

County Buildings
Wellington Square
AYR KA7 1DR
Telephone No.01292 612436



17 June 2025

To: Councillors Lamont (Chair), Cavana, Clark, Dixon, Kilbride, Kilpatrick, Lyons, Mackay and Townson.

All other Members for Information Only

Dear Councillor

REGULATORY PANEL (PLANNING)

You are requested to participate in the above Panel to be held on **Tuesday, 24 June at 10.00 a.m.** for the purpose of considering the undernoted business.

Please note that a briefing meeting will take place for all Panel Members at 9.15 a.m., online and in the Dundonald Room.

This meeting will be held on a hybrid basis for Elected Members, will be live-streamed and available to view at <https://south-ayrshire.public-i.tv/>

Yours sincerely

CATRIONA CAVES
Chief Governance Officer

B U S I N E S S

1. Declarations of Interest.
2. Minutes of previous meeting of; -
 - (a) 3 April 2025 (copy to follow); and
 - (b) 5 June 2025 (copy herewith).
3. Hearing relating to an Application for Planning Permission - Submit report by the Housing, Operations and Development Directorate (copy herewith).

For more information on any of the items on this agenda, please telephone June Chapman, Committee Services on at 01292 272015, at Wellington Square, Ayr or
e-mail: june.chapman@south-ayrshire.gov.uk
www.south-ayrshire.gov.uk

Webcasting

Please note: this meeting may be filmed for live and subsequent broadcast via the Council's internet site. At the start of the meeting, it will be confirmed if all or part of the meeting is being filmed.

You should be aware that the Council is a Data Controller under the Data Protection Act 2018. Data collected during this webcast will be retained in accordance with the Council's published policy, including, but not limited to, for the purpose of keeping historical records and making those records available via the Council's internet site.

Generally, the press and public will not be filmed. However, by entering the Council Meeting, you are consenting to being filmed and consenting to the use and storage of those images and sound recordings and any information pertaining to you contained in them for webcasting or training purposes and for the purpose of keeping historical records and making those records available to the public. In making use of your information, the Council is processing data which is necessary for the performance of a task carried out in the public interest.

Live streaming and webcasting takes place for all public South Ayrshire Council meetings. By entering a public Council meeting you are consenting to the possibility that your image may be live streamed on our website, be available for viewing online after this meeting, and video and audio recordings will be retained on Council Records. Further information on how we process your personal data can be found at: <https://south-ayrshire.gov.uk/59239>

If you have any queries regarding this and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact Committee.Services@south-ayrshire.gov.uk

Copyright

All webcast footage is the copyright of South Ayrshire Council. You are therefore not permitted to download footage nor upload it to another website nor take still photographs from this footage and distribute it without the written permission of South Ayrshire Council. Please be aware that video sharing websites require you to have the permission of the copyright owner in order to upload videos to their site.

Agenda Item No. 2b.**REGULATORY PANEL (PLANNING)**

Minutes of a hybrid webcast meeting
on 5 June 2025 at 10.00 a.m.

Present
in County
Buildings: Councillors Alan Lamont (Chair), Ian Cavana, Alec Clark, Martin Kilbride and Duncan Townson.

Present
Remotely: Councillors Mark Dixon, Lee Lyons and Craig Mackay.

Apology: Councillor Mary Kilpatrick.

Attending
In County
Buildings: K. Briggs, Service Lead - Legal and Licensing; C. Iles, Service Lead - Planning and Building Standards; D. Clark, Co-ordinator, (Development Management) Planning and Building Standards; R. Dominy, Supervisory Planner - Planning and Building Standards; G. Senior, Ayrshire Roads Alliance; J. Chapman, Committee Services Officer; and E. Moore, Clerical Assistant.

Also Attending F. Sharp, Supervisory Planner - Planning and Building Standards.

Chair's Remarks.

The Chair

- (1) welcomed everyone to the meeting; and
- (2) outlined the procedures for conducting this meeting and advised that this meeting would be broadcast live.

1. Sederunt and Declarations of Interest.

The Service Lead Legal and Licensing called the Sederunt for the meeting and having called the roll, confirmed that there were no declarations of interest by Members of the Panel in terms of Council Standing Order No. 17 and the Councillors' Code of Conduct.

2. Minutes of previous meetings.

The Minutes of the previous meeting of 3 April 2025 were continued to the next panel meeting of 24 June 2025 to allow the Co-ordinator, Legal Services (Property and Contracts) to finalise the minute in conjunction with Planning Officers.

The Minutes of the previous meeting of [15 May 2025](#) were submitted and approved.

3. **Hearing relating to an Application for Planning Permission.**

There was submitted a report ([issued](#)) of May 2025 by the Housing, Operations and Development Directorate on planning applications for determination.

The Panel considered the following application: -

(1) 24/00752/APP - PUBLIC CONVENIENCE NORTH SHORE ROAD TROON SOUTH AYRSHIRE (Erection of new building to form restaurant and change of use of open space to form car park).

The Panel heard from the Co-ordinator, (Development Management) Planning and Building Standards.

The Panel

Decided: to approve, subject to the following conditions: -

(1C) That the development hereby permitted must be begun within three years of the date of this permission.

(1R) 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.

(2C) 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.

(2R) To ensure that the development is carried out in accordance with the approved plans unless otherwise agreed.

(3C) 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 shall be implemented as approved. The external materials to be utilised shall consist of flood resistant and resilient materials.

(3R) In the interests of visual amenity.

(4C) Surface water from the site shall be treated in accordance with the principles of the Sustainable Urban Drainage Systems (SUDS) Manual published by CIRIA in March 2007 (or as amended).

(4R) To ensure the site is drained in an acceptably sustainable manner and the drainage infrastructure is properly maintained.

(5C) That, the operation of the restaurant facility shall not commence, until such a time that the works to form the upgraded and extended car park as shown on the approved plans have been completed to the satisfaction of the Planning Authority, in conjunction with the Ayrshire Roads Alliance.

(5R) For the purposes of road safety and functional operation of the local road network.

(6C) That, prior to the commencement of development, details shall be submitted for the written approval of the Planning Authority, in conjunction with the Ayrshire Roads Alliance, of the measures to upgrade the existing car park, and in terms of how the extended car park area is to be formed, including; surface details, and the provision of replacement bollards, and the formation of parking bays. Thereafter, the car park areas and associated works shall be implemented as per the agreed specification and shall be retained in perpetuity, for the lifetime of the development.

(6R) In the interest of road safety and to ensure an acceptable standard of construction.

(7C) That, the operation of the restaurant facility shall not commence, until such a time that the existing footpath link running between the controlled pedestrian crossing on North Shore Road and the Promenade has been widened and/ or realigned as required to maintain a minimum 3 metre width over the entire length of the footpath. The detailed design of the footpath shall be submitted for the written approval of the Planning Authority, in conjunction with the Ayrshire Roads Alliance, prior to the commencement of works on-site.

(7R) In the interest of road safety and to ensure an acceptable standard of construction, and to encourage sustainable means of travel.

(8C) That before the operation of the facility commences, a Travel Plan shall be submitted for the formal prior written approval of the Council as Planning Authority (in consultation with the Ayrshire Roads Alliance as Roads Authority). The Travel Plan shall identify the measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan. It shall incorporate measures designed to encourage modes of travel other than private car.

(8R) To encourage sustainable means of travel.

(9C) That prior to the commencement of development, details shall be submitted of cycle parking for a minimum of 10 cycles for the written approval of the Council as Planning Authority (in consultation with the Ayrshire Roads Alliance as Roads Authority). Thereafter, the agreed cycle parking shall be implemented as per the agreed specification and shall be retained in perpetuity, for the lifetime of the development.

(9R) To encourage sustainable means of travel.

(10C) That off street parking provision shall be provided within the site in accordance with the submitted and approved layout plan.

(10R) In the interest of road safety and to ensure adequate off-street parking provision. To reduce the potential for congestion and obstruction caused by off site car parking.

(11C) That parking bays shall be a minimum 4.8 metres x 2.5 metres with minimum aisle widths of 6 metres.

(11R) To ensure adequate off-street parking provision.

(12C) That before any works start on site, details shall be submitted for the prior written approval of the Planning Authority, in conjunction with the Ayrshire Roads Alliance, of the servicing arrangements for vehicles, and waste management arrangements for the proposed development. Thereafter, servicing and waste management shall be carried out in accordance with the arrangements approved under the terms of this condition.

(12R) In the interest of road safety and to ensure that there is adequate space for manoeuvring and turning, and the provision of adequate waste management facilities.

(13C) That, prior to the commencement of works on-site, details shall be submitted of a suitable ventilation system incorporating an air dilution and/or filtration system for the written approval of the Planning Authority, in conjunction with the Council's

Environmental Health Service. Thereafter, the system shall be installed and operational prior to the operation of the facility and thereafter shall be retained as approved.

(13R) To satisfy the requirements of the Council's Environmental Health Service.

(14C) That, prior to the commencement of works on-site, details shall be submitted of any proposed external seating area/ and or any means of enclosure to the south of the site, for the written approval of the Planning Authority. Thereafter, any external seating area and boundary treatment shall be formed as per the agreed specification.

(14R) In the interest of visual amenity.

(15C) That no development shall commence on-site until such a time as full details of a flood mitigation and evacuation plan for the development has been submitted for the prior written approval of the Council as planning authority. Thereafter, the flood mitigation and evacuation plan shall be adhered to at all times, and shall remain in place for the lifetime of the development.

(15R) In the interest of flood mitigation.

(16C) That, prior to its first operation, the development hereby permitted shall have a minimum finished floor level of 5.45 metres AOD, and shall be retained as such, for the lifetime of the development, to the satisfaction of the Council.

(16R) To alleviate any risk of flooding to the development.

(17C) That, prior to the commencement of development on-site, details shall be submitted for the prior written approval of the planning authority of the proposed biodiversity enhancement measures to be undertaken at the site, which shall include the planting of native species appropriate to a coastal location. Thereafter, the development shall be implemented as per the agreed specification and retained for the lifetime of the development.

(17R) In the interests of biodiversity.

(18C) That, prior to the commencement of development on-site, a Construction and Environmental Management Plan ("CEMP") outlining site specific details of all on-site construction works, post-construction reinstatement, drainage and mitigation, together with details of their timetabling shall be submitted to and approved in writing by the planning authority. The CEMP shall include (but shall not be limited to):

- a. a site waste management plan;
- b. a dust management plan;
- c. site specific details for management and operation of any concrete batching plant (including disposal of pH rich waste water and substances);
- d. details of measures to be taken to prevent loose or deleterious material being deposited on the local road network and site entrances;
- e. a pollution prevention and control method statement, including arrangements for the storage and management of oil, fuel and other chemicals on the site;
- f. soil storage and management;
- g. a water and drainage management plan for all groundwater, surface and waste water;
- h. details of any temporary site illumination;
- i. the method of construction of the access into the site and the creation and maintenance of associated visibility splays;
- j. details of the methods to be adopted to reduce the effects of noise occurring during the construction period;
- k. the presence or absence of any invasive non-native species (INNS) within the site, and any mitigation measures proposed;
- l. methodology for the movement of all demolition and construction traffic to and from the site including routing, hours of operation, wheel washing facilities.

