open Space</p>	<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. • 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 allotments that are well designed and integrated into developments.
<p>Transportation and Access</p>	<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, along Tarbolton Road to the site; and providing access to historic environmental assets within the site, via a pedestrian footpaths around the perimeter of the site. • 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 an 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.
<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.



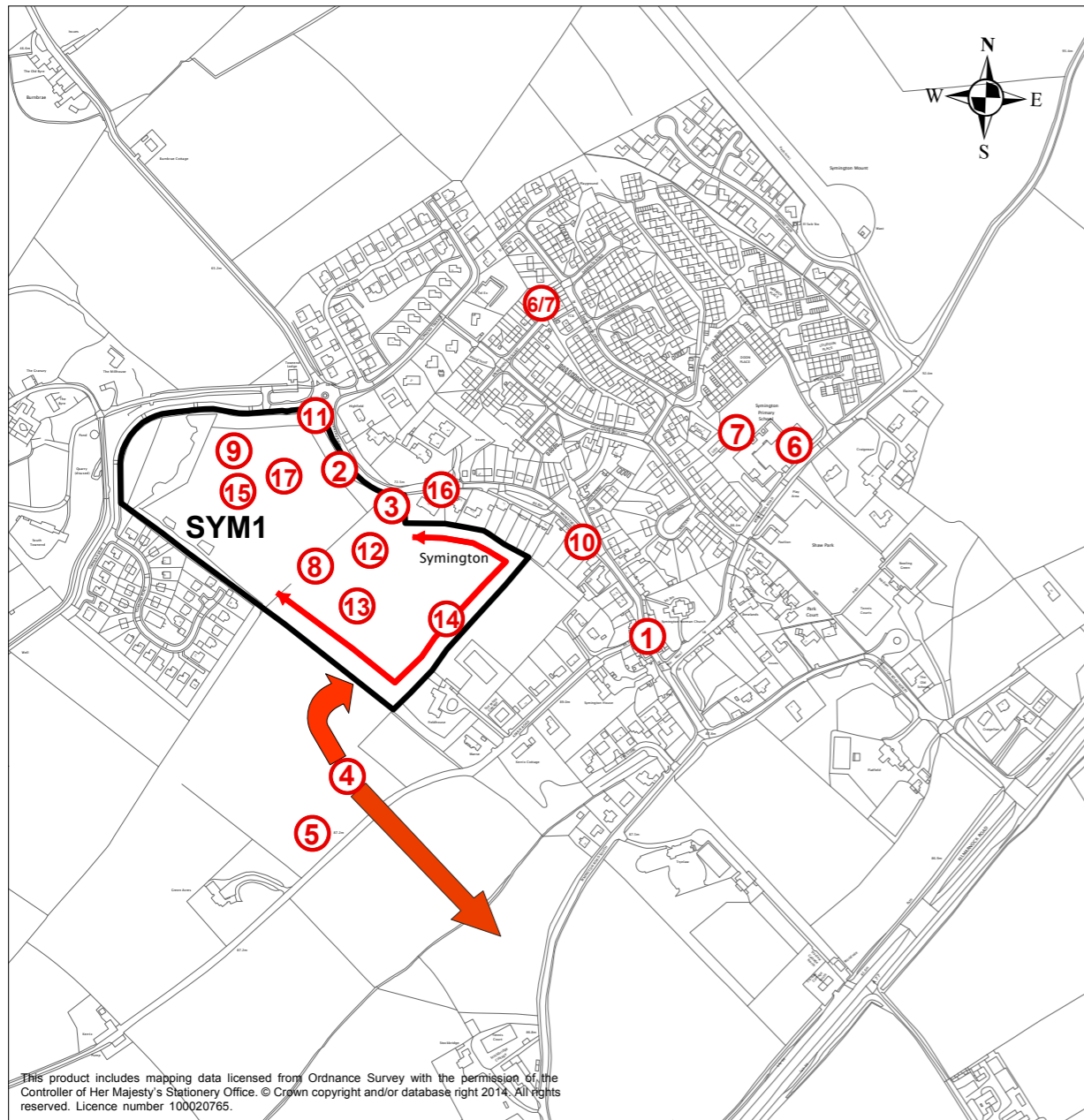
Straiton

<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.



