

## REGULATORY PANEL: 11 MAY 2023

### REPORT BY HOUSING, OPERATIONS AND DEVELOPMENT DIRECTORATE

22/01021/APPM

LAND ADJACENT TO 1 DOW AVENUE MONKTON SOUTH AYRSHIRE KA9 2RH

#### Location Plan

APPLICATION SITE 



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#### Summary

This application seeks detailed planning permission for the erection of a facility for the manufacture, testing and operation of electronic and satellite telecommunication equipment and associated works on land to the west of the settlement of Monkton. The application site is located within an area allocated for aerospace, space and digital infrastructure use in Local Development Plan 2. One representation has been received which objects to the proposed development and raises issues mainly focussed around: insufficient details within submission, flooding, safeguarding concerns and planning policy/regulations. 7 consultation responses have been received which raise no objection in respect of the development. The proposed development has been assessed against the terms of relevant policies within the Development Plan (National Planning Framework 4 and South Ayrshire Local Development Plan 2) and it is considered that the proposal can be considered positively against the terms of the aforementioned documents. It is recommended that this application for planning permission be approved subject to planning conditions.

## REPORT BY HOUSING, OPERATIONS AND DEVELOPMENT DIRECTORATE

**REGULATORY PANEL: 11 MAY 2023**

<b>SUBJECT:</b>	<b>PLANNING APPLICATION REPORT</b>
<b>APPLICATION REF:</b>	<b>22/01021/APPM</b>
<b>SITE ADDRESS:</b>	<b>LAND ADJACENT TO 1 DOW AVENUE MONKTON SOUTH AYRSHIRE KA9 2RH</b>
<b>DESCRIPTION:</b>	<b>ERECTION OF FACILITY FOR THE MANUFACTURING, TESTING AND OPERATIONS OF ELECTRONIC AND TELECOMMUNICATION EQUIPMENT AND ASSOCIATED WORKS</b>
<b>RECOMMENDATION:</b>	<b>APPROVAL WITH CONDITIONS</b>

### APPLICATION REPORT

This report fulfils the requirements of Regulation 16, Schedule 2, paragraphs 3 (c) and 4 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. The application is considered in accordance with the Council's Scheme of Delegation as well as the Procedures for the Handling of Planning Applications.

#### **1 Proposal:**

##### Site Description

The application site relates to an area of land located to the west of the settlement of Monkton. The site is bound on its north, east and western boundaries by the 'U' shaped Dow Avenue. Beyond Dow Avenue to the north is the Collins aerospace building, to the east are commercial buildings, to the west is an area of vacant, landscaped ground with the A79 beyond. The site is bound by Station Road to the south with Glasgow Prestwick Airport beyond. The application site has an area of 5.46 hectares and is owned by Scottish Enterprise. There is an existing watercourse towards the south-eastern edge of the site, Dow Burn, however; the proposed building is situated in a location which means that the existing watercourse will not be affected by the proposed development as the car parking and building infrastructure are closer to the north-western edge of the site. The site has a relatively flat topography. The site is allocated for aerospace, space, defence, marine development and digital infrastructure use within LDP2.

##### Development Proposal

The development proposal relates to the erection of a facility for the manufacture, testing and operation of electronic and telecommunication equipment and associated works. The scope of the proposed development is for a manufacturing facility for the various tests required in the manufacturing of satellites and preparing launch vehicles, laboratories, offices, staff facilities including canteen, customer experience facilities, packaging and shipping areas and associated plant and supporting infrastructure. The total overall building has an area of 15,240 square metres. The main body of the proposed building has a sloping roof, rising from approximately 24.5m in height from the eaves to approximately 26.4 metres at the apex of the roof. The area of the proposed building which occupies plant equipment represents the highest point of the building at approximately 29 metres; however, this occupies a relatively small proportion of the proposed development. Since the submission of the planning application, the end user of the site has been stated as Mangata Networks. The positioning of the building towards the west of the site is partially dictated by the 200m exclusion offset from the centreline of Glasgow Prestwick Airport runway 12/30.

The orientation of the proposed building promotes the use of the secondary Dow Avenue as the main access point for staff and goods vehicles, with the access point from Station Road being used by visitors. The main office and customer experience side of the proposed building is orientated to face Station Road. The car park is split over two areas, with the staff car park being located to the south-east and the visitor and accessible parking bays being located to the front on the Station Road elevation. 250 parking bays are to be provided in total, consisting of 237 standard parking bays, 13 accessible parking bays, 13 motorcycle spaces and storage for 93 bicycles. Of the 237 standard bays, 6 no. will have provision for electric car charging and are oversized. Additionally, of the 13 accessible bays, 3 no. will have provision for electric car charging. 2 no. service yard accesses and 2 no. car parking accesses are proposed from Dow Avenue and a visitor's access is proposed to Station Road.

The proposed elevational treatment of the building reflects the buildings already located within the Prestwick International Aerospace Park, with the majority of elevations metal clad and industrial in aesthetic. The front/office elevation will be full height curtain walling with deep roof overhangs including a mid-level canopy over the staff canteen area and main visitor's entrance on the front elevation. The clad areas are to be micro-rib profile metal panel in a very light grey finish. The side elevations/manufacturing facility are clad in a smooth metal cladding in a darker grey, with a base course of dark engineering brick up to 450mm above ground level. Tall-slotted glazing is also proposed to the side elevations. The rear elevation to the service yard is also metal clad but with a trapezoidal profile, with several large openings for goods delivery and the movement of equipment.

The proposed development will largely retain the existing planting, trees and foliage (approved under a historic permission), with limited new soft landscaping proposed. Hardstanding will be formed around the building's perimeter, with paved steps to be formed to take account of the existing level differences between the south-eastern and north-western parts of the site.

The proposed development will incorporate sustainable urban drainage features such as permeable paving, filter trenches and swales. Attenuation storage and flow controls are also proposed to allow for surface water run-off.

### Planning Process

As the application proposal is 'Major' development, the scheme of delegation requires that it be presented to the Regulatory Panel for determination. The assessment section of this report concludes that the proposal complies with the Development Plan and consequently there is no requirement for referral of the application to Full Council.

A Processing Agreement has been prepared and agreed in consultation with the applicant which agrees that the Planning Service will seek to present the application to the Council's Regulatory Panel on 11<sup>th</sup> May 2023.

A Proposal of Application Notice (Ref. 22/00335/PAN) described as "Proposal of application notice for the erection of a facility for the manufacture, testing and operations of electronic and telecommunication equipment; including car parking, telecommunications area, services yard, roads, landscaping and ancillary services" was submitted on 4<sup>th</sup> April 2022. It is considered that the nature of the scheme as submitted through the current application is such that it is clearly and recognisably linked to the proposal described in the proposal of application notice thereby meeting the requirements of the relevant regulations for 'Major' developments.

## **2 Consultations:**

**Transport Scotland (Trunk Roads)** – no objection subject to condition in relation to submission of Travel Plan.

**Ayrshire Roads Alliance** – no objection subject to conditions.

**Environmental Health** – no objection.

**Glasgow Prestwick Airport** – no objection subject to condition in relation to adherence to content of submitted Bird Hazard Management Plan and advisory notes in relation to cranes, landscaping maintenance and renewable energy. Glasgow Prestwick Airport initially issued a holding objection; however, this was removed upon receipt and assessment of new information submitted by the applicant in respect of safeguarding issues.

**Sustainable Development (Landscape and Parks)** – no objection.

**National Air Traffic Services** – no objection.

**West of Scotland Archaeology Service (WoSAS)** – no objection. WoSAS initially requested a standard condition in relation to submission of a written scheme of investigation; however, the applicant subsequently submitted this information to WoSAS and it has been confirmed by them that the proposed condition is now no longer required.

### **3 Submitted Assessments/Reports:**

In assessing and reporting on a Planning application the Council is required to provide details of any report or assessment submitted as set out in Regulation 16, Schedule 2, para. 4 (c) (i) to (iv) of the Development Management Regulations.

**Planning Statement:** This statement sets out the background to the submitted application and outlines and addresses the policy context against which the application requires to be assessed. The document highlights that the development of the Prestwick International Aerospace Park represents a key investment by Scottish Enterprise in the aerospace industry in Scotland, with a commitment to ensuring that the proposed development is delivered to the highest design and environmental standards and does not compromise the operational safety of Glasgow Prestwick Airport. The document further references the other supporting documents which have been submitted in order to aid assessment of the application and the content of these are summarised below. Relevant policies within the Local Development Plan are outlined in some depth and it is reasoned that the proposed development complies with these. At the time of submission, the Fourth National Planning Framework (NPF4) was not adopted; however, the statement references this document and states that it is not considered that adoption of this national policy would alter the assessment of this application. The statement outlines that the proposed development would be supported under (the now superseded) Scottish Planning Policy (SPP) in that it has clear economic benefits and that it has been designed to demonstrate the six qualities of successful places. Finally, the statement highlights the requirement introduced through the Planning (Scotland) Act 2019 for Planning Authorities, individually or jointly, to prepare a regional spatial strategy (RSS) which identifies the need for strategic development in the area to which it relates. The statement outlines that whilst not yet in force, the RSS prepared by East, North and South Ayrshire Councils identifies one of the strategic development priorities as being the Prestwick Aerospace and Space Cluster – intended to build on the established aerospace cluster around Prestwick Airport and facilitate investment in a new aerospace lifecycle. It is reasoned that the proposed development therefore contributes to this aim and is in accordance with it.