The development shall be implemented thereafter in accordance with the approved CEMP unless otherwise approved in writing by the planning authority.

(18R) In the interests of amenity.

9.1 **Advisory Notes:**

Advisory Notes:

- (1) Food Safety - The premises require to fully comply with the Health and Safety at Work etc Act 1974 and the Food Safety Act 1990 and any Regulations and requirements therein and thereto.
- (2) Public Health - Refuse Stores - Adequate provision must be made for the storage and disposal of food waste, non-edible by-products and other refuse.
- (3) Refuse stores are to be designed and managed in such a way as to enable them to be kept clean and, where necessary, free of animals and pests.
- (4) The proposed plans do not set out clearly where any cooking facilities, hand wash sinks or raw and ready to eat preparation areas would be. Further information about the type and the location of these installations within the kitchen is needed.
- (5) That the application site delineated in red on the submitted plans is not indicative of the planning unit associated with the proposed restaurant facility. For the avoidance of doubt, the planning unit associated with the restaurant facility extends to the built footprint of the buildings only.
- (6) 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.

List of Determined Plans:

Drawing - Reference No (or Description): 546/01

Drawing - Reference No (or Description): 546/02

Drawing - Reference No (or Description): 546/03

Drawing - Reference No (or Description): 546/04

Drawing - Reference No (or Description): 546/05

Drawing - Reference No (or Description): 546/06

Drawing - Reference No (or Description): 546/07

Drawing - Reference No (or Description): 546/08

Drawing - Reference No (or Description): 546/09

Supporting Information - Reference No (or Description): Design Statement

Supporting Information - Reference No (or Description): Design Statement

Supporting Information - Reference No (or Description): Flood Risk Assessment

Supporting Information - Reference No (or Description): Travel Plan

Supporting Information - Reference No (or Description): Additional Planning Information

9.3 Reason for Decision (where approved):

The siting and design of the development hereby approved is considered to accord with the provisions of the statutory development plan and through a combination of factors including the appropriate site layout and design, and condition. There is no significant adverse impact on the amenity of neighbouring land and buildings that would warrant a different recommendation.

The explanation for reaching this view is set out in the Report of Handling and which forms a part of the Planning Register.

The meeting ended at 10:20.

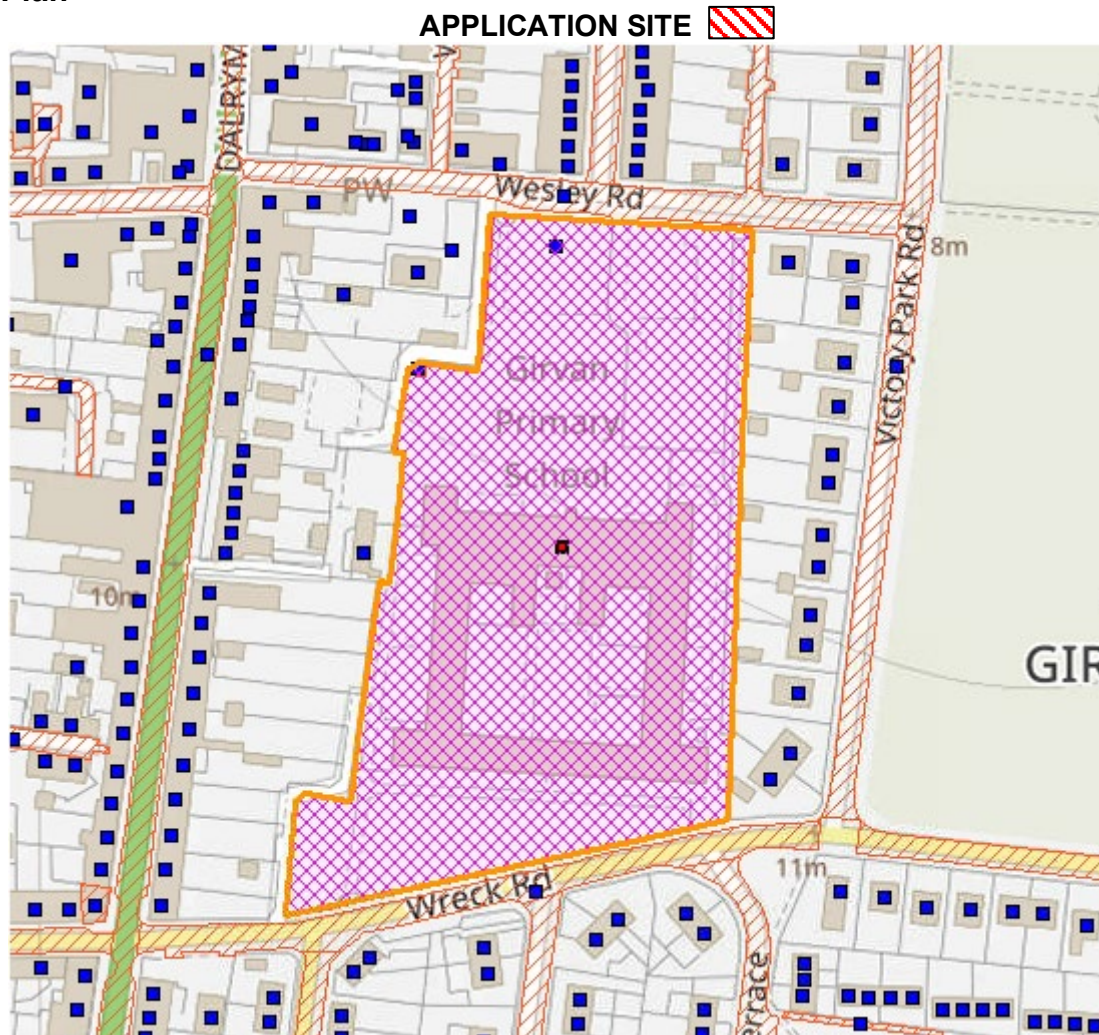
REGULATORY PANEL: 24 JUNE 2025

REPORT BY HOUSING, OPERATIONS AND DEVELOPMENT

24/00928/APPM

GIRVAN PRIMARY SCHOOL WESLEY ROAD GIRVAN SOUTH AYRSHIRE KA26 9DD

Location Plan



This product includes mapping data licensed from Ordnance Survey with permission of the Controller of Her Majesty's Stationery Office.
© Crown copyright and/or database right 2018. All rights reserved. Licenced number 100020765.

The drawings and other documents relating to this application, can be accessed on the Council's website via the link below:

<https://publicaccess.south-ayrshire.gov.uk/online-applications/applicationDetails.do?keyVal=SOXOTLBDJEA00&activeTab=summary>

Summary

The proposal is for a replacement primary school which will include additional supports needs (ASN) and early years provision. The principle of replacing the existing primary school building is consistent with the sustainability principles embodied within the development plan which encourage the reuse of land and existing infrastructure within settlements. Whereas the national policy preference is to reuse existing buildings to minimise loss of embodied carbon, in this case it has been demonstrated that the building is both beyond economic repair and refurbishment would not be an optimal solution for the purpose of creating an excellent educational environment that meets modern requirements. The design, scale, positioning and exterior finishes of the buildings and other features of the development have been carefully considered with respect to assimilating the new structures within the existing urban environment and protecting the privacy and amenity of the surrounding houses. The height of the buildings will be in keeping with the scale of the surrounding residential properties and that there will be no overlooking of private rear gardens. The building design incorporates measures to minimise energy demand and to generate renewable energy on-site. Measures to mitigate potential noise nuisance have been proposed and are subject to proposed planning conditions. In particular, it is noted that the applicant intends to limit the use of the outdoor sports pitch to school hours and to not install any floodlighting. The landscaping scheme will introduce a greater amount of tree cover and greenspaces within this part of Girvan and will provide enhancement to the value of the site for biodiversity. The layout of the buildings and landscaped areas has taken account of the potential for fluvial and surface water flooding and the buildings are out with the probable flood risk area and the development has been designed to avoid increasing flood risk out with the site. Connection of the surface water drainage system to the combined public sewer has been agreed in principle by Scottish Water. Footpath links and secure cycle storage will be provided to support sustainable travel choices. Whilst the existing through footpath link between Wreck Road and Wesley Road will not be retained, there are reasonable alternative public walking routes available. The replacement school will have the same capacity as the current school and there will be no significant increase in traffic as a result of the development. In the interest of road safety, improved pedestrian crossings on Wreck Road and Wesley Road are proposed. The consultation responses are supportive of the proposals and the matters raised in the letters of objection do not merit refusal of the application. It is recommended that the application is approved subject to conditions.

REPORT BY HOUSING, OPERATIONS AND DEVELOPMENT

REGULATORY PANEL: 24 JUNE 2025

SUBJECT:	PLANNING APPLICATION REPORT
APPLICATION REF:	24/00928/APPM
SITE ADDRESS:	Girvan Primary School Wesley Road Girvan South Ayrshire KA26 9DD
DESCRIPTION:	Erection of replacement Primary School (including ASN provision) and Early Years Campus, associated facilities and infrastructure including access, parking, external sport pitches and playspaces, street furniture and landscaping.
RECOMMENDATION:	Approval with conditions

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 (as amended). The application is considered in accordance with the Council's Scheme of Delegation as well as the Procedures for the Handling of Planning Applications.

Key Information:

- The application was received on 23 December 2024.
- The application was validated on 23 December 2024.
- Site Visit was undertaken by the Planning Authority on 14 February 2025
- Neighbour Notification, under Regulation 18 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, was initially carried out by the Planning Authority on 09 January 2025. The neighbour notification was repeated on 13 March 2025 and 21 May 2025 following receipt of amended proposals.
- No Site Notice was required.
- A Public Notice, under Regulation 20 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 was placed in the Local Press on 18 February 2025. The proposals were readvertised on 18 March 2025 and 27 May 2025 following receipt of amended proposals. The closing date for the final publicity period was 10 June 2025.