Symington

<p>Building Design & Site Layout</p>	<ul style="list-style-type: none"> • New houses should front onto Townend Road/Main Street to continue to the streetscape pattern throughout the village. The immediate locality is characterised by large, detached dwellings, set in generous plots, often heavily cultivated by mature vegetation. It is important for the frontage onto the Townend Road/Main Street, particularly, to seek to complement these characteristics. Front gardens should provide an appropriately landscaped front garden area, incorporating suitable vegetation. It is preferable for the site to continue the pattern of dwelling fronting onto main roads by fronting dwellings onto Townend Brae. Buildings should be single storey or 1 ½ storey in height to reflect their edge of settlement setting. • It will be particularly important for the design of buildings, the site layout access and landscape and boundary treatment to preserve and enhance the conservation area and listed buildings adjacent to site. Building materials should be in keeping with the character of the conservation area. • It is anticipated that affordable housing will be expected to be provided in site in line with the Local Development Plan. Any affordable housing at the site should integrate well with the development and surrounding area; and there should not be a clear visual distinction between private and affordable houses.
<p>Landscaping and Boundaries</p>	<ul style="list-style-type: none"> • The boundary along Townend Road/Main Street 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 rear, southwest boundary of the site is currently defined by a single line of mature trees, which delineates two existing agricultural fields. The existing boundary treatment should be retained and strengthened by further tree planting along this boundary. This boundary will separate the edge of the village (which will become highly prominent) and the adjacent agricultural land. The surrounding rural area is of high scenic value, and it is important to retain and strengthen this boundary to create a natural, defensible edge to the settlement. As part of the road design for the site, the Council encourages access from the site to Kerrix Road and Symington Road South from this boundary.
<p>Open Space</p>	<ul style="list-style-type: none"> • The density of the development site is low in comparison with other Local Development Plan sites. This is an opportunity to provide a low-density development, with generous private and public open space standards good plot and space for providing landscape treatment. • New houses should achieve appropriate separation distances from neighbouring residential properties, however, careful consideration should also be given to the spaces between buildings - particularly those properties fronting onto existing streets and public elevations. • Amenity open space should be provided centrally within the site, with natural surveillance. • Sufficient land should be retained at all boundaries to provide natural, 'green' boundaries with vegetation. • 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"> • Subject to technical considerations, a dual vehicle and pedestrian access to the site would avoid a 'cul-de-sac' development. The site should take vehicle access onto Townend Road/Main Street, Townend Brae and Townend Place. This will assist to create vehicle and pedestrian linkage throughout the site. • Pedestrian links should consider and facilitate safe and convenient access to the school and other village amenities. • The access to the site should consider the narrow corner of Main Street/Townend Road, and explore traffic management solutions (such as a reduction in carriage width or signalised junctions) to achieve a continuous, safe and convenient pedestrian link from Main Street into 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. • It should be noted that Transport Scotland has advised that no development should take place until the road improvements between Bogend Toll and Dutch House roundabout have been completed. • The applicant should explore the possibility of a link road from the site to Kerrix Road and Symington Road South. Any planning application for the site that omits a link road will require to demonstrate that the impact of the development of the site on the existing local road network is acceptable. • Core path SA8, which runs adjacent to the site, links Symington to Monkton, and core path SA9 links Symington to Dundonald. These routes then connect to the wider path network. SA9 is also a claimed right of way. It would be important to link any walking/ cycling routes from the site to these core paths and rights of way.
<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 secondary education facilities through developer contributions. Details of contributions will be set out in education supplementary guidance.



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014. All rights reserved. Licence number 100020765.

Roads concerns:

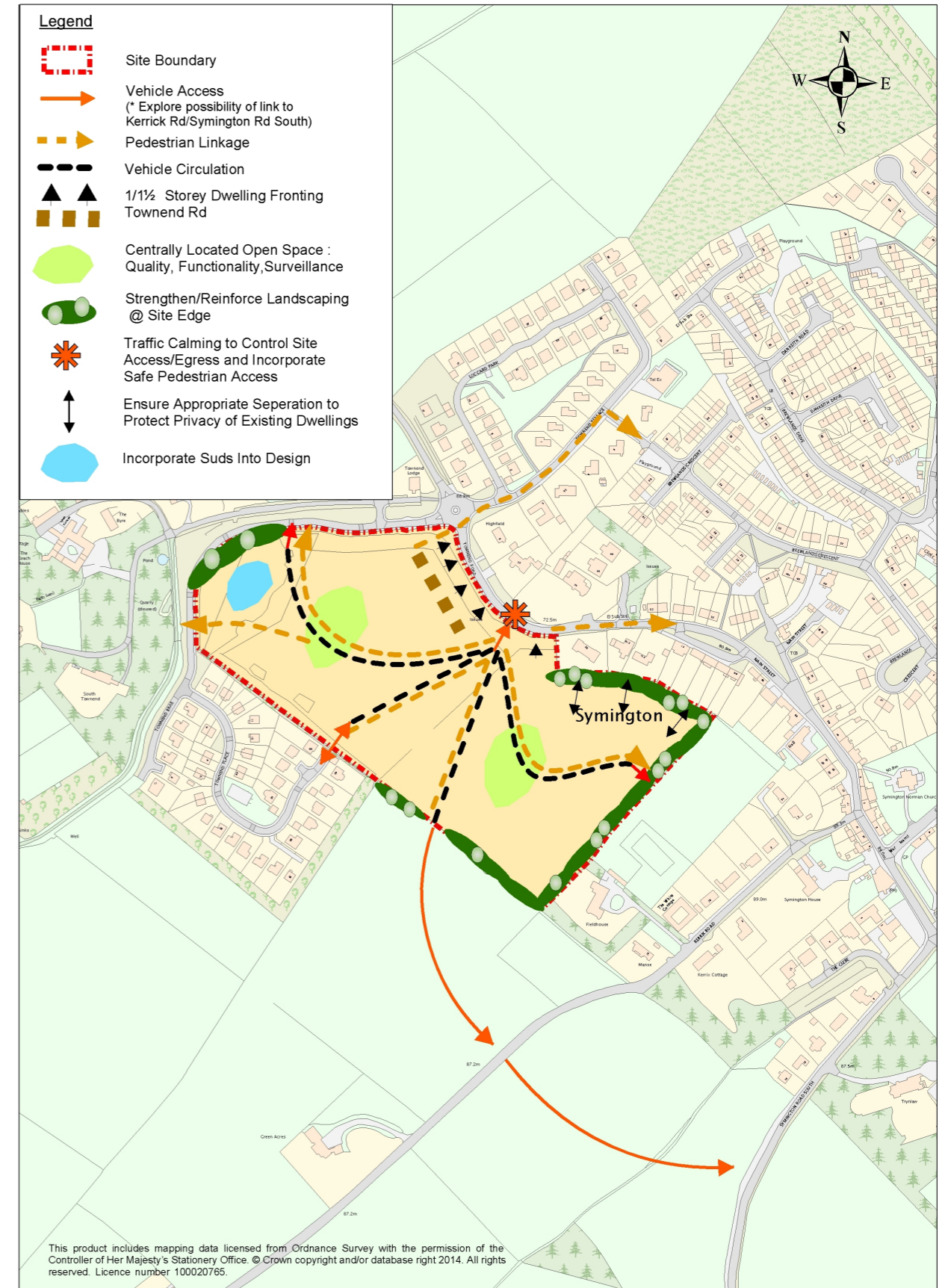
- ① Local roads already congested: congestion occurs between Main St/Brewlands Rd junction and Main St to village green stretch and will become worse with volume of traffic related to SYM1.
- ② Access from Main Street could be dangerous.
- ③ Footpaths currently too narrow on Main Street; particular need for proper width pavements at Coates Corner.
- ④ Need for new relief road for vehicles from SYM1 to Symington Rd South to prevent congestion and accidents on Main Street. Any road link should be designed sensitively.
- ⑤ Construction traffic to be directed away from away from Main St – i.e. relief road to Symington Rd South.

Amenities:

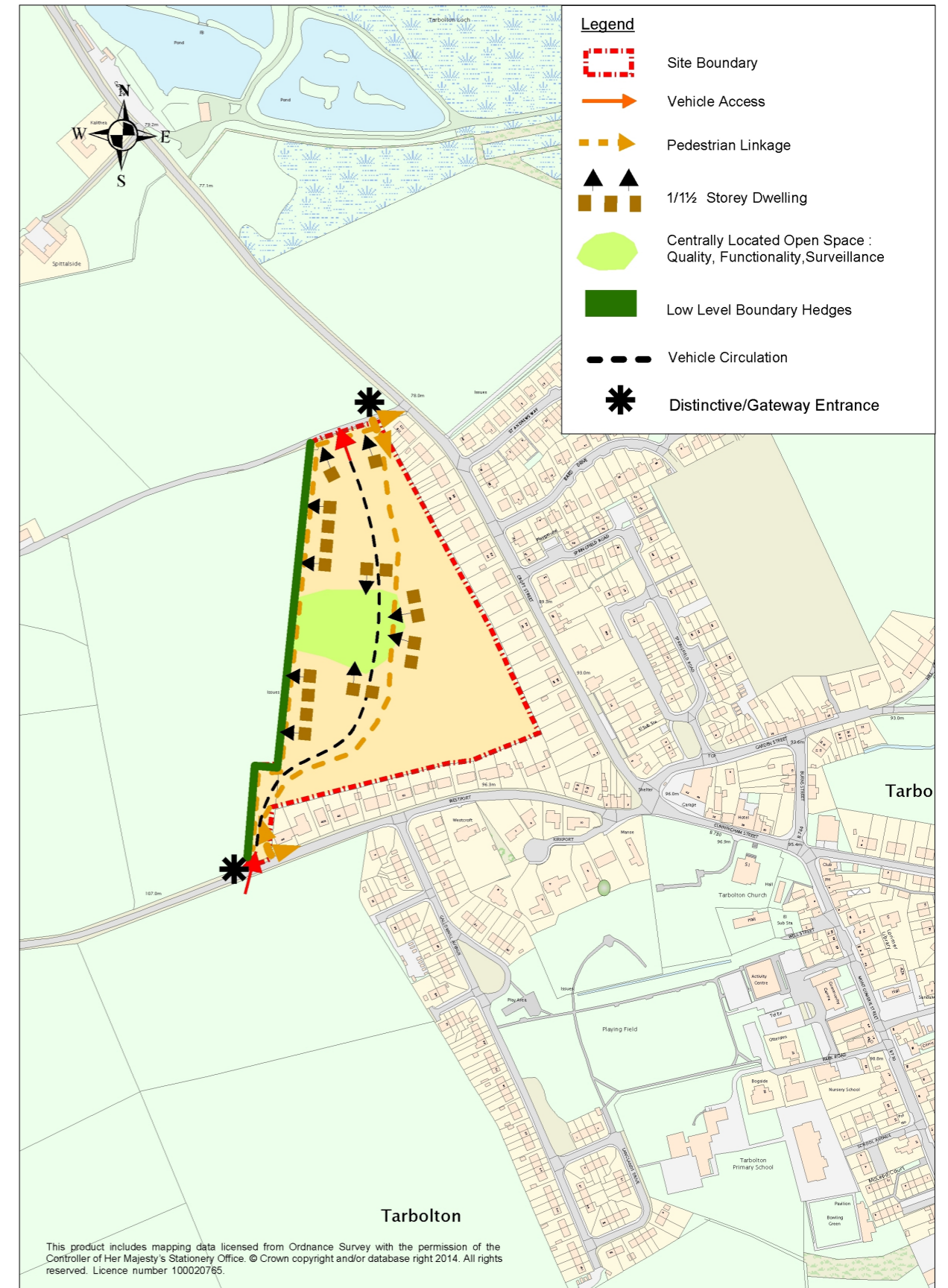
- ⑥ Links to village amenities.
- ⑦ Improved village amenities to cope with new housing-school, health/medical centre and shops.
- ⑧ Shops should be provided in new development to prevent congestions and accidents in Main Street, Brewlands Road and roads to existing shops.

Design, House types, Social Housing:

- ⑨ Need for more affordable housing, but integrate it well.
- ⑩ Careful design- don't compromise conservation area.
- ⑪ Single storey dwellings along line of Main St to roundabout @ Townend Road – in keeping with current houses on these roads.
- ⑫ Limit building heights and set back frontage of development to maintain integrate better with village.
- ⑬ Single storey housing.
- ⑭ Boundary treatment to help retain privacy and character.
- ⑮ "Greening" of new development site
- ⑯ Corner Townend Road & Main Street – flooding issues; water runs down to corner from houses, land to left of substation. Need to deal with drainage/Sewerage requirements.
- ⑰ Starter homes and social housing required for young people/1st time buyers getting into market or renting homes



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014. All rights reserved. Licence number 100020765.



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.

Greenan

Brief	<p>The allocated area for housing comprises open agricultural land which, in general terms, rises gently from the north eastern part of the site in a southerly and westerly direction. The site is roughly rectangular in shape, and its western boundary is defined by a track, which forms part of the National Cycle Route. There is existing housing to the north and south of the site, and development would represent a natural extension of the built up area of the southern part of Ayr. The location is reasonably convenient for a range of employment, retail, commercial, education and other public services which residents of the new housing will require. Integration of footpaths and cycleways with existing facilities, coupled with appropriate levels of bus service routed through the site, provide reasonable alternatives to traveling by car. There is also the further possibility of traveling by train from Ayr town centre to destinations outwith the area. The site could be developed without any significant adverse effects on statutory environmental or heritage designations.</p> <p>The Council wish to see a golf course developed on the land to the north and west of the site. While the housing development is not dependent on the provision of the golf course, it could be of benefit, and the council would wish to have discussions with the developer on the viability, and possible implementation, of this proposal.</p>
Site Criteria	<p>Residential development on 35ha of land at Greenan will be considered to be acceptable by SAC, subject to conformity with masterplans, which will be prepared or otherwise approved by SAC.</p> <p>It is expected that the site will accommodate approximately 430 dwellings. While rates of building are difficult to predict with complete accuracy, the development of the site has already commenced and is expected to be completed in the medium term. The lead developer will be expected to demonstrate that the delivery of houses on this site could commence, and be completed, within the expected timescales.</p> <p>This brief requires a masterplan for this site. Until that is completed, and approved by the Council, no consent for the development will be granted. As part of the preparation of SALP, the Council have considered the prospective impact and consequential requirements of the residential land allocation and have concluded that it is a viable and acceptable extension to Ayr. The masterplan for the site will require to address all of these matters to a level of detail which ensures the proper implementation of the development. It will therefore be required to address:</p> <ul style="list-style-type: none"> • the overall disposition of land uses within the site, including housing densities and public open space; • the provision of vehicular, cycle and pedestrian access to and from the site including any and all necessary consequential off site works; • measures to maximise the use of public transport by residents of the site; • the provision of all utility services to serve the site including any and all necessary consequential off site works; • the landscape framework for the site, including provision for an acceptable entrance to Ayr from the south; • the location of the main distributor road(s) within the site; • the specific treatments for the northern and western boundaries of the site to provide both defensible boundaries and a transition to the more open countryside and sensitive coastal area adjacent, and to ensure that there is no opportunity for further development (recommended depth of boundary treatment along Greenan's western edge: a minimum of 25-30m; and more along the northern edge); • any necessary consequential requirements for augmenting the provision of primary and secondary education; • the provision of affordable rented housing on site; the provision of any required community facilities either by on site provision and/or upgrading/extending existing off site facilities; • the overall building design concept for the site; and • measures to co-ordinate the work of the development partners and to ensure the smooth delivery of all aspects of the proposal within the required timescale