**Planning Statement Addendum:** This addendum addresses the relevant provisions of National Planning Framework 4 (NPF4) – the national spatial strategy - and states that when read alongside the Planning Statement, demonstrates that the planning application should be approved on the basis that it complies with the Development Plan as a whole. NPF4 was adopted by the Scottish Government on 13 February 2023, replacing Scottish Planning Policy, and comprises a statutory part of the Development Plan along with LDP2.

**Design and Access Statement:** This report considers the site context in detail and outlines the relevant design policies which informed the design of the proposed development and outlines how the site will be accessed. It is stated that the positioning of the building is partially dictated by the 200m exclusion offset from the centreline of Glasgow Prestwick Airport runway 12/30 and that the building orientation is such as to promote the use of the secondary Dow Avenue as the main access point for staff and goods vehicles and to utilise Station Road as a visitor access point. It is stated that with this in mind, the main office and customer experience side of the building is orientated to face Station Road. The staff car park is located to the south-east and the visitor and accessible parking bays being located to the front on the Station Road elevation. Key infrastructure included within the proposed development includes a manufacturing facility (satellites and preparing launch vehicles) and offices and customer experience – the overall floor area of the building would be 15,240 square metres. An external container would be provided for storage of containers prior to shipping and a variety of external plant would also be installed. The proposed car park will provide 250 bays in total, consisting of 237 standard parking bays and 13 accessible parking bays. Of the 237 parking bays, 6 will have provision for electric car charging and are oversized and 3 of the 13 accessible bays will have provision for electric car charging. 13 motorcycle spaces and storage for 93 bicycles will also be provided. New accesses are to be formed from Dow Avenue, 2 no. service yard access and 2 no. car park accesses. Additionally, a new visitor's access is proposed to Station Road. It is stated that the elevational treatment of the building reflects the buildings already in situ within the Prestwick International Aerospace Park, with the majority of elevations metal clad and industrial in appearance. The front elevation (office elevation) will be mostly glazed, with clad areas finished in micro-rib profile metal panel in a light grey finish. The side elevations (manufacturing facility) will be finished in a smooth finish metal cladding in a darker grey with a base course of dark engineering brick. Tall-slotted glazing to provide natural daylight to the double height cleanroom spaces is also proposed to the side elevations. The rear elevations (service yard) will be metal clad with several large openings for goods delivery and the movement of equipment. The service yard itself will be enclosed with a secure perimeter fence with sliding gate access. The proposed development will encompass energy efficiency measures and a solar photovoltaic array will be installed on the roof of the building. Finally, it is stated that the building has been designed to create an inclusive environment that is accessible to all.

**PAC Report:** This report outlines the community engagement undertaken by the applicant during the pre-application consultation period, compliance with statutory requirements and the views expressed by the local community and how the development proposals take them into consideration. The PAC Report provides a summary of the issues raised as part of the consultation exercise and provides a response to each. A public meeting was held at Carvick Webster Memorial Hall (Monkton Village Hall) from 12 noon to 7pm on 26<sup>th</sup> August 2022. 23 people signed the attendance sheet, although it is estimated that 28 people attended the event. Of those who signed in, nearly all were from Monkton, with the remainder being prospective residents of the village. Representatives from the project team were available to provide further information (display boards were used to explain the proposals), answer any questions and note down comments made. Four feedback forms were completed at the event on 26<sup>th</sup> August with no further forms returned prior to the deadline of 9<sup>th</sup> September 2022. The response received from was generally positive with it being noted that it is a commercial site which is ripe for development and that the proposed development would create new jobs for young graduates who might otherwise move away from the area. Drainage was the only issue raised on the feedback form which was listed as a concern, although verbal comments were received in respect of traffic concerns.

**Drainage Assessment:** The document outlines the site and sets out the policy context in respect of drainage. It is stated that the site will be served by separate foul surface water drainage systems and that SUDS measures will be required to provide the required level of treatment and attenuation. The report states that SEPA have confirmed that the SUDS strategy should be developed in accordance with the Simple Index approach (SIA) as detailed within CIRIA C753, with it being confirmed that the SUDS system for proposed development has been designed to meet the storage and treatment requirement of this document. It is reasoned that this has been achieved by employing the use of dry swales, filter drains and permeable paving. This will discharge into the Rumbling burn to the west of the site using existing surface water infrastructure. It is stated that the development runoff will be attenuated to 43.21 l/s in the 30-year event and 67.5 l/s up to and including 200 year +41% cc up to an including the year +41% climate change. Further, the assessment outlines that the surface water runoff from the proposed development will drain into the existing Scottish Water surface water sewer and that it is proposed to connect to existing Surface Water Infrastructure at the south-west corner of the development site. Finally, it is stated that the closest Scottish Water combined sewer is located in Dow Avenue to the south of the development site and that it is proposed that foul pipes will be connected to the Scottish Water system at this location. Various drawings are included within the document which highlight drainage matters. Site photographs are also provided along with topographical survey and pre-application consultation correspondence from SEPA, Scottish Water and the Ayrshire Roads Alliance.

**Flood Risk Assessment:** The report outlines various categories of flooding mechanism including watercourses (fluvial), coastal, surface water (pluvial), groundwater, artificial drainage systems (reservoirs, canals and other artificial sources and infrastructure failure). In respect of fluvial flooding, the report states that Dow's Burn is the only flowing surface water in closer proximity to site but that there are no planned discharges to the Dow's Burn and therefore there is no anticipated increase to the risk of flooding here. The Dow's Burn watercourse shows a medium risk of flooding from surface water; however, the area affected is minor and is anticipated to remain unchanged as a result of the proposed development. The report states that there is no risk to the site from coastal flooding. The boundary of the application site is situated within a medium to high-risk area for surface water flooding. However, surface water flooding can be effectively managed and mitigated for through appropriate landscaping, SUDS and surface drainage design. The report considers the overall surface water risk as medium, without any mitigation measures. In respect of groundwater, the northern boundary of the site encroaching into the centre of the site is at risk of a 75-year flood. A second flood risk map does not indicate the site to be at risk of a 100-year flood and a third flood risk map indicates that the northern boundary encroaching into the centre of the site and a small area along the southern boundary on the centre is at risk of a 200-year flood. During heavy rainfall, flooding from artificial drainage systems may occur if the rainfall event exceeds the capacity of the drainage system or if the drainage system becomes blocked by debris or sediment. Runoff is to be attenuated at the site to an appropriate rate using attenuation techniques and it is anticipated that the drainage strategy will sufficiently mitigate any potential flooding issues. Further, the report states that blockages may occur at the entrance to the downstream culvert of Dow's Burn but that the ARA are responsible for checks and to clear debris. SUDS will be used at the site including: permeable paving, all roof drainage entering filter drains and/or dry swale, northern service yard drainage treated via dry swale and soft landscaping to attenuate surface runoff. It is stated that design of the proposed drainage measures has also made an allowance for climate change. The report concludes the site to be at medium risk of flooding from surface water and at low risk of flooding from all other sources.

**Geotechnical and Geo-environmental Desk Study:** It is stated that the purpose of the report is to assess the potential geotechnical and geo-environmental risks associated with the development of the site and inform the design of any intrusive ground investigation works required to fully investigate the potential risks. No opening up of the ground was undertaken as part of the desk study. The report describes the site and proposed development and outlines a history of the land. The report states that the site has historically been undeveloped and that there have been no significant developments on the site since 1860. Geological maps indicate that the natural superficial deposits at the site comprise raised beach deposits of sand and gravel from the Quaternary Period, with Made Ground not indicated on site but is present along the alignment of the A79 north of the site and continuing along the alignment of the A78 northwest. The report further states that groundwater is anticipated to be present at shallow depth beneath the site and that the site is not considered to be at risk from shallow abandoned mine workings. A utilities review identified a SGN low pressure mains, Scottish Power Energy Networks cables, Scottish Water combined sewer and distribution main, BT lines and Vodafone underground routes all located around the boundary of the site typically following the alignments of Dow Avenue and Station Road. The report also references the risk of surface water flooding and that the development will require to be served by separate foul and surface water drainage systems. The initial contamination risk assessment has identified that there is a risk of contamination beneath the site associated with made ground, agricultural activities and close proximity to an active airfield. The document concludes by recommending that further intrusive ground investigation is carried out to confirm the ground conditions present, obtain geotechnical and chemical information on the soils, rock and groundwater and to inform the development of detailed designs.