1. Proposal:

Development Requiring Planning Permission

1. The proposal is for the replacement of the existing primary school building with two replacement school buildings within the northern half of the existing school site. The larger of the two buildings will comprise the primary school and the additional support needs provision. The smaller building will comprise the early years provision. The new buildings will have a combined floor area of 4616 sqm. Following completion of the two buildings the current school building will be demolished. The new primary school will be constructed on the current playground/parking area, while the early years centre will require demolition of the western portion of the existing school. The existing school building will remain in use for the duration of the construction of the new main school building.
2. The proposed primary school building varies in height between single storey and two storey with the single storey part being to the North of the site towards Wesley Road and the two storey element being on the East-West axis of the site. The building design incorporates low-pitched roofs (<5°) throughout, with enclosed plant areas to the Northwest of the site and within the building at Ground floor level and First floor level. Externally, the ground floor will be finished in buff coloured brick whilst the first floor level will be a mix of buff colour facing brick and areas of both light grey coloured cladding and light bronze coloured cladding.
3. The proposals include hard and soft landscaping as an integral element to ensure that the development benefits from a high-quality environment and this includes areas of grass, shrub and trees. Along the northern edge specimen tree planting at the rear will compliment the retained trees to the new frontage onto Wreck Road. A new car park will be provided in the south of the school site, accessed from Wreck Road, which will provide both staff and accessible car parking. A secondary access (for service vehicles) will be formed in the northwestern corner off Wesley Road. A pupil drop-off area will be provided along the Wesley Road frontage. An all-weather sports pitch will be constructed within the southeast corner of the site. The all-weather pitch will be enclosed by a 5-metre-tall weldmesh fence. The pitch will not be flood-lit and will not be available for public use. Elsewhere within the site, 1.1m high weldmesh fences will be used to enclose outdoor pupil areas and Rylock fencing will be used to enclose the woodland area. There will be no public access through site between Wreck Road and Wesley Road as is the case at present. The existing brick boundary wall will be retained.

Amended Drawings

Amended drawings for the site layout plan and Early Years Centre were submitted on 20 May 2025. The layout of the development was altered to increase the amount of soft landscaping within the site in order to ensure that the rate and volume of surface water draining from the site to the public sewer is within acceptable limits, to avoid sewer flooding. The most significant change has been the reduction in the size of the vehicle turning area serving the staff and visitor car park. The position of the buildings within the site, vehicular and pedestrian access points, amount of car parking and the majority of the playgrounds and landscaping were unaltered from the original submission. The design of the Early Years Centre roof has been revised to change the previously proposed 'lantern' style rooflights with rooflights that are flush with the roof.

The full development includes the following elements:

- Erection of primary school building (Use Class 10)
- Erection of Early Years school building (Use Class 10)
- Reuse of existing access onto Wreck Road as primary access to school and construction of new staff and visitor car park
- Reuse of access onto Wesley Road as secondary access to servicing areas
- Removal of existing main access to school car park from Wesley Road
- Construction of all-weather playing pitch
- Construction of play areas and outdoor teaching areas
- Hard and soft landscaping, including individual tree planting and woodland areas
- Construction of water tank for use in fire sprinkler system
- Construction of cycle and scooter store, pram store, bin enclosures, polytunnel and canopies within outdoor teaching spaces
- The pupil capacity will be 644 comprising 462 primary, 32 ASN and 150 early years pupils.

Other Elements of the Proposals Not Requiring Express Planning Permission or related consent

Demolition of existing primary school building

Felling of trees (as they are not protected by a Tree Preservation Order and the site is not within a Conservation Area)

Provision of pedestrian crossings on Wesley Road and Wreck Road

Description of Site as Existing

The application site is located centrally within Girvan. The area of the site extends to 2.4 ha. The surrounding area is predominantly residential, with a large public open space ("Victory Park") located immediately to the east of the site. The site is generally flat, however, there is a general fall southwest to northeast of approximately 3 metres across the entire site. The existing main access to the site for vehicles is from the north from Wesley Road. Pedestrian access is taken from the north and south sides of the site and a footpath runs through the school grounds on its eastern boundary, linking Wreck Road and Wesley Road. The footpath on the eastern boundary is not a core footpath or recorded right of way. There are gates and also signs at each end of the footpath stating, "No public access through school grounds." The footpath does not meet the conditions to be considered a right of way through established use. The existing school building is located within the southern half of the site and is arranged in a quadrangle with open landscaped space in the centre. The northern half of the site contains a parking area, tarred playground and grassed areas fronting onto Wesley Road. The grounds are enclosed with red brick walls of varying heights. The school building dates from the 1950s and is stylistically typical of the post-war period. The building is predominantly two storey with a flat roof. The fenestration comprises a regular pattern of multi-paned windows with a vertical emphasis, with the upper floor windows aligned with the ground floor windows. The walls are finished in roughcast render with brick/rendered pilasters. The render is cracked and pitted in places and the building displays signs of ageing. There are a small number of mature trees along the boundary with Wreck Road, within the quadrangle and along the accessway from Wesley Road. The school (including primary, ASN and early years) has capacity for a total of 644 pupils and there are currently approximately 70 teaching staff and 20 facilities management staff.

Procedural Matters

- 1. Environmental Impact Assessment** – The proposal, being for an infrastructure project on a site greater than 0.5 hectares, falls within Schedule 2 of the Town and Country Planning (EIA) (Scot) Regulations 2017. A Screening Opinion was issued by the Council on 13 November 2024 (Council Ref 24/00813/EIASCOR) for erection of replacement primary school on the current application site. The Council's Screening Opinion confirmed that the development screened was not EIA Development. The current proposal corresponds with the proposal described in the Screening Opinion issued on 13/11/24 and it is concluded that the proposed development is not "EIA Development" and the application does not, therefore, require an EIA Report.
- 2. Hierarchy of Development Regulations** – The proposal, being for a development with a site greater than 2 hectares, falls within the 'Major Development' category of the Town and Country Planning (Hierarchy of Development) (Scot) Regulations 2009.
- 3. Pre-Application Consultation** – The proposal, by virtue of its categorisation as a Major Development, requires pre-application consultation with the local community and the application requires to be supported by a report of the pre-application consultation that was undertaken in accordance with Part 2 of the Town and Country Planning (Development Management Procedure) (Scot) Regulations 2013. A Proposal of Application Notice (ref 24/00636/PAN) was approved by the Council on 22/08/24 and pre-application consultation has been undertaken. A Pre-Application Consultation report has been submitted with the application.
- 4. Scheme of Delegation** – In accordance with the Council's published Scheme of Delegation, the proposal, being a development on land within the ownership of the Council, in which the Council has a financial interest and having received written objection, requires to be determined by the Regulatory Panel.

5. **Town & Country Planning (Changing Places Toilet Facility) (Scot) Regulations 2020** – the proposed school, having a floorspace of less than 5000 sqm and a school role of less than 1000 pupils falls out with the scope of the 2020 Regulations and there is, therefore, no statutory requirement to provide a changing places toilet facility (non-standard accessible toilet facilities for use by people that have more complex care needs for whom standard accessible sanitary facilities for reason of form or size are not adequate) Standard accessible facilities are however proposed to be provided.

2. Consultations:

- **Ayrshire Roads Alliance** - No Objections subject to conditions
- **Scottish Water** - Scottish Water have confirmed that the proposed drainage strategy is acceptable in principle and a connection to the combined sewer is likely to be approved.
- **Council's Environmental Health Service** - No objections subject to conditions covering noise, land contamination and ventilation of food preparation areas.
- **Council's Waste Management Service** - No objections.
- **West Of Scotland Archaeology Service** - No objections.
- **Historic Environment Scotland** - No objections.
- **Council's Ecological and Biodiversity Advisers, AECOM** - The mitigation measures for protected species are acceptable and the biodiversity enhancements proposed meet the requirement in NPF4 Policy 3 for development proposals to enhance biodiversity.
- **Ayrshire Roads Alliance (Flooding)** - Have no concerns regarding flood risk provided that the development is undertaken in accordance with the strategy set out in the Flood Risk Assessment.
- **Scottish Power** - No objections.
- **SGN Pipelines Maintenance** - No objections.
- **Scottish Environment Protection Agency** - Initially provided a holding objection due to insufficient information to determine potential impacts from flooding. Following submission of additional information SEPA have withdrawn their objection.
- **Council's Sustainable Development (Landscape And Parks) Service** - Have advised that the landscaping proposals are acceptable. A condition is required to ensure that any diseased or dead planting is replaced.

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.

1. **Planning Statement**

The statement provides an assessment of the proposed development against National Planning Framework 4 and the South Ayrshire Local Development Plan 2. The statement demonstrates that the proposed education campus meets the predominant requirements of NPF4 and will contribute to tackling climate change, delivering biodiversity enhancement, protection and enhancement of tree-cover, reuse of previously developed land, improved play and sports provision and contribute to rural development. The statement also demonstrates that the proposal is in accordance with LDP2.

2. Design and Access Statement

The report outlines the design process involved the development of the proposals. The Place Principle has directly informed the briefing process and the subsequent design of the project. The design brief was developed collaboratively with the client and key stakeholders of the course of a series of workshops to establish key requirements. Workshops were also held with neighbours and other interested parties to look at broad areas of community concern including general principles, design and traffic and transportation. The location of the building within the site was specifically considered. The views of the community have been addressed and taken into account where possible as the project was developed. A “tandem build” approach was adopted to minimise disruption to education which limits the opportunities to locate the new buildings. The factors that have influenced the design of the campus include the need to be sympathetic to the scale and massing of the surrounding residential areas; maximisation of natural daylighting and shelter from the prevailing winds; provision of quality outdoor learning spaces; provision of an open arrival that acts as a public realm and creates civic presence for the buildings and ensures that parking and drop-off facilities do not dominate, provision of ample bicycle storage, and provision of footpath links to the surrounding streets. The building has been designed in all respects, to accommodate the needs of the entire education community. The new footpaths are designed to be fully accessible for wheelchair users and people using pushchairs/prams and other mobility aids. All internal spaces will be DDA compliant. Lifts will be provided that are BS 8300 compliant and a hygiene room will be provided within the sanitary strategy.

3. Pre-Application Consultation Report

The report summaries the consultations that took place prior to the submission of the current application and describes the measures taken to address the feedback that was raised. The Proposal of Application Notice was submitted to the Planning Authority on 19 August 2024. Two public consultation events were held at the school on 25 September 2024 and 22 October 2024 and both were well attended. A further consultation was held with the Community Council. The issues raised are listed in the body of the report and summarised in Chapter 4 of the Design and Access Statement. Key issues considered included the mass and site position with public opinion being split on whether to incorporate the primary school and early years centre into one building or two separate buildings. The proposed solution of two separate buildings was arrived at following consideration of the practicality of a tandem build and the desire to make the best use of the land available in terms of positioning of buildings and open space. To address concerns regarding overshadowing of neighbouring properties, the height of the school building has been limited to a maximum of two storey, with the tallest section (dining hall) being positioned towards the centre of the site. Whilst glazing is incorporated in the east and west elevations, this has been designed to minimise potential overlooking of the houses in Victory Park and Dalrymple Street respectively. The east elevation incorporates a high-level window within the games hall whereas the window proposed in the west elevation is recessed and serves an open-plan learning space. This window will have a ‘stained glass’ effect applied to the glazing. The early years centre is single storey and will not overlook the neighbouring houses. A parent drop-off facility is to be provided on Wesley Road to address concerns raised about current traffic congestion at peak times.