Site Plan



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014 All rights reserved. Licence number 100020765.

Greenan

Ayr

Land at South East Ayr (AYR4) is an urban expansion area, to provide housing development within a sustainable new community.

Site Criteria

224 Hectares of land at South East Ayr is identified as a strategic growth area for housing development. There are three phases to the development areas: Corton, Alton and Cockhill/Glenparks. Each development phase will have development parcels that require to be identified as each phase is approved for development through planning applications. Any residential or associated development in this location will be required to conform to the principles of this design brief, which considers requirements of key service providers in order to ensure appropriate mitigation measures to address the consequential impacts arising from the development are provided.

- A scheme to ensure the provision of a regular and frequent public transport service to serve all parcels of the development.
- Provision of high quality pedestrian and cycle links across the A77 to provide a safe and attractive means of connecting SE Ayr to Ayr
- A scheme to ensure the provision of a substantial amount of affordable rented housing development within each parcel of development;
- Identification of a site for a new primary school and a scheme to ensure the delivery of a new primary school;
- Identification of land for neighbourhood shops and community facilities to serve the local area;
- Provision and or a scheme to provide business facilities and/or land;
- A comprehensive inventory of the infrastructure consequences of development and a scheme ensuring delivery of key infrastructure within identified and agreed timescales and phases of development;
- The principles of layout and building design and high quality place-making;
- An access strategy that provides a network of formal and recreational footpaths and cycle ways across the development phase to which the proposals relate i.e. either Corton/Alton or Cockhill, linking to core green infrastructure of burns, habitat corridors and the line of the Ayr-Stranraer rail line. The access strategy will also outline the network of public roads with the development phase and demonstrate priority for high quality place-making with pedestrian/cycle;
- The provision of high quality pedestrian/vehicle links between different phases of development and especially links between and into Corton/Alton/Cockhill both over and under the Ayr-Stranraer rail line;
- Provision of a phasing plan for the development phase within which the proposals are located i.e. either Corton/Alton or Cockhill phase. The phasing plan requires to demonstrate delivery of the above items and the phasing and indicative timescales for development parcels within the phase of development.