**Ecological Appraisal:** This report comprises of a desk study, an Extended Phase 1 Habitat Survey and a Preliminary Bat Roost Assessment (PBRA). It is stated that the Extended Phase 1 Habitat Survey recorded several common habitat types – poor or semi-improved grassland. In various stages of growth, the grassland ranges from short and fragmented to unmanaged and rank. Marshy grassland dominated in the centre of the survey area where drainage is poor. Landscape planting is present along the southern edge. The survey area is bordered on all sides by species-poor amenity grassland, hedgerows and planted sycamore trees. Rank ruderal habitat and scattered trees are present along the eastern boundary. It is stated that the habitats within the survey area do not pose a constraint to the proposed development. In terms of species, the report states that the habitats within the survey area provide restricted value to bat species but that the rank semi-improved grassland provides some foraging habitat for bat species while the hedgerows and lines of trees provide a green corridor for bats to travel within the wider area. It is outlined that this leads to more suitable foraging and commuting habitats, particularly large areas of grassland, hedgerows and woodland. However, it is stated that despite this no evidence of protected species was recorded during the Extended Phase 1 Habitat Survey and no trees within the survey area were deemed to have bat roosting potential during the PBRA, due to lack of potential roosting features. In respect of birds, it is stated that habitats across the survey are suitable for nesting birds, with scattered trees, scrub, hedgerows and rank grassland providing optimal nesting conditions for several bird species. It is therefore recommended that any initial works or vegetation clearance happen outside of the nesting bird season (typically March – August inclusive).

**Transport Assessment:** This report provides a site description and outlines the current use of the site, provides a transport policy review, outlines current access arrangements, describes the proposed site layout and operation (including parking provision), outlines proposed access strategy, multi modal traffic generation and distribution, outlines a Framework travel plan and outlines a traffic impact assessment (including mitigation measures). It is noted that the report references Scottish Planning Policy which has now been superseded by National Planning Framework 4 (NPF4) (in February 2023 – post submission of this application) and the Local Development Plan (2014) which was superseded by Local Development Plan 2 in August 2022. However, it is not considered that the change in national or local policy materially alter the report. A total of 250 car parking spaces will be provided and a review of shift patterns has shown that a total of 250 spaces is sufficient for the proposed development and will not result in parking issues. It is outlined that the site will be accessed in a number of ways with staff accessing from two bellmouth junctions along Dow Avenue to the north, service and delivery by a separate access and exit along Dow Avenue and visitor access/egress along Station Road to the south of the site. It is proposed that pedestrian and cycling facilities within the site will link up with active travel links proposed in the area. The study area comprised of the following junctions: Dutch House Roundabout, Monktonhead Roundabout, A79/Station Road Roundabout, Station Road/Dow Avenue (West) Roundabout, Station Road/Dow Avenue (East) Roundabout, Station Road/main Street/Kilmarnock Road/Burnside Road signalised junction, Shawfarm Roundabout and Sandyford Toll Roundabout. Peak hours were calculated based on the traffic data obtained from the junction turning counts and were found to be weekdays 07.45 – 08.45 and 16.30 – 17.30. Junction impact assessments were undertaken on each of the junctions within the study area to determine the impact of the proposed development trips on the traffic network, with it being stated that an impact of 5% on each arm was regarded as being acceptable. 5% was exceeded at 3 junctions – A79/Station Road Roundabout, Station Road/Dow Avenue Roundabout (West) and Station Road/Dow Avenue Roundabout (East) but it is reasoned that the results from the

roundabout junction assessments indicate that the existing roundabout junctions are operating well within capacity and that the addition of trips associated with the proposed development will have a negligible impact. The report concludes by stating that it is not anticipated that the proposed development will have a detrimental impact on the operation of the surrounding road network.

**Noise Impact Assessment:** The assessment considered the potential adverse impacts of the proposed development upon noise sensitive receptors as a result of increases in road traffic. Data from a sound level survey was used to inform the background noise levels and ambient levels at the nearest sensitive residential receptors. Based on traffic modelling, it was found that any resultant noise change from introduced traffic associated with the operation of the proposed development would be insufficient for significant effects to occur. In regard to assessing potential adverse impacts arising from the operation of the proposed industrial noise sources, a three-dimensional noise model was constructed. An assessment against absolute noise limits and an assessment in line with The Technical Advice Note – Assessment of Noise (TAN) was undertaken with both concluding that the predicted noise levels comply with the Council requirements for normal operation and normal plant plus generator testing scenarios. It was found that the absolute noise limit at Station Road could be exceeded and that the level of significance determined by the TAN assessment could be “neutral/slight”, in the event of a full power cut to the facility during the night-time. The report states that given the relative short term and expected rarity of such events, the potential impact is not considered to be significant.

**Glint and Glare Study:** This report was undertaken to assess the possible effects of glint and glare from a rooftop solar photovoltaic development and pertains to the potential impact upon road safety, residential amenity, public rights of way and aviation activity associated with Glasgow Prestwick Airport. It is stated that guidelines exist in the UK (produced by the Civil Aviation Authority) in respect of solar developments and aviation activity but that the UK CAA guidance is relatively high level and does not prescribe a formal methodology. A specific national guidance policy for determining the impact of glint and glare on road safety and residential amenity has also not been produced to date. Therefore, the author of the report undertook geometric reflection calculations and, where a solar reflection is predicted, considered the screening (existing and/or proposed) between the receptor and the reflecting solar panels. It is stated that for aviation activity, where appropriate, solar intensity calculations were undertaken in line with the Sandia National Laboratories’ FFA methodology. The report found that no significant impacts are predicted upon aviation activity at Glasgow Prestwick Airport, road safety, residential amenity or public rights of ways. It also finds that no mitigation is required.

**Wind Shear and Turbulence Report:** The aim of this report is to determine the influence of the proposed development on the wind characteristics for landing aircraft at Glasgow Prestwick Airport. It is stated that there are no known guidelines for the assessment of building induced wind shear and turbulence for aircraft operations in the UK. The report therefore assessed the structure in accordance with the Australian guidelines as defined in Australian National Airports Safeguarding Framework (NASF, 2018). It is stated that the proposed building has the potential to impact landing operations to Runway 12 during strong winds from the north-east when the building would be upwind of landing aircraft. However, it is reasoned that the wind speed required for this to occur (winds gusting over the threshold speed from the north-east occur for less than 0.2% of the time) exceeds the cross-flight wind speed of typical airport runway operating criterion and that the proposed building would therefore not be expected to have an impact on airport operations. In respect of turbulence, it is stated that for the infrequent critical wind direction for the building from the north-east and the height of approaching aircraft to Runway 12 relative to the height of the proposed development, there would not be expected to be any increased risk compared with the existing natural turbulence.

**Bird Hazard Management Plan (BHMP):** This report was requested by Glasgow Prestwick Airport’s (GPA) Safeguarding Team as part of the consultation for this planning application. GPA is required to safeguard airspace within 13km of the airport from hazards to aircraft, including bird strikes. The document states that the main risk arises from the provision of areas of gently sloping or flat roof. Sloped areas predominate in the design and will partly deter species that prefer flat surfaces for nesting, such as gull species and oystercatcher. However, the low pitch means that this risk is not eliminated and there are some smaller areas of flat roof on the northern elevation of the main building. Control measures/design features are outlined which include; metallic and smooth surface roof with minimal protrusions or vents, limited features for perching or nesting, nesting deterrents installed between solar panels, nesting deterrents can be installed in other areas where need arises, SuDS design will ensure that surface water will not accommodate and bins/skips designed to prevent access from birds (self-closing lids). The plan also outlines that monitoring surveys will be undertaken immediately following the completion of the construction phase to ensure that there is no lag time where the site is left unmonitored. Monitoring will be undertaken at least once a week during the gull breeding season (March to June inclusive).

**Mangata Satellite Facility Technical Assessment:** This document examines the impact of the proposed development on Runway 12/30, which is adjacent to the application site. The document outlines that the Instrument Landing System (ILS) is a critical system that provides precision lateral and vertical guidance to an aircraft approaching and landing on a runway and that it is susceptible to multi-path reflections if any high structure or building is located within the vicinity of an ILS system. The ILS modelling was performed using the Ohio University Navigation Performance Prediction Model and it was found that no impact on Glasgow Prestwick Airport Runway 12/30 ILS was identified.