4. Sustainability & Energy Statement

The Energy Statement sets out the environmental, sustainability and energy strategies for the proposed school. The strategies have been developed in accordance with the 2024 Scottish Building Regulations and NPF4 policies 1, 2 and 19. The report includes an assessment of district heating feasibility, analysis of available low and zero carbon technologies and sustainability. The building complies with the 2024 Scottish Building standards as well as the South Ayrshire Council requirements for new developments. The carbon emissions will be reduced through excellent fabric first design and the use of zero carbon energy efficient technology to provide all space and water heating. The technologies for generating energy that offer the best opportunities of the development are solar water heating, air source heat pumps and PV panels.

5. Flood Risk Assessment

The purpose of the Flood Risk Assessment is to assess the flood risk from the Doune Burn, from surface water and other sources such as groundwater and infrastructure, including the current and future risks associated with climate change. The Doune Burn flows approximately 200m to the northeast and approximately 450m to the southeast of the site. Hydraulic modelling of the Doune Burn indicates that flood waters are predicted to spill upstream of the crossing, flooding a large area of Girvan with the flow pathway eventually reaching the site. This would happen irrespective of the proposed development. A culvert blockage on the Coalpots Road culvert represents the biggest risk to the site. The layout and design of the site takes account of the potential for flooding. Floodwaters entering the site from the south will be directed into the 7a-side pitch which will provide compensatory storage. Floodwaters spilling from the pitch will follow the pathway along the eastern side of the site. The buildings will be positioned outwith the area at risk of flooding. The measures to avoid flooding from the Doune Burn will also address flood risk associated with surface water flows. It should be noted that the risk of flooding can be reduced but not totally eliminated given the potential for events exceeding design conditions and given the inherent uncertainty associated with estimating hydrological parameters for any given site.

6. Drainage Strategy

Summarises the existing arrangement of foul and surface water drainage on the site and describes how the proposed development will be drained once complete. Ground investigations have found that the soils are effectively impermeable and shallow ground water was recorded. The current school is served by a combined foul and surface water drainage system that connects to the adjacent public sewer network in Wesley Road to the northeast. Surface water is discharged unrestricted and without treatment to the public sewer. The design of the new water management system will manage surface water sustainably at source and ensure that discharged waters do not constitute a flooding or pollution risk. SuDS will be used to deliver interception, treatment and attenuation. It is proposed that "rain gardens" and permeable surfaces are used to maximise interception. The surface water management strategy seeks to use above ground conveyance and attenuation (e.g. swales, rills and detention basins/wetlands) where possible. However, due to spatial constraints there will also be a requirement for a below ground pipe network and attenuation storage. Based on limiting peak discharge rate to 2-year greenfield runoff rate it is estimated that a total 1900 m³ attenuation storage will need to be provided below ground. It is proposed that surface water run-off will be discharged to the combined sewer network in Wesley Road, subject to approval by Scottish Water. The provision of SuDS, which will both reduce the volume and rate of surface water runoff, will ensure betterment from the pre-development situation. In respect to foul water generated by the development, it is proposed that this will be drained via a new below ground gravity drainage system which connects to the public sewer in Wesley Road. The report notes that a pre-development enquiry has been submitted to Scottish Water, who have confirmed that there is current capacity for the foul water. Scottish Water's response however notes that surface water disposal will be assessed as a separate case and response is awaited.

7. Surface Water Review 06 March 2025

Reports the outcome a review undertaken by Scottish Water of the (amended) surface water discharge proposal. The report advises that the proposals are acceptable to Scottish Water. While there is an increase in the total hardstanding area to be drained, there will be a reduction in the total volume of surface water entering the combined system. This is to be achieved through the use of various SUDS features and infiltration and evapotranspiration. It should be noted that Scottish Water's review relates to the revised site layout plan which was submitted on 20 May 2025 to the Planning Authority.

8. Geo-Environmental Desk Study – Stage 1 Report

The report provides a summary of the geo-environmental conditions for the site as determined through available existing data sources.

9. Geo-Environmental Development Appraisal – Stage 2 Report

The report provides the results of an intrusive site investigation to inform the design process for the proposed school development.

10. Civil and Structural Statement

The report provides a statement of the technical studies undertaken to inform the design of the development. The studies cover the topography of the site, buried services, ground conditions and flood risk. In relation to ground levels, the report notes that the levels design has been governed by flood risk, maintaining pre-development overland flow paths (for flood waters), raising the buildings finished floor levels to provide adequate freeboard and lowering areas of the site to provide compensatory flood water storage. In addition, the levels design considers surface water management and access requirements whilst respecting existing boundary levels. The tandem build approach has impacted on many aspects of the design including levels and earthworks, drainage and accessibility. Temporary works, including drainage and car parks will be necessary as a result of the phased nature of the development.

11. Noise Impact Assessment

The report provides an assessment of the noise impact from building services plant and the sports pitch. The main building services will be located in an external plant area to the north of the gymnasium and the west of the main school building. A noise limit is recommended for the air source heat pumps such that the nearest surrounding residential properties will not be affected by excessive noise, with windows open for ventilation. The limit is proposed to be achieved by installing a solid impermeable acoustic barrier screen around the three sides of the air source heat pumps area and by installing atmospheric side attenuators to the AHU. These measures are also expected to control plant noise such that it is similar to or below the pre-existing minimum background noise levels at the nearest dwellings. The noise from the 7-a-side sports pitch is expected to meet the criteria set out in Sport Scotland guidance at the nearest houses and in the nearest gardens, due to screening provided by the existing brick wall along the perimeter of the site.

12. Arboricultural Impact Assessment Report

The purpose of the report is to identify all trees which have potential to be affected by the proposed development, to assess the impact on those trees and where necessary recommend mitigation, including such protection measures required to ensure the health of retained trees. The information complies with British Standard BS 5837:2012 "*Trees in relation to design, demolition and construction*". The survey identified 50 individual trees and five groups of trees within the site. Of these, 35 were assessed as moderate quality, 19 as low quality and one as very low quality. The trees are generally grouped together at three different locations: along the property boundary adjacent to Wreck Road, within the school courtyard and forming an avenue feature opposite Wesley Road. The trees adjacent to Wreck Road are all flowering cherry and predominately early mature age. Trees within the courtyard are mixed deciduous species and early mature in age. Trees opposite Wesley Road are all semi-mature and given higher quality categorisation due to their collective value as an avenue feature. Low quality trees represent approximately 35% of the features surveyed. These are predominantly located within the courtyard. The proposed development would result in the removal of 21 trees and 5 tree-groups. This represents 47% of the features surveyed. The vast majority are located within the courtyard and require to be removed to allow construction of the new main school building. The quality of trees range from moderate to low quality. The avenue of trees along Wesley Road will be retained with the exception of 4 trees of moderate quality that require to be removed to permit construction of a fire access road. The study provides recommended measures to protect the remaining trees during the construction phase.

13. Preliminary Ecological Appraisal

The preliminary ecological appraisal and preliminary roost appraisal (bats) was undertaken in July 2023 to determine the likely ecological constraints associated with demolishing the existing school and redevelopment of the site and to identify the need for more detailed ecological surveys. The report includes a description of the site's current habitat mosaic, its likely faunal interest, and particularly its suitability for supporting roosting bats. The standard habitat survey approach was extended to include a search for evidence of or potential for the presence of protected species or species of nature conservation interest within and close to the site. The survey was undertaken during core botanical flowering period and therefore there were no significant limitations with the methodology adopted. The survey found that there are no designated nature conservation sites within or in proximity to the site that will be affected by the proposals. Habitats within the site are limited to improved grassland, buildings and hard standing and scattered individual trees and groups of trees. No suitable habitat for badger, water vole or otter was identified. A small number of active bird nests were noted around the school buildings. No suitable habitat for common reptiles was identified and no suitable breeding habitats for specially protected amphibians such as Great Crested Newt within or adjoining the site were noted. In relation to habitats the report concludes that the existing habitats are of less than site level significance. The redevelopment of the site should be taken as an opportunity to enhance the biodiversity value of the site. In relation to nesting birds, the report advises that demolition works to the buildings and tree removal should be undertaken outwith the bird breeding season. In relation to bats, an external examination of the building and trees within the site was undertaken. This indicated that the building has **moderate** potential for roosting bats, however, none of the trees are suitable. The report advises that, prior to demolition, further bat activity surveys will be required in order to determine whether or not roosting bats are using the building. If bat roosts are identified, the new buildings should be required to incorporate a replacement roosting feature such as integral bat boxes on buildings and externally mounted bat boxes on suitable retained trees. The outdoor lighting scheme should be sensitive to bats.

14. Bat Activity Surveys

The report provides details of bat activity surveys carried out at the site in August and September 2024. It describes the methodologies used, a summary of the findings and an evaluation of the results in the context of the proposed works. Although the building was found to have moderate suitability for roosting bats, no bats were seen using potential roosts and no bats were observed commuting or foraging. No further specific actions are required.

15. Biodiversity Enhancements for NPF4 Report

The report provides details of the proposed biodiversity features associated with the development and an assessment of how these will deliver biodiversity net gain. The appraisal is based on the methodology contained within the (Building Research Establishment Environmental Assessment Methodology (BREEAM) scheme which is used to calculate Biodiversity Units (BUs). Biodiversity Units are calculated based on the area of each habitat types within the site, multiplied by adjustment factors for their "distinctiveness" and condition. Post-development Bus are calculated under the BREEAM metric using area (or length) of habitat to be created, adjusted by coefficients relating again to distinctiveness and condition as well as consideration of how difficult it will be to establish the types of habitats proposed, how long it is likely to take and whether the proposed habitats will contribute to local biodiversity networks. The change in ecological value is calculated based on a comparison of the before and after situations. The calculation shows that there will be a 37.7% increase in Biodiversity Units on the site as a result of the development. This degree of change is achieved through the substitution of a large area of hardstanding and buildings surrounded by low condition, low distinctiveness amenity grassland with areas of new greenspace comprising habitats that can be established within a relatively short timeframe, such as flowering lawn mix, shrubs and native hedgerows, as well as woodland habitat which will mature over a longer period of time. There will be the addition of c. 125 individual trees to replace 23 existing trees to be lost, the vast majority of which will be native species. Four bat and four bird boxes will also be placed on the new buildings. Measures are proposed on the submitted landscaping drawings for the long-term care and management of the areas of habitat to be created.