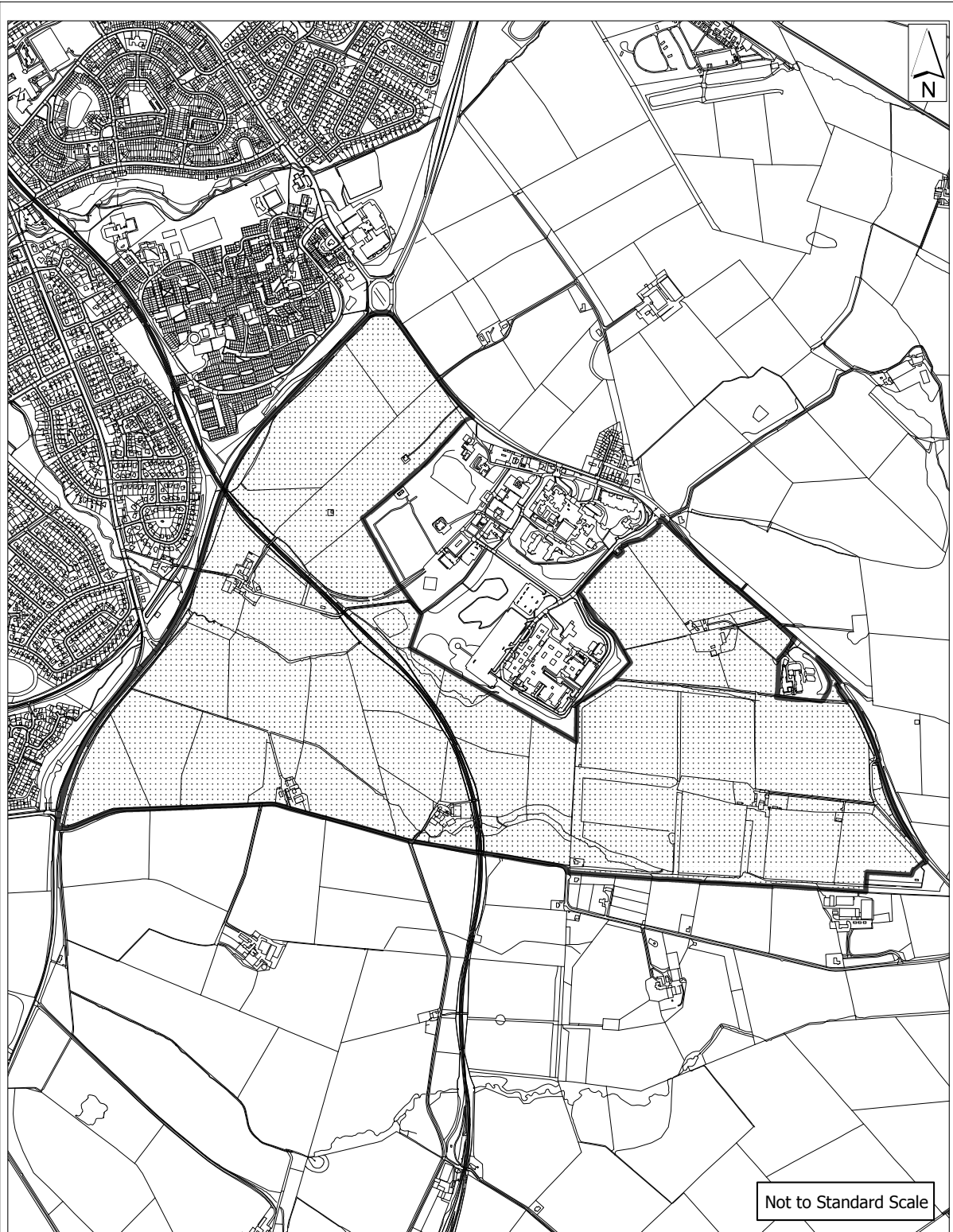
The above list is not exclusive.

It is an essential requirement of any development proposal in the SE Ayr area that the proposals are underpinned by a masterplan that demonstrates how the above elements are to be secured and delivered. It is also an essential requirement that any proposal does not prejudice the development of the wider area and the masterplan will demonstrate how the proposals physically integrate with the wider SE Ayr area.

- Additionally, while the existence of the railway line within AYR4 was a key factor in allocating the site as a strategic urban expansion, and the Council would remain supportive of a rail halt to serve the site, development at the site should provide safe and adequate links across the A77 trunk road for pedestrians and cyclists.

If the rail halt is undeliverable, this will place additional emphasis on achieving infrastructure to ensure quality pedestrian linkage is achieved to the site from the west of the A77.