#### **4 S75 Obligations:**

In assessing and reporting on a Planning application the Council is required to provide a summary of the terms of any Planning obligation entered into under Section 75 of The Town and Country Planning (Scotland) Act in relation to the grant of Planning permission for the proposed development. **None.**

#### **5 Scottish Ministers Directions:**

In determining a Planning application, the Council is required to provide details of any Direction made by Scottish Ministers under Regulation 30 (Directions requiring consultation), Regulation 31 (Directions requiring information), Regulation 32 (Directions restricting the grant of Planning permission) and Regulation 33 (Directions requiring consideration of condition) of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, or under Regulation 50 (that development is EIA development) of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. **None.**

#### **6 Representations:**

1 representation has been received which objects to the proposed development. The representation can be viewed online at [www.south-ayrshire.gov.uk/planning](http://www.south-ayrshire.gov.uk/planning)

In summary, the objector has expressed principal concerns relating to:

- Insufficient detail within submission to allow assessment as no end user specified – LDP2 policy, EIA Regulations, hazardous materials, geology/hydrogeology
- Flooding – FRA has not considered implications of accesses on surface water flooding, not clear what the flood storage capacity of the site is and not clear how the SuDS will offset the flood storage capacity of the site – unclear if risk to downstream flooding.
- Lack of construction traffic management plan
- Safeguarding concerns in respect of airport and aviation safety: construction operations cranes, building maintenance equipment, airport and navigation procedures, instrument light procedures, aviation lighting, a further detailed report on the turbulence effects must be provided, it is not clear if consultation has been undertaken with Glasgow Prestwick Airport in respect of glint and glare and a Bird Management Plan has not been submitted.

A response to these points is set out within the ‘Objector Concerns’ of the Assessment section, below.

In accordance with the Council’s procedures for the handling of Planning applications the opportunity exists for Representees to make further submissions upon the issue of this Panel Report by addressing the Panel directly.

#### **7 Assessment:**

The material considerations in the assessment of this planning application are the provisions of the development plan as formed by the combined provisions of National Planning Framework 4 (2023) and the Adopted South Ayrshire Local Development Plan (2022), other policy considerations (including government guidance), planning history of the site, representations received and the impact of the proposal on the amenity of the locality.

On 13 February 2023, Scottish Ministers published and adopted National Planning Framework 4 (NPF4). NPF4 sets out the Scottish Ministers position in relation to land use planning matters and now forms part of the statutory development plan, along with the South Ayrshire Local Development Plan 2 (LDP2) (adopted August 2022).



Sections 25(1) and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) indicates that in making any determination under the Planning Acts, regard is to be had to the development plan. The determination shall be made in accordance with the plan unless material considerations indicate otherwise. The application is determined on this basis.

Legislation states that in the event of any incompatibility between a provision of NPF4 and a provision of an LDP, whichever of them is the later in date is to prevail (Town and Country Planning (Scotland) Act 1997 ("the 1997 Act"); Section 24(3)). NPF4 was adopted after the adoption of LDP 2, therefore NPF4 will prevail in the event of any incompatibility.

**(i) National Planning Framework 4 (NPF4)**

NPF4 confirms that the purpose of planning is to manage the development and use of land in the long-term public interest. NPF4 also maintains a plan-led system and provides a long-term spatial strategy to 2045 based around enabling the transition to net zero emissions and environmental sustainability; driving inclusive economic growth; and building resilient and sustainable places, which adapt to the impacts of climate change, whilst protecting, recovering and restoring our environment. The provisions of NPF4 must, however, be read and applied as a whole, and as such, no policies should be read in isolation. The application has been considered in this context. An assessment of the proposals against the provisions of NPF4 is set out below.

The following policies of NPF4 are considered relevant in the assessment of the application and can be viewed in full online at .

- Policy 1 Tackling the Climate and Nature Crises
- Policy 2 Climate Mitigation and Adaption
- Policy 3 Biodiversity
- Policy 4 Natural Places
- Policy 7 Historic Assets and Places
- Policy 12 Zero Waste
- Policy 13 Sustainable Transport
- Policy 14 Design, Quality and Place
- Policy 18 Infrastructure First
- Policy 19 Heat and Cooling
- Policy 22 Flood Risk and Water Management
- Policy 24 Digital Infrastructure
- Policy 26 Business and Industry

**NPF4 Aims**

The primary policies of relevancy to the principle of development in this case generally seek to balance development and economic growth in a sustainable manner and advocate support for business and industry uses on sites allocated for those uses in the LDP. In this instance, it is noted that the proposed use of the site is allocated within LDP2 for such a use, that is, aerospace, space, defence, marine development or digital infrastructure. In terms of NPF4's Spatial Strategy, the application site is located in an area where there is a particular need to target economic investment. The proposed development is specifically for a major inward investment facility for Mangata Networks, which will contribute to this need.

A summary of each of the relevant NPF4 policies is set out below followed by an assessment of the proposed development against the policy consideration.

**Policy 1 Tackling the Climate and Nature Crises**

The purpose of this policy is to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis. The applicant has stated that research from the Global e-Sustainability Initiative suggests that the increased use of information and communications technology could enable a 20% reduction of global carbon emissions by 2030. It is considered that the proposed development would contribute to this aim and therefore comply with the policy.

### Policy 2 Climate Mitigation and Adaptation

This policy requires development proposals to be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and to adapt to current and future risks from climate change. Section 6 within the submitted Design and Access Statement outlines design measures which contribute to the aim of this policy (including solar photovoltaic array, high efficiency lighting and energy efficient equipment) and the development proposal is therefore deemed to accord.

### Policy 3 Biodiversity

This policy is relevant to this proposal as it sets a specific requirement for development proposals subject to 'major' applications to enhance biodiversity, not just protect it and/or avoid detrimental impacts. As part of this, the test of the policy requires it to be demonstrated that the proposal will conserve, restore and enhance biodiversity including nature networks so they are in a demonstrably better state than without intervention. It is considered that the landscaping arrangements indicated on the proposed site plan would optimise and enhance the biodiversity value of the site, while ensuring that there would be no negative impact on the operations of Glasgow Prestwick Airport. The submitted Ecological Appraisal demonstrates that there are no significant habitats on the site and that mitigation would only be required if construction works were to be carried out during the bird breeding season.

### Policy 4 Natural Places

This policy aims to protect, restore and enhance natural assets and make best use of nature-based solutions. Development proposals which by virtue of type, location or scale would have an unacceptable impact on the natural environment, will not be supported. The proposed development will largely retain the existing planting, trees and foliage. A buffer is proposed around the watercourse in the north-east of the application site. The closest Site of Special Scientific Interest (SSSI) - Troon Golf Links and Foreshore - is located approximately 400m to the west of the application site. Considering this, the proposal is considered to comply with this policy.

### Policy 7 Historic Assets and Places

This policy aims to protect and enhance historic assets and places and to enable positive change as a catalyst for the regeneration of places, with a requirement for any potential impacts on such assets to be assessed. There are no historic assets near the site which would be impacted upon as a result of the proposed development, and it is noted that the West of Scotland Archaeology Service offers no objection to the proposed development. The proposal therefore raises no concerns when considered against this policy.

### Policy 12 Zero Waste

This policy requires development proposals to seek to reduce, reuse or recycle materials in line with the waste hierarchy. The proposed development would not generate significant volumes of waste and the proposed site plan indicates ample space for the separation and storage of any waste that is generated to facilitate recycling where possible. The proposal therefore raises no concerns when considered against this policy.

### Policy 13 Sustainable Transport

The purpose of this policy is to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. It offers support for proposals which improve, enhance or provide active travel infrastructure and public transport infrastructure. The site is allocated in LDP2 for the proposed use, and it is considered that active travel has been considered within the application submission, as set out within the submitted Planning Statement. Moreover, conditions are attached in respect of active travel. The proposal is therefore considered to comply with this policy.

### Policy 14 Design, Quality and Place

This policy seeks to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the 'Place Principle', that is, a design led approach which demonstrates the six qualities of a successful place; distinctiveness, safe and pleasant, welcoming, adaptable, resource efficient and easy to move around and beyond. It sets a standard for development proposals centred around 'quality', with an expectation for proposals to be well designed to improve the quality of an area whether in urban or rural locations and regardless of scale. Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places would not be supported by the policy. In addition to the above, which is largely unchanged from SPP, this policy requires developments to be "healthy: supporting the prioritisation of women's safety and improving physical and mental health". External lighting will aid the safety of individuals and the site can be accessed by active modes of transport and this is considered to support physical and mental wellbeing, which will also be aided by a network of footpaths close to the site. It is considered that the proposed development demonstrates the six qualities of a successful place and is of scale and design which would not appear incongruous in respect of its surroundings. The proposal is therefore compliant with policy 14.

### Policy 18 Infrastructure First

This policy seeks to encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking the requires the impacts of development proposals on infrastructure to be mitigated. In this instance, no new roads infrastructure is required for the proposed development, while it is considered that the nature of the proposed development means that it would have no other significant infrastructure implications. The proposals are therefore compliant with this policy.

### Policy 19 Heat and Cooling

The purpose of this policy is to encourage, promote and facilitate development that supports decarbonised solutions to heat and cooling demand. It outlines that development proposals for buildings that will be occupied by people will be supported where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation and materials. It is considered that the proposed development accords with the aims of this policy as the building will be heated and cooled via a series of Air Source Heat Pumps, a technology which is considered a Zero Direct Emissions Heating source as defined by the Heat in Buildings standard and aligned with the overall Scottish Government policy to decarbonise heat.