16. Transport Statement

Provides information on the proposed arrangements for non-vehicular and vehicular access and assesses the impact of the proposal on the surrounding road network. The assessment notes that the pupil capacity and staff numbers will remain similar. Pedestrian and cycle access will continue to be provided from Wesley Road and Wreck Road. New zebra crossings will be implemented on both roads and will be located to support pedestrian desire lines and tie in with access points. There will be one crossing at the northeast corner of the site on Wesley Road, with two further crossings on Wreck Road close to the two pedestrian access gates. The exact locations of the crossings will be agreed with Ayrshire Roads Alliance. The site layout includes high-quality pedestrian and cycle/wheeling permeability, offering connections between the amenities on site and from the surrounding active travel network. Step free accesses will be provided to the school building. Safe, secure and convenient cycle parking is proposed for 100 bikes. Whilst this is less than the requirements set out in the SCOTTS National Road Development Guide, this represents a balance between the actual numbers of pupils who cycle to school (78) and the number required by the guidelines (169). The layout of the development will allow for additional cycle parking should demand increase in the future. The existing vehicle access onto Wesley Road will be closed off, with a new access provided from Wreck Road to access the car park. An additional vehicular access will also be provided at the northwest corner of the site on Wesley Road to accommodate service vehicles. A Pick-Up/Drop-Off lay-by will be formed on Wesley Road, with capacity for 10 cars at a time. A Traffic Regulation Order will be implemented to manage use of the area. To support and encourage use of sustainable transport, the Transport Statement includes an outline Green Travel Plan that will be developed by the school. As the school roll and number of staff will remain the same post-development there will be no additional impacts on the surrounding road network.

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:

3 representation(s) has/have been received, 3 of which object to the proposed development. All representations can be viewed online at <https://publicaccess.south-ayrshire.gov.uk/online-applications/applicationDetails.do?keyVal=SOXOTLBDJEA00&activeTab=summary>

The issues raised by Representees can be summarised as follows:-

1. Adverse impact on views
2. Adverse noise impact resulting from air source heat pumps, sprinkler system and generators

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. A response to these representations is included within the assessment section of this report.

7. Assessment:

The material considerations in the assessment of this planning application are the provisions of the development plan, objector concerns 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)

The following policies of NPF4 are relevant in the assessment of the application and can be viewed in full online at [National Planning Framework 4 - gov.scot \(www.gov.scot\)](https://www.gov.scot/national-planning-framework-4):

Policies 1, 2, 3, 4, 6, 12, 13, 14, 15, 19(f), 21(d), 22 and 23(e)

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.

The proposal is considered to be consistent with NPF4. An assessment of the proposals against the provisions of NPF4 is set out in Section 8 below.

(ii) South Ayrshire Local Development Plan 2

The following policies of the South Ayrshire Local Development Plan 2 are relevant in the assessment of the application and can be viewed in full online at [Local development plan 2 - South Ayrshire Council \(south-ayrshire.gov.uk\)](https://south-ayrshire.gov.uk/local-development-plan-2):

- Strategic Policy 1: Sustainable Development
- Strategic Policy 2: Development Management
- LDP Policy: delivering infrastructure
- LDP Policy: Community Facilities
- LDP Policy: Galloway & Southern Ayrshire Biosphere
- LDP Policy: Preserving Trees
- LDP Policy: green networks
- LDP Policy: flood and development
- LDP Policy: air, noise and light pollution
- LDP Policy: low and zero carbon buildings
- LDP Policy: heat networks
- LDP Policy: natural heritage
- LDP Policy: land use and transport

The provisions of the Adopted South Ayrshire Local Development Plan 2 must, however, 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.

The proposal is considered to be consistent with the Local Development Plan. An assessment of the proposals against the provisions of Local Development Plan 2 is set out in Section 8 below.

(iii) Other Policy Considerations (including Government Guidance)

None

(iv) Objector Concerns

The objectors have raised concerns regarding impact on views as a result of the water storage tank for the sprinkler system and adverse noise impact.

1. A 3.75 metre tall tank will be required on the western edge of the site, at the opposite side of the mutual boundary with the rear gardens of properties in Dalrymple Street. The lower section of the tank will be partially screened by the existing brick boundary wall. While the tank would measure a distance of approximately 20 metres (65 feet) from the rear elevation of the properties, it will be utilitarian in appearance and it is acknowledged that additional screening would be beneficial to reduce its visual impact. A condition is proposed requiring further details of the appearance of the tank and measures to screen it from the neighbouring properties to the west. Such measures will require to be agreed and implemented.
2. The noise impact of the air-source heat pumps, sprinkler system and other mechanical apparatus has been considered in the assessment against LDP Policy: air, noise and light pollution in the Section 8 "Assessment" below. The proposals do not raise any concerns relating to noise and conditions are proposed to ensure that the mitigation measures identified in the Noise Impact Assessment Report submitted with the application are complied with.

(v) Impact on the Locality

The design and layout of the proposed primary school and early years centre have been fully assessed in respect of their effect on the amenity of the surrounding residential areas. The scale, massing and positioning of the proposed buildings within the site and orientation of window openings avoid any significant impacts on the privacy and amenity of the adjoining residential properties. There will be no increase in road traffic associated with the new school. Mitigation measures are proposed to ensure that there will be no significant noise impact associated with the operation of mechanical plant required to heat and ventilate the school. As such, it is considered that the proposal will not have any significant adverse impact on the amenity of the adjoining residential areas.

8. Assessment:

The following assessment against the relevant policies of NPF4 and LDP2 is arranged by theme for ease of reference and therefore does not follow the order of the policies presented within NPF4 or LDP2.

Principle

The **National Spatial Strategy** in NPF4 establishes six overarching spatial principles against which new development should be planned. The current proposal, being for the reuse of land within an existing town for the provision of education conforms with the principles of *compact urban growth* and *local living*. The **Proposals Map** for Girvan contained within LDP2 identifies the preferred land use for the application site as *community use*. LDP Policy: community facilities supports continued use of the site for a community use. The principle of reuse of the site for educational purposes is, therefore, consistent with the spatial strategy set out in NPF4 and the LDP Proposals Map and LDP Policy: community facilities.

Climate Change Adaptation & Mitigation and Global Nature Crisis

1. **NPF4 Policy 1** requires significant weight be given to the global climate and nature crises. A full assessment of the impact on climate change and conservation of biodiversity is provided in the assessment against the subject specific policies of NPF4 and LDP2. In summary, the development will reuse developed land and will not require the use of greenfield land. The application site is centrally located within Girvan and is easily accessible from all parts of the town by sustainable transport methods. Pedestrian/cyclists links will be maintained to ensure that the new school campus can be easily accessed from the surrounding residential streets by sustainable transport modes. The buildings are designed to minimise use of fossil fuel derived energy for heating, ventilation and lighting and opportunities are taken to generate sustainable energy on-site through solar water heating and solar PV. The redevelopment of the existing school will not result in the loss of any features of nature conservation value and the biodiversity value of the site will be enhanced through the proposals. The buildings have been designed to be fit for purpose for the intended use and flexibility has been designed in to allow adaption to changing needs in the future. The architectural style and selection of exterior finishes will provide a high-quality building that will enhance the character and appearance of this part of Girvan. Having regard to the foregoing, it is considered that the development is consistent with NPF4 Policy 1.
2. **NPF4 Policy 2** requires that all developments are sited and designed to minimise greenhouse gas emissions as far as practical and are sited and designed to adapt to current and future risks from climate change. Full consideration of the energy efficiency and sustainability is provided in the assessment against subject specific policies of NPF4 and LDP2 below. In summary, the buildings have been designed using the “*fabric first*” principle, which ensures that energy losses are minimised through measures such as high standards of insulation and avoidance of heat losses caused by draughts. The building orientation and fenestration seek to maximise passive solar gain in winter and reduce unwanted solar gain in summer through use of shading. Renewable energy will be generated on-site and energy consumption will be minimised through the use of energy efficient heating and lighting systems. The potential for flooding has been fully considered and addressed, including potential future flooding associated with Climate Change. Having regard to the foregoing it is considered that the proposal is consistent NPF4 Policy 2.

Conservation of Biodiversity

1. **NPF4 Policy 3** requires that development proposals for national and major development demonstrate that the proposal will conserve, restore and enhance biodiversity so that they are in a better state than without intervention.
2. **LDP2 Policy: natural heritage** requires development proposals to protect, restore and enhance natural assets using nature-based solutions and safeguard Protected Species.
3. **Species and Habitats**

The application proposal has been informed by a Preliminary Ecological Assessment which identified limited ecological interest. The assessment confirms that there are no features of regional or national value or irreplaceable habitats. Whilst there are a limited number of trees and anthropogenic herb stands, these are of relatively limited value. The PEA found nesting birds recorded at various locations and features to protect these are incorporated into the design. Bat roost suitability was initially identified by the PEA. However, a further bat survey concluded that no roosts or bat activity were present around the building or within the site.

4. Biodiversity Enhancement

The proposals include a significant uplift in green infrastructure across the site, including substantial grass, shrub and hedge planting and woodland and specimen tree planting (circa 125 trees to replace 23 lost trees). Use is to be made of rain gardens as part of the flooding mitigation strategy, demonstrating the use of nature-based solutions in preference to hard engineering solutions. Features are to be created within the site to encourage bat foraging and roosting. All the foregoing measures will deliver significant biodiversity enhancement and will contribute to creating and enhancing nature networks and strengthen habitat connectivity. The project ecologist estimates a 37.7% enhancement which indicates that the development aligns fully with NPF4 Policy 3. The supporting information submitted in respect of ecology and biodiversity enhancement has been independently reviewed by specialist consultants engaged by the Planning Service. The consultants have advised that the methodologies used comply with current best practice and the findings and conclusions are reasonable. It is considered therefore that the proposed development is fully compliant with NPF4 Policy 3 and Policy 4 and LDP Policy: natural heritage.

5. Trees

NPF4 Policy 6 and **LDP Policy: preserving trees** aim to protect and expand forests, woodlands and trees. Whilst 23 trees will require to be felled, approximately 125 replacement trees are to be planted. The trees to be felled are relatively common species and are not particularly large or distinctive. The trees do not make a significant contribution to the appearance of the surrounding townscape or ecological value of the site. Accordingly, the loss of these trees, in the context of the replacement planting, is not considered to be significant. The avenue of flowering cherry trees adjacent to Wesley Road make a contribution to the townscape and are to be retained. The replacement planting will result in increased tree cover within the site and the proposals accord with the objectives of NPF4 Policy 6 and LDP Policy preserving trees.