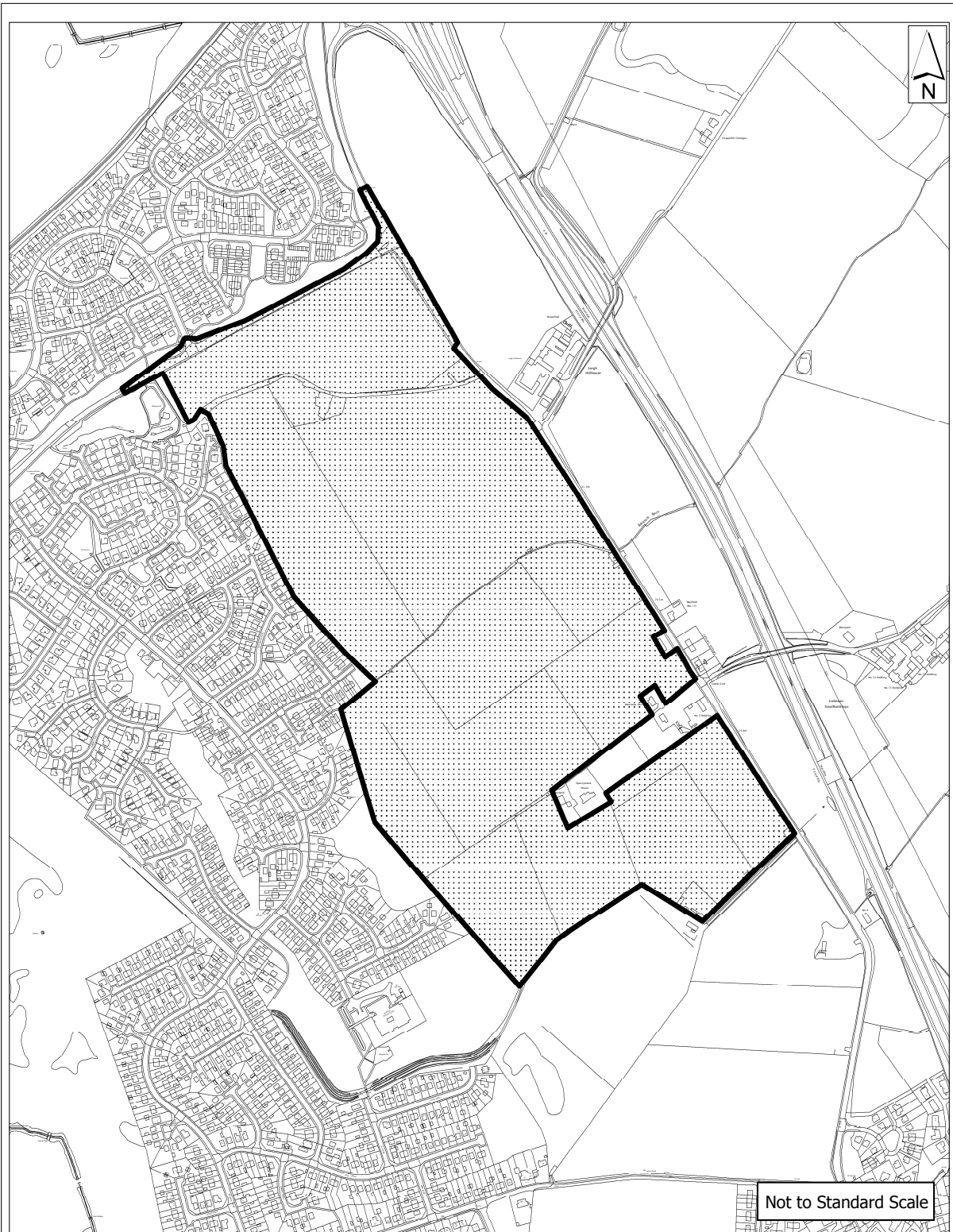
Site Plan



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014 All rights reserved. Licence number 100020765.

Troon

Site Reference: North East Troon	
Brief	<p>The allocated area for housing comprises flat open agricultural land with few features. It has strong boundaries to the east (the A759 road), to the north (Kilmarnock Road) and existing housing land to the west (existing and committed housing development). Accordingly, the site constitutes an acceptable expansion of Troon in terms of its urban form and landscape impact. The location is close to the range of employment, retail, commercial as well as education and other public services which residents of the new housing will require. Integration of footpaths and cycleways with existing adjacent development, coupled with the proximity of the site to local services will provide genuine opportunities for minimising car usage. Furthermore, the proximity of the two railway stations at Troon and Barassie on the Ayr to Glasgow line provide further opportunity to maximise use of train rather than car travel.</p>
Site Criteria	<p>Residential development on 44.3 Hectares of land at North East Troon will be considered to be acceptable by the Council, subject to conformity with master plans which will be prepared or otherwise approved by the Council.</p> <p>It is expected that this site will accommodate approximately 550 new dwellings. Whilst rates of building are difficult to predict with complete accuracy it is expected that a steady rate of development will cover a period extending beyond the 2008 thereby enabling continuity of supply towards the projected longer term housing demand in South Ayrshire.</p> <p>This brief requires a masterplan for this site. Until that is completed, and approved by the Council, no consent for development will be granted. As part of the preparation of this Finalised Local Plan the Council has considered the consequential requirements and prospective impact of this residential land allocation and has concluded that it is a viable and acceptable extension to Troon. The master plan for the site will require to address all of these matters to a level of detail which ensures the proper implementation of development. It will therefore be required to address:</p> <ul style="list-style-type: none"> • The overall disposition of land uses within the site; including housing densities and public open space; • The provision of vehicular, cycle and pedestrian access to and from the site including any and all necessary consequential off-site works; • The provision of all utility services to serve the site including any and all necessary consequential off-site works; • The landscape framework for the site; • The location of the main distributor roads within the site; • The specific treatment of the southern and eastern boundaries of NET in order to round off the settlement and ensure an appropriate transition to the open countryside beyond and, in the case of the southern boundary, to ensure that there is no opportunity for future development closer to Loans (depth of boundary treatment along NET's eastern edge to be a minimum of 25m; and along the southern edge to be a minimum of 30m; • The reservation of land which may be required for a new primary school; • The reservation of land for small-scale retail premises to serve the development; • The necessary consequential requirements for augmenting the provision of secondary education; • The provision of affordable rented housing on the site; • Measures to maximise the attractiveness of Troon and Barassie railway stations for use by residents of this site; • Measures to maximise car parking provision and minimize traffic congestion in Troon Town Centre; • The provision of community facilities either by on-site provision and/or upgrading/extension of existing off-site facilities; and • The overall building design concept for the site. <p>The above list is not in any order of significance; nor is it exclusive.</p>