### Policy 22 Flood Risk and Water Management

The purpose of this policy is to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. It sets criteria and circumstances where development proposals at risk of flooding or in a flood risk area will be supported and this includes essential infrastructure, water compatible uses and redevelopment of existing buildings or sites for an equal or less vulnerable use. Whilst the application site is not located within a high-risk flood area, a minor watercourse runs through the edge of site and as such, the general considerations of the policy in terms of reducing vulnerability for the future development have been assessed in relation to these proposals. The proposed development would be classified as a 'least vulnerable use' and the suitability of the application site for development of this nature has been confirmed through its allocation in LDP2. No objection has been received from the Ayrshire Roads Alliance (as Flood Authority) and it is therefore considered that the proposed drainage arrangements would not increase the risk of flooding elsewhere. Considering the above, the proposal is compliant with policy 22.

### Policy 24 Digital Infrastructure

This policy seeks to encourage, promote and facilitate the rollout of digital infrastructure across Scotland to unlock the potential of all our places and the economy. Development proposals that deliver new digital services or provide technological improvements. The proposed development relates to an innovative satellite enabled cloud services company which will use the facility to bring customers a cost effective, state of the art network. As such, the proposal fully accords with this policy.

### Policy 26 Business and Industry

This policy seeks to encourage promote and facilitate business and industry uses and outlines that development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported. It also recognises that there is a need for development proposals for business and industry uses to be compatible with the primary function business of the area and for proposals to take into account the impact on surrounding residential amenity, sensitive uses, the natural and historic environment and the need for appropriate site restoration at the end of a period of commercial use. Lastly, 'Major' applications for manufacturing or industry should be accompanied by a decarbonisation strategy to demonstrate how greenhouse gas emissions from the process are appropriately abated. The development proposal relates to a proposed use which is in full compliance with the allocated nature of the site in LDP2 (aerospace, space, defence, marine development and digital infrastructure) and is compatible with surrounding uses. The submitted Design and Access Statement outlines how the proposed development accords with decarbonisation aims and it is therefore considered that the proposed development is in compliance with this policy.

Overall, and for the reasons noted above, it is considered that the proposal accords with the provisions of NPF4.

- **Local Development Plan 2 (LDP2)**

The following policies of LDP2 are considered relevant in the assessment of the application and can be viewed in full online at <http://www.south-ayrshire.gov.uk/planning/local-development-plans/local-development-plan.aspx>

- LDP Spatial Strategy
- Core Principle A1
- Core Principle B1
- Core Principle C1
- Strategic Policy 1: Sustainable Development
- Strategic Policy 2: Development Management
- LDP Policy: Business and Industry
- LDP Policy: National Aerospace and Space Centre
- LDP Policy: Water Environment
- LDP Policy: Flood and Development
- LDP Policy: Air, Noise and Light Pollution
- LDP Policy: Low and Zero Carbon Buildings
- LDP Policy: Historic Environment
- LDP Policy: Natural Heritage
- LDP Policy: Land Use and Transport

However, the provisions of the Adopted South Ayrshire Local Development Plan 2 must be read and applied as a whole, and as such, no single policy should be read in isolation. The application has been considered in this context and alongside NPF4 above. An assessment of the proposals against the provisions of Local Development Plan 2 is set out below.

### LDP Spatial Strategy

The Spatial Strategy sets out the general approach of the Council to development planning matters. It sets the scene for the type of development approaches South Ayrshire seeks to promote and defines 'Core Principles' that form the foundation of the plan. The Strategy also contains two 'Strategic Polices' that all development proposals require to confirm to and be justified against. Specific consideration of these are set out in the sections below.

- Core Principle A1

This states that the Council will support the aims of the Ayrshire Growth Deal (AGD), which includes any projects included in the Airport/Spaceport Masterplan. In this instance, the proposed development relates to advanced manufacturing and aerospace engineering and is located within the Masterplan boundary, therefore is in full compliance with the aims of the AGD.

- Core Principle B1

This states that the Council will support the principles of sustainable economic development and will: prioritise sustainable travel and development and direct development to settlements in preference to countryside areas. The application site is allocated within LDP2 for the proposed use and is well located for access by sustainable modes of travel. The proposed development is therefore considered to represent sustainable economic development.

- Core Principle C1

This promotes the sustainable use of natural, built and cultural heritage resources and states that the Council will, among other things, ensure that development proposals safeguard protected natural and built heritage resources, follow a precautionary approach where unrecorded natural or archaeological resources may be present and protect and enhance existing green and blue networks. The application is accompanied by an Ecological Appraisal which demonstrates that the proposed development is unlikely to have any negative impacts on natural heritage resources. The West of Scotland Archaeology Service were consulted on the application and offer no objection subject to a standard condition being attached in respect of a Written Scheme of Investigation. As such, the proposed development is considered to accord with this core principle.

### Strategic Policy 1: Sustainable Development

This policy provides the overarching policy for the LDP subject specific policies, and it requires to be used in the consideration of all planning applications. Certain criteria of this policy are therefore pertinent to this proposal and include (inter alia):

- Respects, protects and where possible, enhances natural, built and cultural heritage resources.
- Respects the character of the landscape and the setting of settlements.
- Incorporates sustainable urban drainage and avoids increasing (and where possible reduces) risks of, or from all forms of flooding.
- Ensures appropriate provision for waste-water treatment, avoids the proliferation of private treatment systems and connects foul drainage to the public sewerage system wherever feasible.
- Makes efficient use of land and resources.
- Embraces the principles of 'place-making' and the '6 qualities of place'.
- Does not have a negative effect on air or water quality.
- Wherever possible is in an accessible location with opportunities for the use of public transport and other sustainable means of transport.
- When considering development proposals, due weight will be given to the consideration of net economic benefit.
- Respects the Scottish Government's Zero Waste Objectives.

The proposed development is considered to generally comply with the criteria of this overarching policy noting its layout, design, scale and massing. The building will be of scale which is commensurate to the aerospace building located to the north. As aforementioned, the proposed development is situated on land allocated for the proposed use within LDP2. Consideration of each of the criteria above which relate to visual and landscape impacts, impacts on natural resources, flooding and drainage, residential amenity and transport are assessed below in more detail in relation to the subject specific policies which focus on these topics.

In relation to the requirement of the policy to consider the 'net economic benefit' of the development and apply due weight accordingly, the supporting Planning Statement outlines that the proposed development would support up to 300 jobs, including many high skilled jobs across a range of disciplines, including engineers and administrative and support staff – this delivering economic benefit. It is also stated that it is anticipated that the operation of the proposed facility would attract supply chain and sub-contractor businesses to the area, this creating additional economic value.

### Strategic Policy 2: Development Management

This represents the overarching policy for the LDP subject specific policies for the Development Management process. As part of this, it schedules out expectations to ensure that development meets a range of criteria. Certain criteria of this policy are considered to be relevant to this development proposal, as outlined below:

- Promotes and facilitates the ability of LDP2 to deliver and achieve its aim to “make the most of sustainable economic growth that is supported by sound social and environmental objectives”. It is considered that by delivering economic development on a site allocated for the proposed use and by having been designed to avoid any negative impacts on surrounding uses or the natural environment (as illustrated in supporting documentation),
- In accordance with the site’s land use, as defined on the ‘Proposals Maps’.
- Is appropriate in terms of layout, scale, massing, design and materials in relation to their surroundings and surrounding land uses.
- Does not have an unacceptable impact on the amenity of nearby land uses or committed development proposals (i.e. sites with Planning Permission or allocated LDP2 development sites).
- Is appropriate to the local area in terms of road safety, parking provision and effects on the transport network.
- Makes appropriate provision for all infrastructure implications of the development.
- Includes open space and landscaping that is appropriate for the location and the use of the proposed development.

Similar to Strategic Policy 1: Sustainable Development above, it is considered that the proposed development is considered to comply with the criteria and expectations of the overarching policy noting its layout, design, scale and massing. Consideration of each of the criteria above which relate to the land use (both existing and proposed), its visual and landscape impacts, its compatibility, road safety and infrastructure and landscaping are assessed below in more detail in relation to the subject specific policies which focus on these topics.

### LDP Policy: Business and Industry

This policy states that the Council will support business and industrial development at the sites and locations (including expanding those sites) at business and industrial sites shown on the settlement maps and other strategy maps. The proposed use is commensurate to that outlined for the allocated site, as further reasoned below.

### LDP Policy: National Aerospace and Space Centre

This policy states that to protect the current operation of the airport, and any associated industrial or office use, and ensure the airport’s future economic stability and growth, the Council expects development proposals within the National Aerospace and Strategy Area to be compatible with the preferred uses shown in the national Aerospace and Space Centre Strategy map. The policy also states that when assessing any development proposals within the Strategy Area the Council will consider the potential impact that it may have on the service and access arrangements of the airport and seek assurance that it would not compromise the operational functionality of the Airport or runway related aerospace/space uses surrounding the airport. Finally, the policy states that a Masterplan will be developed to provide further guidance to manage development within the wider area at Prestwick and Monkton, also including the Glasgow Prestwick Airport estate and the National Aerospace and Space Strategy area.