6. Green/Blue Nature Networks

NPF4 Policy 20 seeks to protect and enhance blue and green networks and **LDP2 Policy: central Scotland Green Network** seeks to ensure that development contributes towards the vision and goals of the Central Scotland Green Network. The existing school site is isolated from any clearly defined existing green or blue networks and the redevelopment of the school will not result in fragmentation of any existing network. The increased greenspace and tree planting will enhance the biodiversity value of the site itself and there may be some synergistic effects with the nearby greenspace within Victory Park and the gardens of the surrounding houses. The proposed landscaping plans submitted with the application include proposals for long term maintenance of the new greenspaces created within the school campus. The proposals are considered to be consistent with NPF4 Policy 20 and LDP2 Policy: Central Scotland Green Network.

Sustainable Use of Resources

NPF4 Policy 12 aims, *inter alia*, to reduce and reuse materials in construction. Development proposals that reuse existing buildings and infrastructure and minimise demolition are supported under the policy. The demolition of the existing school building is necessary as it is in poor physical condition and beyond economical repair and adaptation. The redevelopment will deliver an improved learning environment, which will positively utilise the site curtilage with improved environmental characteristics, more sustainable and energy efficient building fabric and with lower energy demand. It is considered that the proposal is consistent with the intent of Policy 12, which does not seek to prohibit demolition of buildings but instead seeks to minimise demolition where buildings are physically capable of repair and reuse and where this option is economically viable.

Sustainable Transport and Road Safety

1. **NPF4 Policy 13** seeks to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel. Development proposals should be designed in line with sustainable travel and investment hierarchies and where appropriate provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks; be accessible by public transport; provide electric vehicle/bicycle charging points; supply safe, secure and convenient cycle parking; safe crossings for pedestrians and cyclist; take account of the transport needs of diverse groups and adequately mitigate any impact on local public access routes. **LDP Policy: sustainable transport** requires development proposals take appropriate measures to keep any negative effects of road traffic on the environment to a minimum; ensure that accessibility to local services is maintained and improved by the integration of transport networks linking services to local communities; link to existing active travel networks including walking, cycling and public transport networks; provide parking that reflects the role of the development and its location and accommodate essential car use, including parking.
2. The application involves reusing a centrally located site in Girvan, with easy access to residential areas and public transport links, including bus routes and the train station. It promotes sustainable travel through the provision of 100 cycle storage spaces for pupils (with additional provision for staff) and encouraging walking, wheeling and cycling as a result of the sites central location and footpath/cycle links to Wesley Road and Wreck Road. Within the site, 10% of vehicle parking spaces have been allocated for electric vehicle charging with a further 50% future proofed for flexibility and adaptability. The layout of the development adopts “*Safe by Design*” and accessible transport principles. The new school campus will accommodate the same number of pupils and staff as the existing school and consequently there are no implications for the surrounding road network in terms of increased volume of traffic. The transport consultants identified an operational need for 60 car parking spaces for the school and early years centre. The parking will be arranged in a single block accessed from Wreck Road and will include 6 accessible parking bays.
3. **NPF4 Policy 15** requires that development proposal will contribute to local living, and where relevant, 20-minute neighbourhoods. The existing school is well located to serve the community of Girvan with most residential areas able to access the site within a 10-minute walk. The siting of the new school in the same location will help ensure that Girvan continues to be served by well-located education facilities and the proposal contributes to maintaining the current 20-minute neighbourhood.

Urban Design

1. **NPF4 Policy 14** establishes that development proposals will be supported where they are consistent with the six qualities of successful places (*healthy, pleasant, distinctive, sustainable and adaptable*). The new buildings will provide an enhanced learning environment for pupils and a pleasant working environment for staff that is constructed to inclusive standards. The development has been designed in line with “Secure by Design” standards ensuring a safe and secure environment. All access routes, entrances, and outdoor spaces will be overlooked by occupied rooms/spaces and the exterior landscaping will feature well placed lighting and carefully selected trees and shrubs. In contrast to the existing school, the layout of the development is designed so that there will be no public access through the school grounds and no uncontrolled access to the outdoor play and learning spaces. The development includes a variety of indoor and outdoor spaces which will promote physical and mental well-being. The new buildings will respect the local townscape. The main building height has been restricted to a maximum two storey while the early years centre will be single storey and will be in keeping with the immediate surrounding housing which is predominantly single storey. The form of the building is simple with clean lines. Amended drawings were submitted for the Early Years Centre roof design during the processing of the application. Whereas it was originally proposed to have upstanding ‘lantern’ style rooflights, this aspect of the design has been revised to include flush mounted rooflights that will not project above the parapet wall. The exterior wall finish is predominantly buff coloured facing brick with some areas of feature rainscreen cladding and precast concrete panels. The windows and doors are to be metal framed with spandrel panels to match the colour of the rainscreen panels. The main public entrances are well defined and will be easily identifiable for visitors to the school. For the main school building, the public entrance will be contained within a south facing single storey projection facing the main entrance path. Identification of the main entrance doors will be aided by a large section of precast concrete panelling that will display the school name. A similar arrangement is proposed for the main entrance door to the Early Years Centre. The spaces within the buildings are designed to be flexible and able to be adapted to changing educational requirements. A significant amount of soft landscaping, including increased tree planting, is proposed. This will create an attractive setting for the school, enhance the appearance of the site from the surrounding residential streets as well as providing enhancement biodiversity value. It is considered that the development is well designed and fully complies with NPF4 Policy 14.
2. **NPF4 Policy 21** seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. Part (d) requires that development proposals likely to be occupied by children and young people incorporate well-designed, good quality provision for play, recreation and relaxation that is proportionate to the scale and nature of the development and existing provision within the area. The landscaping proposals incorporate a variety of outdoor spaces for play and learning. These spaces will be fully landscaped and will incorporate grassed as well as paved areas. The landscaping includes a “forest school” fronting Wesley Road which will feature denser tree planting. A formal all-weather sports pitch will be constructed in the south east of the site which will provide a 55m X 36.5m playing surface that will be for the exclusive use of the school. The proposal outdoor spaces will provide enhanced play and learning opportunities for the school.

Sustainable Building Design

1. **NPF4 Policy 19** seeks to encourage, promote and facilitate development that supports decarbonised solutions to heating and cooling demand and ensure adaptation to more extreme temperatures. **LDP2 Policy: low- and zero-carbon buildings** encourage installation of low and zero carbon generating technologies within new buildings. **LDP2 Policy: renewable or low carbon heat and heat networks** require applicants to consider the viability of creating or linking into a heat network.
2. There are no existing heat networks within Girvan and there is therefore no opportunity for district heating. The design of the school buildings incorporates measures to reduce the energy consumption and generate renewable power on site. The carbon emissions will be reduced through excellent fabric first design and the use of zero carbon energy efficient technology to provide all space and water heating. Solar water heating, air source heat pumps, low energy lighting and PV panels form the basis of the strategy for minimising the use of fossil fuel derived energy sources. Sun canopies and use of trees and other vegetation for shading have been incorporated to reduce the need for air conditioning. The measures proposed are consistent with the objectives of NPF4 Policy 19 and LDP Policy: low- and zero-carbon buildings.

Impact on Infrastructure (Drainage and Transportation)

1. **NPF4 Policy 18** requires new development to provide infrastructure in line with that identified as necessary in LDPs and their delivery programmes. **LDP Policy: delivering infrastructure** states that all new development proposals require to include on-site infrastructure directly related to the proposed use and measures to ensure the provision of any off-site infrastructure necessary to accommodate the development. Foul water is to be discharged to the public sewer network and potable water will be supplied from the public water main. Scottish Water have confirmed that there is sufficient capacity within these systems. Surface water is currently discharged to the existing public sewerage network, which comprises a combined foul and surface water system. Surface water from the replacement school will also be connected to the combined sewer and has the potential to contribute to sewer flooding. However, the development incorporates surface water detention and evapotranspiration features which are designed to control the rate at which surface water will enter the sewer and reduce the likelihood of sewer flooding. Revised plans for the layout of the school campus were submitted during the processing of the application to increase the amount of detention through an increased amount of soft-landscaped areas. Scottish Water have subsequently advised that the design, as amended meets their requirements in relation to reducing potential sewer flooding.
2. The number of pupils and staff at the school will be the same as at present and redevelopment of the site will not increase the volume of traffic on the surrounding road network. There are no requirements for increasing the capacity of the local road network.
3. The proposal will not place any increased demands on the water, sewerage and road infrastructure and are consistent with NPF4 Policy 18 and LDP Policy: delivering infrastructure.

Flooding

1. **NPF4 Policy 22** seeks to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing vulnerability of existing and future development to flooding. Development proposals at risk of flooding or in a flood risk area will only be supported in certain specified circumstances, including where they are for redevelopment of an existing building or site for an equal or less vulnerable use. **LDP2 Policy flood and development** requires development to avoid areas which are likely to be affected by flooding or if development would increase the risk of flooding elsewhere. The policy also requires that impermeable surfaces be kept to a minimum and proposals should include Sustainable Urban Drainage Systems (SuDS).
2. The application is supported by a Flood Risk Assessment which identifies that the site is currently at risk from flooding from the Doune Burn. The greatest risk of flooding would occur if there were a blockage on the Coalpots Road culvert. The layout and design of the site takes account of this risk of flooding. In a significant flood event, flood water will be directed to the proposed sports pitch, which will provide temporary storage. A flow pathway will be formed which directs water along the eastern side of the site such that the buildings will be out with the area at risk of flooding. The drainage strategy for the site will manage surface water sustainably at source and ensure that discharged waters do not constitute a flooding or pollution risk both within the site and out with it. SuDS features will be used to deliver interception, treatment and attenuation. It is proposed that "rain gardens" and permeable surfaces are used to maximise interception. The surface water management strategy seeks to use above ground conveyance and attenuation (e.g. swales, rills and detention basins/wetlands) where possible. However, due to spatial constraints there will also be a requirement for a below ground pipe network and attenuation storage. SEPA have reviewed the flood risk assessment, including additional information submitted following a request for clarification, and have advised that the proposed development is acceptable in terms of flood risk. The Councils Flood Officer has also advised that the strategy for the development of site to control flooding and pollution risk is acceptable.
3. The Flood Risk Assessment demonstrates that the school site and the surrounding area are at risk of flooding. However, in terms of NPF4, the proposed development will not result in a more vulnerable land use on the site. The development has been designed to ensure that the buildings are out with the area of the site that is likely to flood and above and below ground flood water detention features are proposed to ensure that the development will not increase the risk of flooding out with the site. The proposal is considered to be consistent with NPF Policy 22 and LDP2 Policy: flood and development.