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2014 All rights reserved. Licence number 100020765.

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;

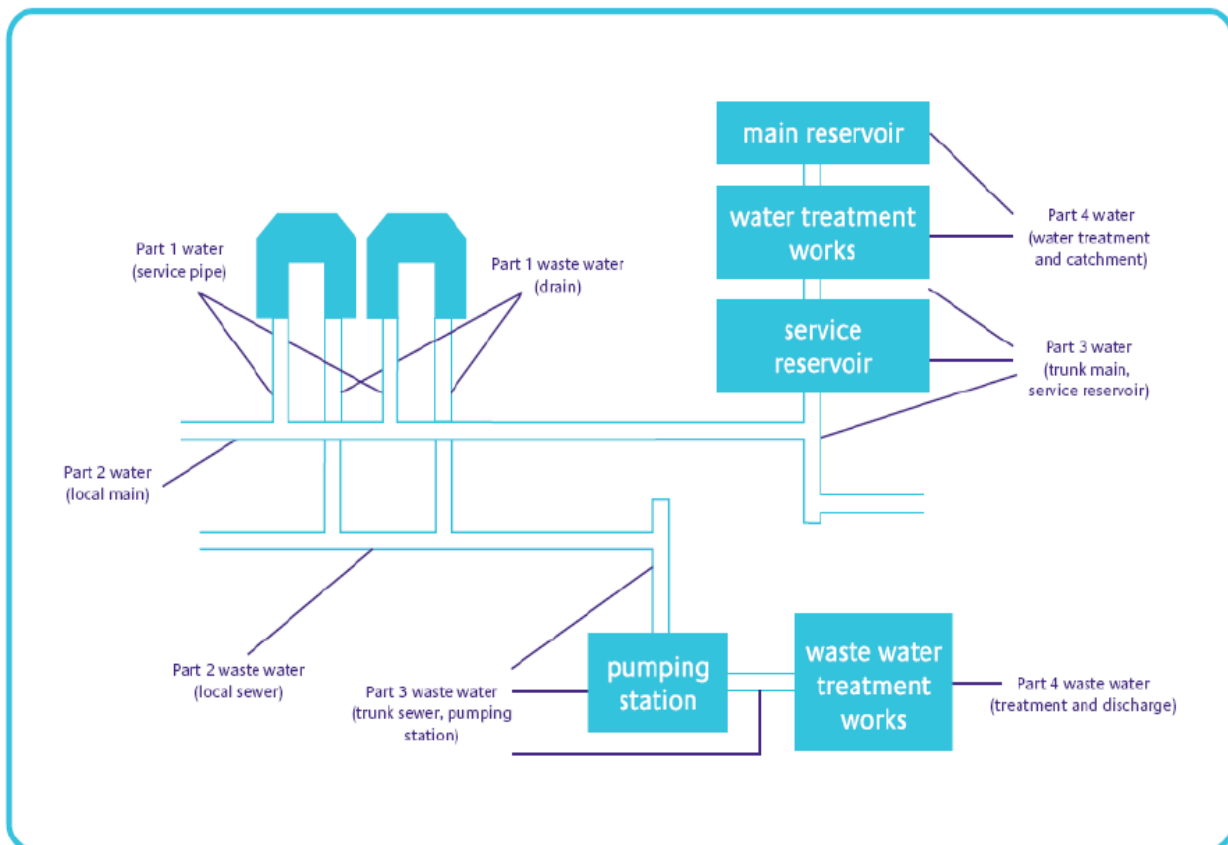
Part 2 Assets: water mains and sewers that connect developments to trunk mains and trunk sewers, and some sustainable drainage systems (SuDS);

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.



Enterprise, Development & Leisure

Planning Service, Burns House, Burns Statue Square, Ayr KA7 1UT

Tel: 01292 616107

localdevelopmentplans@south-ayrshire.gov.uk

www.south-ayrshire.gov.uk/planning