In respect of compatibility, the proposed development is a preferred use for the Monktonhill A site as set out within the Strategy Map, being as it relates to the manufacture and testing of electronic and telecommunication equipment and therefore constitutes a form of digital infrastructure which is associated with both space and aerospace sectors. In terms of ensuring that the proposed development does not compromise the operational functionality of the airport or adversely impact upon service and access arrangements of the Airport, the applicant has submitted a Glint and Glare Assessment, Wind Shear Assessment, Bird Hazard Management Plan and Technical Assessment in support of the application. Glasgow Prestwick Airport were consulted on the application and offer no objection, subject to conditions. A Noise Impact Assessment, Drainage Assessment, Flood Risk Assessment and Transport Assessment have also all been submitted in support of the application (as outlined in section 3 of this report) and the Council’s Environmental Health Service, the Ayrshire Roads Alliance and Transport Scotland all offer no objection, subject to conditions. It is therefore considered that the proposed development would not have an adverse impact on the service and access arrangements or compromise the operational functionality of the airport. Finally, in relation to the Masterplan, timescales for the completion of this are still to be finalised.

LDP Policy: Water Environment

This policy states that the Council will support the objectives of the Water Framework Directive, with the WFD seeking to protect inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. The policy outlines that development should not harm the biodiversity of the water environment, should not pose an unacceptable risk to the quality of controlled waters and that it should provide an appropriately sized buffer strip between the development and a water course. It is noted that a Flood Risk Assessment and Drainage Assessment have been submitted in support of the application and that the Ayrshire Roads Alliance (as Flooding Authority) offer no objection. Furthermore, a buffer is proposed around the water course in the north-east of the application site. The development proposal is therefore deemed to be in accordance with this policy.

LDP Policy: Flood and Development

This policy states that development should avoid areas which are likely to be affected by flooding or if the development would increase the likelihood of flooding elsewhere and that the Council will assess development proposals against Scottish Environmental protection Agency's (SEPA) publication 'Flood Risk and Land Use Vulnerability Guidance' (2018), or subsequent updates. For areas at low risk of flooding, which the application site will be (as demonstrated within the submitted Flood Risk Assessment and SEPA flood maps), SEPA's guidance indicates that the only uses that would not be appropriate would be those classified as 'most vulnerable use'. However, the development proposal would be classified as 'least vulnerable use'. Moreover, the proposed drainage arrangements ensure that the proposed development would not increase the risk of flooding elsewhere. Again, it is important to note that the Ayrshire Roads Alliance offer no objection to the development proposal, subject to conditions. The proposal is therefore considered to accord with this policy.

LDP Policy: Air, Noise and Light Pollution

This policy outlines that the Council will not allow development which would expose people to unacceptable levels of air, noise or light pollution. It should be noted that the application site is immediately adjacent to existing aerospace uses and Glasgow Prestwick Airport, with the closest residential properties being located approximately 300m to the south-east. A Noise Impact Assessment was submitted in support of the application and it is noted that the Council's Environmental Health Service offers no objection to the proposed development. The proposal is therefore considered to comply with this policy.

LDP Policy: Low and Zero Carbon Buildings

This policy sets out the Council's expectation that all new buildings be designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero-carbon generating technologies (LZCGT). The policy further states that this percentage will increase to at least 20% by the end of 2022. The Design and Access Statement submitted in support of this application includes details of the LZCGT to be incorporated into the proposed development, namely, a 160kWe solar array, which it is stated will feed directly into the building's main switch board and a series of air source heat pumps which will be used to heat and cool the proposed building. A comprehensive building energy management system and energy metering is to be installed to optimise the ventilation, heating and cooling controls. As a result, a significant percentage of the carbon reduction targets for the proposed building will be met through the installation of LZCGT, in accordance with this policy.

LDP Policy: Historic Environment

This policy states that the Council will protect, preserve, and where appropriate, conserve and/or enhance South Ayrshire's historic environment. Development proposals that do not safeguard archaeological sites or resources in situ will not be supported unless it is demonstrated to the satisfaction of the Council that the benefit of the proposal outweighs the archaeological value of the site. In this instance, there are no historical assets which would be adversely impacted, with the Nethermuir Homestead and Enclosure being located approximately 220m to the north-west and the Category C listed Fairfield Burial Ground being located approximately 390m to the north – both considered not be adversely impacted upon as a result of intervening structures/infrastructure. It is noted that the West of Scotland Archaeology Service offers no objection to the proposed development. The proposal therefore raises no issues with regards to this policy.

LDP Policy: Natural Heritage

This policy sets out protections for natural heritage sites, protected species and other features of nature conservation value – including woodlands, hedgerows, lochs, ponds, watercourses, wetlands and wildlife corridors, with development proposals which affect such sites or species only being permitted if certain criteria are met. Although the proposed development will involve the removal of some shrubs and trees, the submitted Ecological Appraisal demonstrates that the diversity of such species is poor, all trees have a negligible bat roosting potential, none of the existing habitats are of conservation value and that the loss of a small area of habitat is unlikely to have any significant negative effects. There are no records of any protected species on the site or within a 1km buffer and the Troon Golf Links and Foreshore SSSI is located approximately 400m to the west of the application site and would not be adversely impacted upon as a result of the proposed development. The proposal is therefore compliant with this policy.

LDP Policy: Land Use and Transport

This policy sets out a number of criteria for development proposals to meet, the most relevant in respect of this application state that the development should: take appropriate measures to keep any negative effects of road traffic to a minimum, link to existing and proposed walking, cycling and public transport networks, ensure essential use of the private car is accommodated within the context of an integrated approach to transport and provide parking that reflects the role of the development, the location in which it is situated and the projected capability of existing parking facilities. Finally, green travel plans will be encouraged for all developments. A Transport Assessment has been submitted in support of the application which highlights that the proposed development can be accommodated on the existing road network without significant detriments and that it links with active travel networks. The submitted Transport Assessment also includes a framework travel plan which identifies a series of measures that can be implemented once the site is developed and occupied to promote active and sustainable travel. The car parking at the proposed development is at a level which is within maximum standards, as set out in the Transport Assessment, and this is considered to be appropriate in this instance due to the role and location of the proposed development given the proximity to public transport routes and the availability of active travel options. The car parking within the proposed development also includes electric vehicle (EV) charging bays. It should also be noted that Transport Scotland and the Ayrshire Roads Alliance offer no objection to the proposed development, subject to conditions. Considering the above, the proposal can be supported by this policy.

Summary of Assessment against LDP2

The proposed development is considered to support the aims of the Ayrshire Growth Deal, represents sustainable development and be of a layout, scale, massing and design which respects its surroundings and adjacent land uses. The proposed development is located within an allocated site in LDP2 for the proposed use and would not have an adverse impact on the natural environment or local transport network. Overall, and for the reasons noted in the assessment above, it is considered that the proposal accords with the provisions of LDP2.

**(ii) Material Considerations**

Planning History

- 97/00011/OUT - Outline planning permission for the construction of Airport business, industrial and distribution (Class 4, 5 & 6) retail development – Approved June 1999
- 00/00105/REM - Reserved matters application for engineering works involved in the provision of infrastructure, landscaping and development platforms – Approved May 2000
- 00/00266/FUL - Deletion of condition 15 of previous consent S/970383 (97/0011/OUT) and substitution by amended condition – Approved May 2000
- 02/00547/FUL - Amendment to existing planning permission for engineering works involved in the provision of infrastructure, landscaping and development platforms – Approved September 2002



### Ayrshire Growth Deal (AGD)

The Ayrshire Growth Deal is a partnership being driven forward by the Scottish Government, the UK Government and East, North and South Ayrshire Councils. The aim is for targeted co-ordinated investment throughout the region to act as a powerful catalyst to stimulate growth, resulting in increased job opportunities and prosperity for Ayrshire and beyond. The programme is based on the achievement of economic growth and inclusive growth, with a clear focus on addressing the issues of innovation, productivity and inequality across the regional economy. The AGD is based around five programmes, one of which being Aerospace and Space. The proposed development is considered to represent a key development within the framework of the AGD.

### Indicative Ayrshire Regional Spatial Strategy

The Planning (Scotland) Act 2019 introduced a requirement for planning authorities, individually or jointly, to prepare a Regional Spatial Strategy (RSS) which identified the need for strategic development in the area to which it relates. Although this provision is not yet in force, an Indicative Ayrshire RSS has been prepared jointly by South, East and North Ayrshire Councils. One of the strategic development priorities identified in this is the Prestwick Aerospace and Space Cluster, with this being intended to build on the established aerospace cluster around Prestwick Airport and facilitate investment in a new aerospace lifecycle, as well as consolidating and facilitating growth of the commercial space sector and the creation and safeguarding of high value jobs. The development proposal accords fully with these aims.

### Objector Concerns

1 representation has been received which objects to the proposed development. The points of objection are listed below and responded to in bold.