Effect On Amenity of Adjoining Homes and Businesses (air, light & noise pollution and privacy)

1. **NPF Policy 23** seeks to protect people and places from environmental harm. Criterion e) is of relevance to the current proposal, which does not support development that is likely to raise unacceptable noise issues. **LDP2 Policy: air, light & noise pollution** also seeks to protect people from unacceptable levels of air, noise and light pollution. A Noise Impact Assessment has been submitted which identifies potential noise impacts resulting from the building plant and services and the sports pitch. In relation to the air source heat pumps, a noise limit is recommended such that the nearest surrounding noise sensitive properties will not be affected by excessive noise, even with windows open for ventilation. An acoustic barrier fence is to be erected around the air source heat pumps which are to be installed on the western side of the main school building. The mechanical ventilation units will be fitted with atmospheric side attenuators to limit noise emissions. The noise from the 7-a-side sports pitch is expected to meet the criteria set out in Sport Scotland guidance at the nearest houses and in the nearest gardens, due to screening provided by the existing brick wall which is approximately 1.8 metres in height and is sited along the perimeter of the site. The Council's Environmental Health Service have reviewed the noise impact assessment and agree with the conclusions. A condition is required to ensure that the mitigation measures proposed in the noise impact assessment are implemented. Notwithstanding the technical assessment and consultation response regarding noise, it is also noted that this site is an existing and established school site with outdoor spaces that young people occupy daily during term time and which some noise associated with this use is to be expected.
2. The design of the buildings, including their position and orientation within the site and positioning of glazed areas, have taken the privacy of the adjoining residential properties and their associated gardens into consideration. There will be no significant overlooking of any private gardens or intervisibility between windows. The glazing contained in the west facing elevation of the main school building will be orientated towards the rear gardens of houses in Dalrymple Street, however, this glazed area is to be obscure glazed through the use of a stained-glass effect.
3. No flood lighting is proposed within the all-weather sports pitch. Its use will be limited to the school only and it will not be let for public use out with school hours.

Contaminated Land

The Stage 2, Geo-environmental Development Appraisal identified an isolated area of mercury contamination in the south-east corner of the site, close to the boundary with Wreck Road. This area is within a part of the site that is to be landscaped and is considered to be a potential source of contamination. Remedial measures are proposed for soils on the site in the form of further sampling and testing within the affected area to delineate the extent of the contaminants, followed by the excavation and complete removal of the affected materials. The Stage 2 report also identified the need for gas protection measures. A condition is proposed requiring the recommendations of the Stage 2 Geo-environmental Development Appraisal to be implemented in full.

Conclusions

1. The material considerations in the assessment of the current planning application are the relevant development plan policies, consultation responses and objector concerns. The principle of replacing the existing primary school building with a new primary school building and early years centre building is consistent with the sustainability principles embodied within the development plan which encourage the reuse of land and existing infrastructure within settlements. Whereas the national policy preference is to reuse existing buildings to minimise loss of embodied carbon, in this case it has been demonstrated that the building is both beyond economic repair and refurbishment would not be an optimal solution for the purpose of creating an excellent educational environment that meets modern requirements. The design, scale, positioning and exterior finishes of the buildings and other features of the development have been carefully considered with respect to assimilating the new structures within the existing urban environment and protecting the privacy and amenity of the surrounding houses. It is noted that the height of the buildings will be in keeping with the scale of the surrounding residential properties and that there will be no overlooking of private rear gardens. The building design incorporates measures to minimise energy demand and to generate renewable energy on-site. Measures to mitigate potential noise nuisance have been proposed and are subject to proposed conditions. In particular, it is noted that the applicant intends to limit the use of the outdoor sports pitch to school hours and to not install any floodlighting. The landscaping of the site will help to further integrate the development into the surrounding townscape by introducing a greater amount of tree cover and greenspaces and will also perform functions relating to outdoor learning spaces, enhancing biodiversity and mitigating flood-risk. The layout of the buildings and landscaped areas has taken account of the potential for fluvial and surface water flooding. The buildings will be out with the probable flood risk area. Measures to control the rate at which flood water is drained from the site have been incorporated into the design, including the use of the sports pitch as a temporary detention basin and installation of underground storage. SEPA are satisfied that the site, once redeveloped, will not increase the existing risk of flooding within or out with the site. Connection of the surface water drainage system to the combined public sewer has been agreed in principle by Scottish Water who are satisfied that the measures to control the rate of surface water runoff into the sewer. Footpath links and secure cycle storage will be provided to support sustainable travel choices. The existing through footpath link between Wreck Road and Wesley Road will not be retained, there are reasonable alternative walking routes available within the public road network, notably via Dalrymple Street and Victory Park Road. The replacement school will have the same capacity as the current school and there will be no significant increase in traffic. Improved pedestrian crossings on Wreck Road and Wesley Road are proposed. Measures to address the small area of contaminated land are proposed and will be subject of a condition. The consultation response of the consultees are supportive of the proposals and the matters raised in the letters of objection do not merit refusal of the application.
2. Given the above assessment of the proposal and having balanced the applicant's rights against the general interest, it is recommended that the application is approved subject to conditions.

9. Recommendation:

It is recommended that the application is approved subject to conditions (C) and reasons (R):-

Conditions

- (1C) 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.
- (1R) To ensure that the development is carried out in accordance with the approved plans unless otherwise agreed.
- (2C) That prior to the commencement of construction of the buildings, 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.
- (2R) To ensure that materials are appropriate for the site and in the interests of visual amenity.

- (3C) That prior to the construction of the sprinkler tank on the western side of the application site, full details of the appearance of the tank (including its dimensions, exterior finishes and colour) and means of visually screening the tank from the west, shall be submitted to and approved by the planning authority and thereafter implemented as approved.
- (3R) in the interest of visual amenity, full details of the tank having not been submitted with the application.
- (4C) That the landscaping works detailed on approved drawing number GIVR-HLA-XX-XX-DR-I-00001 Rev P18 shall be implemented in full within one growing season following completion of the demolition of the former school building on the site. The landscaping shall be undertaken in accordance with the specification notes in approved drawing 1680-HLA-XX-XX-DR-L-90-004 Rev P01.
- (4R) To ensure landscaping works are completed at an appropriate stage in the development of the site.
- (5C) That all landscaping works and open space areas shall be maintained in accordance with the Landscaping Maintenance Notes on approved drawing 680-HLA-XX-XX-DR-L-90-004 Rev P01 for a period of 5 years following implementation of the approved landscaping plan. Notwithstanding the approved landscaping maintenance details, any dead or diseased species shall be replaced with similar species and sizes during the maintenance period.
- (5R) In the interests of visual amenity; to ensure that adequate measures are put in place to protect the landscaping and planting in the long term.
- (6C) The ecological mitigation measures contained within Table 3.1 of the submitted document "Girvan Primary School Biodiversity Enhancements for NPF4 November 2024" shall be adhered to/implemented in full during the construction phase.
- (6R) in the interest of biodiversity enhancement and in accordance NPF4 Policy 3
- (7C) That the existing trees, other than those agreed or approved for removal, shall be retained and protected in accordance with BS 5837:2012 (or as may be amended) Trees in relation to Construction, to the satisfaction of the Planning Authority.
- (7R) In the interests of visual amenity; to ensure that all trees worthy of retention are satisfactorily protected before and during works on site.
- (8C) That before any works start on site, the developer shall submit, details and specifications of the protective measures necessary to safeguard the trees on the site during operations. This Planning Authority shall be formally notified in writing of the completion of such measures and no work on site shall commence until the Planning Authority has confirmed in writing that the measures as implemented are acceptable. The protective measures shall be retained in a sound and upright condition throughout the operations and no building materials, soil or machinery shall be stored in or adjacent to the protected area, including the operation of machinery.
- (8R) In order to ensure that no damage is caused to the existing trees during development operations.
- (9C) The development shall be undertaken in accordance with the recommendations, including the proposed finished floor levels for all buildings, contained within the submitted Flood Risk Assessment dated December 2024 prepared by Kaya Consulting, unless otherwise agreed in writing with the Planning Authority.
- (9R) In order to ensure that the proposed buildings are free from risk of flooding and to ensure that the development does not increase the risk of flooding out with the site.
- (10C) That the mitigation measures contained in the approved Noise Impact Report 023640-R03-A dated 5 December 2024 shall be implemented in full.
- (10R) To avoid noise disturbance in the interests of residential amenity.
- (11C) Prior to the commencement of construction of any of the buildings superstructures hereby approved, full details of the proposed acoustic barrier to be erected around the air-source heat pumps shall be submitted to and approved by the planning authority.

- (11R) To avoid noise disturbance in the interests of residential amenity.
- (12C) The mitigation measures for ground contamination contained within the submitted Stage 2, Geo-environmental Development Appraisal Project N02023-1022 report shall be implemented in full. A report verifying that the mitigation measures have been completed satisfactorily shall be submitted to the Planning Authority prior to either of the school buildings being brought into use.
- (12R) to ensure that the identified ground contamination is appropriately treated.
- (13C) That the presence of any previously unsuspected or un-encountered contamination that becomes evident during the development of the site shall be brought to the attention of the Planning Authority within one week. At this stage, a comprehensive contaminated land investigation shall be carried out if requested, and which shall be submitted to for the formal prior written approval of the Council as planning authority. The investigation shall be completed in accordance with a recognised code of practice such as British Standards Institution *'The investigation of potentially contaminated sites - Code of Practice' (BS 10175: 2001, or as may be amended)*. The report shall include a site-specific risk assessment of all relevant pollutant linkages, as required in Scottish Government Planning Advice Note 33 (or as may be amended). Any unacceptable risk or risks as defined under Part IIA of the Environmental Protection Act 1990, shall be the subject of a detailed remediation strategy which shall be submitted for the formal prior written approval of the Council as planning authority. Remediation of the site shall be carried out in accordance with the approved remediation plan prior to the occupation of the development. Any amendments to the approved remediation plan shall not be implemented unless approved in writing by the Planning Authority.
- (13R) To ensure all contamination within the site is dealt with.
- (14C) Ventilation within the kitchen requires to be adequate and suitable for the food handling/cooking carried out therein. In order to prevent the occurrence of a smell nuisance, the ventilation system in this area shall be provided with suitable means of filtration e.g. grease and charcoal filters and extended ducting terminating at least one meter above eaves level of any building within 15m of the building housing the commercial kitchen, or alternatively the operation of the premises is limited to enclosed unit cooking.
- (14R) in order to prevent the likelihood of a smell nuisance.
- (15C) That before occupation of the school, a Travel Plan shall be submitted for the approval of the Planning Authority in consultation with the Ayrshire Roads Alliance. The Travel Plan shall include:
- I. Information on pedestrian facilities on the principal walking routes to and from the school, including estimated walking times to key residential areas within the school catchment. This should include details of crossing facilities, school crossing patrollers, etc;
 - II. Information on cycling and scooting facilities on the principal routes to and from the school, including estimated journey times to key residential areas within the school catchment. This should include details on cycle/scooter parking facilities within the curtilage of the school;
 - III. Information on public transport services available in the vicinity of the school (including stops/ stations and their associated facilities);
 - IV. Details of any "Park and Stride" arrangements or initiatives, including highlighting areas where parent/ carer parking should be discouraged or avoided;
 - V. Details of all other measures and initiatives to be implemented to encourage modes of travel to and from the development other than by private car;
 - VI. The identification of a Travel Plan Coordinator who shall be responsible for the day to day running, promotion and implementation of the Travel Plan.
The Travel Plan shall clearly define the system of management, monitoring, review, reporting and the duration of the plan.
- (15R) To encourage sustainable means of travel.
- (16C) That before occupation of the school a School Travel Pack shall be submitted for the approval of the Planning Authority in consultation with the Ayrshire Roads Alliance. The School Travel Pack shall promote sustainable travel to and from the school, and shall include information on walking, cycling and public transport facilities and services along principal routes within the school catchment area. The Travel Pack shall be distributed to all pupils prior to the initial opening of the school and thereafter shall be reviewed and updated and distributed annually to all existing and new pupils.