- Insufficient detail within submission to allow assessment as no end user specified – LDP2 policy, EIA Regulations, hazardous materials, geology/hydrogeology  
**It is considered that sufficient detail has been submitted in support of the application to enable a full assessment to be undertaken.**
- Flooding – FRA has not considered implications of accesses on surface water flooding, not clear what the flood storage capacity of the site is and not clear how the SuDS will offset the flood storage capacity of the site – unclear if risk to downstream flooding.  
**The Ayrshire Roads Alliance (as Flooding Authority) offer no objection to the development proposal, subject to conditions.**
- Lack of construction traffic management plan  
**A Construction Traffic Management Plan is not a requirement to be submitted in support of a planning application. However, a planning condition has been attached in this regard, as is standard practice for development proposals of this scale.**
- Safeguarding concerns in respect of airport and aviation safety: construction operations cranes, building maintenance equipment, airport and navigation procedures, instrument light procedures, aviation lighting, a further detailed report on the turbulence effects must be provided, it is not clear if consultation has been undertaken with Glasgow Prestwick Airport in respect of glint and glare and a Bird Management Plan has not been submitted.  
**The applicant has submitted various documents in support of the planning application (including Glint and Glare Study, Wind Shear and Turbulence Report, Bird Hazard Management Plan and Technical Assessment (for which subsequent re-advertisement and re-neighbour notification was undertaken) and it is noted that Glasgow Prestwick Airport and NATS offer no objection to the proposed development, subject to conditions.**

### Consultation Responses

It is noted that consultees either do not object to the development proposal or do not object subject to the imposition of conditions and advisory notes which are all included in the recommendation below. As aforementioned, Glasgow Prestwick Airport initially issued a holding objection based on safeguarding concerns; however, this was subsequently withdrawn upon receipt and review of additionally submitted information.

### Impact on the Locality

The application has been the subject of various assessments as summarised elsewhere in this report. Each of these has considered the impact of the development on the locality. The application has been subject to wide ranging consultation and the responses have been summarised in the 'Consultations' section of this report, and appropriate recommendations for conditions are included within the 'Recommendation' section. Subject to the conditions, as set out below, it is considered that the proposal will deliver a sustainable and attractive environment for a welcomed inward investment development that accords with the Development Plan and framework of planning policy.

### **8 Conclusion:**

The proposal involves the erection of a facility for the manufacturing, testing and operations of electronic and telecommunication equipment and associated works on land located to the west of the settlement of Monkton. The application site is located in the Monktonhill A site within the National Aerospace and Space Centre Strategy Map in LDP2, where the preferred use is stated as being aerospace, space, defence, marine development and digital infrastructure – the proposed use is commensurate with these preferred uses. The application has been assessed against the Statutory Development Plan (which includes NPF4 and LDP2) and various material planning considerations which include consultation responses, representations received and the impact of the proposed development on the locality. The assessment concludes that the proposed development complies with the provisions of NPF4 and LDP2 and will deliver a sustainable and attractive environment for a welcomed inward investment development that is aligned with the ambitious Ayrshire Growth Deal objectives. No objections to the proposal have been received from consultees. The points raised in the letter of objection have been fully considered and do not raise any issues that would merit a recommendation of refusal of the application. It is considered that the proposal will not have an adverse impact on the amenity of adjacent properties or the character and amenity of the locality. Given the above assessment of the proposal and having balanced the applicant's rights against the general interest, it is recommended that the application be approved subject to conditions.

### **9 Recommendation:**

It is recommended that the application is approved with condition(s).

#### **Conditions**

- (1) That the development hereby permitted must be begun within three years of the date of this permission.
- (2) That the development hereby granted shall be implemented in accordance with the approved plan(s) as listed below and as forming part of this permission unless a variation required by a condition of the permission or a non-material variation has been agreed in writing by the Planning Authority.
- (3) That prior to the commencement of development, samples or a brochure of all materials to be used on external surfaces, in respect of type, colour and texture, shall be submitted for the prior written approval of the Planning Authority and thereafter implemented as approved.
- (4) Prior to the occupation of any part of the development, a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car shall be submitted and approved in writing by the Planning Authority, after consultation with the Ayrshire Roads Alliance and Transport Scotland, as the trunk roads authority. The Travel Plan shall identify measures to be implemented in order to encourage modes of travel to and from the development other than by single occupancy private car trips, the system of management, monitoring, review, reporting and the duration of the plan. The Travel Plan shall be implemented as approved.
- (5) That the proposed access points to the staff car park from Dow Avenue shall be constructed in accordance with the specifications in the SCOTS National Roads Development Guide and be a minimum of 5.5 metres wide over its initial 10.0 metres, as measured from the rear of the public roadway. The access shall be constructed, as approved, prior to completion of the development.
- (6) That the proposed access points to the visitor car park area from Station Road shall be constructed in accordance with the specifications in the SCOTS National Roads Development Guide and be a minimum of 5.5 metres wide over its initial 10.0 metres, as measured from the rear of the public roadway. The access shall be constructed, as approved, prior to completion of the development.

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- (7) That the proposed service yard access and egress points onto Dow Avenue shall be constructed in accordance with the specifications in the SCOTS National Roads Development Guide, with precise details and specifications to be submitted for the approval of the Planning Authority in consultation with the Ayrshire Roads Alliance and thereafter implemented as approved.
- (8) That junction access visibility sightline splays of 2.5 metres by 43 metres shall be maintained in both directions at the junction with the public road. There shall be no obstacle greater than 1.05 metre in height within the visibility sightline splays.
- (9) That prior to occupation of the development, any gates located on the staff car park accesses shall be set back a minimum distance of 10 metres from the rear of the public footway/roadway. Details of the proposed sliding gates at the service yard access/egress points shall be submitted for the approval of the Planning Authority, in consultation with the Ayrshire Roads Alliance prior to any works commencing on site and shall thereafter be implemented as approved.
- (10) That prior to occupation of the development, any gates shall require to be designed in such a manner as to avoid opening outwards towards the public roadway.
- (11) Unless as may otherwise be agreed in writing by the Planning Authority, the applicant shall make provision of a new footway connection along the northern side of Station Road, from the point where the existing footway provision ends at the Station Road/Dow Avenue roundabout linking into the site via the proposed visitor car park access. The footway shall be a continuous 2 metres in width, with the precise details and specifications to be submitted for the approval of the Planning Authority, in consultation with the Ayrshire Roads Alliance. Thereafter, the footway shall be implemented as approved.
- (12) That the discharge of water onto the public road carriageway shall be prevented by drainage or other means. Precise details and specifications of how this is to be achieved shall be submitted for the approval of the Planning Authority, in consultation with the Ayrshire Roads Alliance prior to any works commencing on site. Thereafter, details approved under the terms of this condition shall be implemented on site.
- (13) That a maximum of 250 off road car parking spaces shall be provided within the existing site boundary to satisfy provision levels as defined within the SCOTS National Roads Development Guide. This provision shall include the following:
  - a. 208 general parking spaces;
  - b. 13 disabled parking spaces;
  - c. 29 visitor spaces;
  - d. 13 Powered Two Wheeler (Motorbike) spaces shall also be provided in addition to the 250 off road car parking spaces.

Details of parking layouts designed to comply with the guidance set out in the Council's National Roads Development Guide shall be submitted for the approval of the Planning Authority, in consultation with the Ayrshire Roads Alliance and implemented as approved

- (14) That defined parking bays and associated aisle widths shall accord with the dimensions as set out within paragraphs 3.6.2 and 3.6.3 of the National Roads Development Guide publication, adopted for use by the Council
- (15) That cycle parking accommodating a minimum of 61 staff cycles and 31 visitor cycles shall be provided within the site boundary. Precise details of the siting and specifications of the cycle stand(s) shall be submitted for the approval of the Planning Authority, in consultation with the Ayrshire Roads Alliance, prior to any works commencing on site and shall be implemented as approved.
- (16) Prior to occupation of the site, the applicant/developer shall submit a Service Management Plan for the approval of the Planning Authority, in consultation with the Ayrshire Roads Alliance. The plan shall describe the methodology for the servicing of the development, including anticipated service vehicle numbers and any measures required to safely manage the exiting from, and entry onto the adjacent public road on Dow Avenue. Thereafter, the operation of the service yard within the development shall be carried out in full accordance with the approved Service Management Plan, unless otherwise approved in writing by the Council as Planning Authority, in consultation with the Ayrshire Roads Alliance.

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- (17) That plans, supplemented by swept path analysis of the largest vehicle type reasonably expected to be serving the development, shall be submitted for the approval of the Planning Authority, in consultation with the Ayrshire Roads Alliance. The turning areas shall be constructed, as approved, prior to completion of the development.
- (18) No development shall commence unless and until a Construction Traffic Management Plan (CTMP) has been submitted to, and approved by, the Council as Planning Authority, in consultation with the Ayrshire Roads Alliance. The CTMP shall be required to include:
- a. Full conformation of the approved/agreed routes for use by construction traffic movements;
  - b. A full breakdown of all vehicle numbers anticipated to be generated by the development over the construction period, broken down by vehicle classification. The detail provided shall require to be sufficient to highlight periods of peak development traffic generation, and provide both estimated daily and weekly trip number estimates;
  - c. Full details of any mitigation and/or control measures required on the public road network to facilitate construction traffic. Where this requires public road layout or alignment mitigation this requires to include full detailed design/construction details;
  - d. Full details of all arrangements for emergency vehicle access;
  - e. Full details of measures to minimise traffic impacts on existing road users where practicable, including consideration of avoiding busy road periods and requirements for all drivers to drive in a safe and defensible manner at all times;
  - f. Measures to accommodate pedestrians and cyclists where appropriate and details of a nominated road safety person;
  - g. All materials delivery lorries (dry materials) to be sheeted to reduce dust and spillage onto the public roads;
  - h. Details of wheel wash facilities to be established at the site entrance or an alternative suitable location to ensure no tracking of mud onto the public highway.

Thereafter, the development shall be carried out in full accordance with the approved CTMP, unless otherwise approved in writing by the Planning Authority, in consultation with the Ayrshire Roads Alliance.

- (19) That prior to operation of the development, the recommendations in the Drainage Assessment Reference SAT-ARUP-ZZ-RP-CD-001 shall be implemented for the development.
- (20) That prior to the commencement of work on site, the additional information required to demonstrate that the development is not at risk of flooding from the Dow's Burn (as detailed in Appendix D of the Flood Risk Assessment) shall be submitted for the approval of the Planning Authority, in consultation with the Ayrshire Roads Alliance (as Flood Authority).
- (21) That the submitted Bird Hazard Management Plan should be strictly adhered to during all phases of preparation, construction and operation of the site.

### **Reasons**

- (1) To be in compliance with Section 58 of The Town and Country Planning (Scotland) Act 1997 as amended by Section 32 of The Planning (Scotland) Act 2019.
- (2) To ensure that the development is carried out in accordance with the approved plans unless otherwise agreed.
- (3) In the interests of visual amenity.
- (4) To encourage sustainable means of travel.
- (5) In the interest of road safety and to ensure an acceptable standard of construction.
- (6) In the interest of road safety and to ensure an acceptable standard of construction.
- (7) In the interest of road safety and to ensure an acceptable standard of construction.
- (8) In the interest of road safety, to ensure an acceptable standard of construction and to avoid the possibility of unnecessary reversing of vehicles onto the public road.
- (9) In the interest of road safety.
- (10) In the interest of road safety.
- (11) For the purposes of road safety and the functional operation of the local road network.
- (12) In the interest of road safety and avoid the discharge of water on to the public road.
- (13) In the interest of road safety and to ensure adequate off-street parking provision.
- (14) In the interest of road safety and to ensure that there is adequate space for manoeuvring and turning.
- (15) To ensure adequate provision of cycle parking on site and to encourage sustainable means of travel.
- (16) In the interest of road safety.

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- (17) To reasonably avert the reversing of vehicles onto the main road and in the interest of road safety.(18)In the interest of road safety.
- (19) To ensure that the site is drained in an acceptable and sustainable manner.
- (20) In order to ensure that the development is protected against flooding in an acceptable manner.
- (21) In the interest of aviation safety.

**Advisory Notes:**

**Ayrshire Roads Alliance**

That a Road Opening Permit shall be applied for, and obtained from the Council as Roads Authority, for any work within the public road limits prior to works commencing on site.

The Council as Roads Authority advises that all works on the carriageway to be carried out in accordance with the requirements of the Transport (Scotland) Act 2005 and the Roads (Scotland) Act 1984.

In order to comply with the requirements of the New Roads and Street Works Act 1991, all works carried out in association with the development on the public road network, including those involving the connection of any utility to the site, must be co-ordinated so as to minimise their disruptive impact. This co-ordination shall be undertaken by the developer and his contractors in liaison with the local Roads Authority and the relevant utility companies.

The Council as Roads Authority advises that any costs associated with the relocation of any street furniture will require to be borne by the applicant / developer.

The Council as Roads Authority advises that promotion of Traffic Regulation Orders resulting from this development will require to be fully funded by the applicant - including any relevant road signs and markings.

The Council as Roads Authority advises that only signs complying with the requirements of 'The Traffic Signs Regulations and General Directions 2016' are permitted within public road limits.

**Glasgow Prestwick Airport**

**Cranes**

Construction Crane permits in the vicinity of the aerodrome will require to be applied for and approved by Glasgow Prestwick Airport's Air Traffic Control Unit.

Notification of the use of cranes and associated equipment during the construction phase would have to be granted permission in advance by the Airport if the crane height exceeds 10m or that of the surrounding structures or trees.

For guidance to crane users on the crane notification process and obstacle lighting and marking, please refer to CAA CAP document 1096 which is available at <http://www.caa.co.uk>

Please be aware that any crane erected without notification may be considered a hazard to air navigation and that such a crane would operate at the crane user's risk of endangering the safety of an aircraft.

The developer must contact Glasgow Prestwick Airport, contact details below:

Glasgow Prestwick Airport  
Aviation House  
Prestwick  
South Ayrshire  
KA9 2PL  
Tel: 01292 511012  
[www.glasgowprestwick.com](http://www.glasgowprestwick.com)

**Obstacle Limitation Surfaces (Landscaping)**

Any shrubbery/trees planted around the development should be managed in height to ensure no penetration of the OLS surfaces surrounding the Airport and maintained throughout the life of the development.

## **Renewable Energy**

The Airport would request to be further consulted on any additional renewable energy sources such as battery storage or wind generators that may have an impact on the safe provision of an air traffic service.

## **South Ayrshire Council Environmental Health Service**

That all mechanical ventilation and air conditioning plant shall be suitably isolated from the structure of the building and fan units positioned in a ducted system shall be isolated from the ducting by means of flexible connections.

In order to minimise nuisance in the surrounding area from noise and vibrations, during all demolition and construction works, the plant and machinery used should be in accordance with BS 5228; Noise Control on Construction and Open Sites and the Control of Pollution Act 1974.

In respect of the Lighting for the Car Park please take cognizance of the Advice on light pollution is contained within the Institution of Lighting Professionals "Guidance Note for the Reduction of Obtrusive Light".

[http://ww20.southayrshire.gov.uk/devandenv/nbs/envhealth/PlanningEH/ILPGuidanceNotesfortheReductionofLightPollution\(New2013\).PDF](http://ww20.southayrshire.gov.uk/devandenv/nbs/envhealth/PlanningEH/ILPGuidanceNotesfortheReductionofLightPollution(New2013).PDF)

## **List of Determined Plans:**

Drawing - Reference No (or Description): MAN-NOR-XX-F00-DR-A-00001 Rev P08

Drawing - Reference No (or Description): MAN-NOR-XX-F01-DR-A-00002 Rev P07

Drawing - Reference No (or Description): MAN-NOR-XX-RF-DR-A-27001 Rev P06

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-DR-A-00100 Rev P03

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-DR-A-00200 Rev P02

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-DR-A-90000 Rev P03

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-DR-A-90001 Rev P03

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-DR-A-90002 Rev P08

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-DR-A-90210 Rev P05

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-VS-A-00001 Rev P01

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-VS-A-00002 Rev P01

Drawing - Reference No (or Description): MAN-NOR-XX-ZZ-VS-A-00003 Rev P01

Drawing - Reference No (or Description): SAT-ARUP-ZZ-ZZ-DR-E-0110 Rev P02

Drawing - Reference No (or Description): SAT-ARUP-ZZ-ZZ-DR-E-1700 Rev P02

Other - Reference No (or Description): PAC Report

Other - Reference No (or Description): Planning Statement

Other - Reference No (or Description): Planning Statement Addendum

Other - Reference No (or Description): Design and Access Statement

Other - Reference No (or Description): Drainage Assessment

Other - Reference No (or Description): Flood Risk Assessment

Other - Reference No (or Description): Geotechnical and Geo-environmental Desk Study

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Other - Reference No (or Description): Transport Assessment

Other - Reference No (or Description): Ecological Appraisal

Other - Reference No (or Description): Noise Impact Assessment

Other - Reference No (or Description): Glint and Glare Study

Other - Reference No (or Description): Wind Shear and Turbulence Report

Other - Reference No (or Description): Bird Hazard Management Plan

Other - Reference No (or Description): Mangata Satellite Facility Technical Assessment

**Reason for Decision (where approved):**

The siting and design of the development hereby approved is considered to accord with the provisions of the development plan and there is no significant adverse impact on the amenity of neighbouring land and buildings.

**Background Papers:**

- Application Form, plans and submitted documents
- National Planning Framework 4 (NPF4)
- South Ayrshire Local Development Plan 2 (LDP2)
- Indicative Ayrshire Regional Spatial Strategy
- Ayrshire Growth Deal
- Representation received
- Consultation responses received

**Equalities Impact Assessment:**

An Equalities Impact Assessment is not required because the proposed development is not considered to give rise to any differential impacts on those with protected characteristics.

**Person to Contact:**

Mr Alastair McGibbon, Supervisory Planner - Place Planning - Telephone 01292 616 177