- (16R) To encourage sustainable means of travel.
- (17C) The applicant shall make provision of pedestrian guardrail at each point of pedestrian access from the school onto an adjoining public road (Wreck Road and Wesley Road) prior to occupation of the development. The precise details and specifications of all infrastructure improvements shall be submitted for the approval of the Planning Authority in consultation with the Ayrshire Roads Alliance.
- (17R) For the purposes of road safety and the functional operation of the local road network.
- (18C) The applicant shall make provision of 2 controlled pedestrian crossing facilities at locations to be determined on Wreck Road on the vicinity of the site frontage prior to occupation of the development. The precise details and specifications of all infrastructure improvements shall be submitted for the approval of the Planning Authority in consultation with the Ayrshire Roads Alliance.
- (18R) For the purposes of road safety and the functional operation of the local road network.
- (19C) That the points of proposed vehicular access from the site onto Wesley Road and Wreck Road shall be constructed in accordance with the specifications in the SCOTS National Roads Development Guide. Each point of access shall require to be a minimum of 5.5 metres wide over the initial 10.0 metres as measured from the rear of the public roadway and be formed with a minimum of 6 metre radius curves. Each point of access shall be constructed, as approved by condition and in conjunction with any necessary road opening permits, prior to occupation of the development.
- (19R) In the interest of road safety and to ensure an acceptable standard of construction.
- (20C) That prior to occupation of the development any gates shall be set back a minimum of 6 metres from the rear of the public footway/ roadway, and open inwards away from the public roadway.
- (20R) In the interest of road safety.
- (21C) 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, before any work commences on site.
- (21R) In the interest of road safety and to avoid the discharge of water onto the public road.
- (22C) That notwithstanding the approved plans, 60 off-road 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:
 - o 54 x general parking spaces;
 - o 6x accessible parking spaces.
- (22R) In the interest of road safety and to ensure adequate off-street parking provision.
- (23C) Prior to the commencement of development, a revised site layout plan shall be submitted to and approved by the Planning Authority, in consultation with Ayrshire Roads Alliance, including full details of parking layouts, including dimensions of the parking bays and aisle widths, designed to comply with the guidance set out in the Council's National Roads Development Guide and which accord with the requirements of Condition 23 of this permission.
- (23R) In the interest of road safety and to ensure adequate off-street parking provision
- (24C) 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.
- (24R) In the interest of road safety and to ensure that there is adequate space for manoeuvring and turning.
- (25C) That cycle parking accommodating a minimum of 40 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. The approved cycle parking facilities shall require to be installed prior to occupation of the school

- (25R) To ensure adequate provision of cycle parking on site and encourage sustainable means of travel.
- (26C) That designated bin collection points shall be located a maximum of 15 metres from the public carriageway, before occupation of the development. Details and specification of the siting and design of bin collection points shall be submitted for the approval of the Planning Authority in consultation with the Ayrshire Roads Alliance. Prior to any work commencing on site.
- (26R) In the interests of road safety.
- (27C) Prior to the commencement of works on site, a Service Management Plan (SMP) shall be submitted to and approved in writing by the Planning Service in consultation with Ayrshire Roads Alliance as the Council's Roads Service. The SMP shall provide details of all management measures associated with vehicular movements required in the regular servicing activities on the application site and the operation of the development and provide details of measures to limit the impacts that servicing activity may have on the adjacent local road network, and to minimise risks to pupils. Thereafter, the approved SMP and associated details and arrangements shall be implemented as approved prior to occupation of the development and shall be maintained as such for a period of 1 year from that date, unless otherwise agreed in writing by the Planning Service (in consultation with Ayrshire Roads Alliance as the Council's Roads Authority). Following a period of 1 year from that date, an updated SMP reflecting and responding to the initial year of operation shall be submitted to and approved in writing by the Planning Service (in consultation with Ayrshire Roads Alliance as the Council's Roads Authority). Thereafter, the approved updated SMP shall be implemented as approved for the lifetime of the development unless otherwise agreed in writing by the Planning Service (in consultation with the Ayrshire Roads Alliance as the Council's Roads Authority).
- (27R) For the purposes of road safety and the functional operation of the local road.
- (28C) No development shall commence unless and until a Construction Traffic Management Plan (CTMP) has been submitted to, and approved by, the Planning Authority in consultation with the Ayrshire Roads Alliance. The CTMP shall be required to include:
- I. Full confirmation of the approved/agreed routes for use by construction traffic movements;
 - II. 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;
 - III. 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;
 - IV. Details of parking facilities to accommodate all construction traffic throughout the construction programme to avoid placing the adjacent road network under undue pressure;
 - V. Details of alternative parking facilities/ measures/ arrangements to accommodate displaced parking associated with ongoing school operation throughout the construction programme to avoid placing the adjacent road network under undue pressure;
 - VI. Details of measures/ contractual agreements to be put in place to manage the compliance of contractors and sub-contractors with using agreed/approved construction traffic routes and vehicle parking. This shall include any associated monitoring procedures, and any specific training and disciplinary measures to be established to ensure the highest standards are maintained;
 - VII. Details of all public road signing and lining arrangements to be put in place during both the construction period, and for the operation of the site thereafter. This detail shall include any additional advisory/warning signage and/or temporary traffic control measures which may be required during the construction period;
 - VIII. Full details of all arrangements for emergency vehicle access;
 - IX. Full details of measures to minimise traffic impacts in existing road users where practicable, including consideration of avoiding busy road periods, avoiding movements corresponding with the timings of the start and end of the school day, and requirements for all drivers to always drive in a safe and defensible manner;
 - X. Measures to accommodate pedestrians and cyclists where appropriate, and details of a nominated road safety person;
 - XI. All materials delivery lorries (dry materials) to be sheeted to reduce dust and spillage onto the public roads;
 - XII. 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;

- XIII. Full details on the process for the identification and undertaking of any necessary repairs to the construction traffic route, including the mechanism for coordination with the Roads Authority.

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

(28R) In the interests of road safety.

9.1 Advisory Notes:

- (1) Please note that work should be undertaken in compliance with legislation and guidance relating to Scottish Environment Protection Agency (SEPA) Guidance Note No.8 which can be found at the website of SEPA as follows: www.sepa.org.uk
- (2) Scottish Power Distribution PLC advise that there is a substation with HV / LV underground cables within the vicinity of the proposal. SP Distribution PLC reserve the right to protect and/or deviate their apparatus at the applicant's expense. For a plan of the apparatus please contact request for plansscotland@spenergynetworks.co.uk For advice on working near our apparatus please visit http://www.spenergynetworks.co.uk/pages/working_near_our_network.aspx or contact customer.resolution@spenergynetworks.co.uk
- (3) The Council as Roads Authority advises that a Road Opening Permit will be required for any work within the public road limits.
- (4) 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.
- (5) 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.
- (6) 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 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.
- (7) 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.
- (8) The Council as Roads Authority advises that only signs complying with the requirements of 'The Traffic Signs Regulations and General Directions 2002', are permitted within public road limits.
- (9) The Council as Roads Authority advises that prior to the commencement of works to construct any new or amended roads infrastructure; a Stage 1&2 Combined Road Safety Audit in compliance with GG 119 of the Standard for Highways Design Manual for Roads and Bridges shall be submitted for the approval of the Planning Authority in consultation with ARA. This applies to all proposed new roads and any alterations to existing roads carried out under a Section 56 Agreement with the Council as Roads Authority & the applicant. The requirement to complete a Road Safety Audit includes for addressing the recommendations contained within the audit report.
- (10) The Council as Roads Authority advises that a Stage 3 Road Safety audit in compliance with GG 119 of the Standard for Highways Design Manual for Roads and Bridges shall be submitted for the approval of the Planning Authority in consultation with ARA by no later than 1 month after completion of the development, unless an alternative timescale is approved. This applies to all proposed new roads and any alterations to existing roads carried out under a Section 56 Agreement with the Roads Authority & the applicant. The requirement to complete a Road Safety Audit includes for addressing the recommendations contained within the audit report.

9.2 List of Determined Plans:

Drawing - Reference No (or Description): 00-DR-A-0001 GA Plan EY Level 00 P03

Drawing - Reference No (or Description): 00-DR-A-0001 GA Plan - Level 00 P04

Drawing - Reference No (or Description): 00-DR-A-0002 GA Plan EY - Level 00 Presentation P03

Drawing - Reference No (or Description): 00-DR-A-0002 GA Plan Presentation Level 00 P04

Drawing - Reference No (or Description): XX-DR-L-90-004 Proposed Fencing Layout P05

Regulatory Panel (Planning): 24 JUNE 2025

Report by Housing, Operations and Development Directorate (Ref: 24/00928/APPM)

- Drawing - Reference No (or Description): 00-DR-A-0003 GA Plan - Level 01 P04
- Drawing - Reference No (or Description): 01-DR-A-0004 GA Plan Presentation Level 01 P03
- Drawing - Reference No (or Description): DR-L-90-006 Existing Trees Removed and Retained P06
- Drawing - Reference No (or Description): RF-DR-A-27001 GA Plan - Roof P03
- Drawing - Reference No (or Description): XX-DR-L-90-004 Softworks Specification and Maintenance P01
- Drawing - Reference No (or Description): XX-DR-L-90-007 Proposed Site Sections P02
- Drawing - Reference No (or Description): ZZ-DR-A-00101 GA Elevations - Sheet 1 P03
- Drawing - Reference No (or Description): ZZ-DR-A-00201 GA Sections Sheet 1 P02
- Drawing - Reference No (or Description): ZZ-DR-A-90000 Location Plan P02
- Drawing - Reference No (or Description): ZZ-DR-A-90003 Construction and Demolition Phase Plan 2 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90001 SITE - EXISTING PLAN P02
- Drawing - Reference No (or Description): ZZ-DR-A-90002 SITE - CONSTRUCTION AND DEMOLITION PHASE PLAN - PHASE 1 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90004 SITE - CONSTRUCTION AND DEMOLITION PHASE PLAN - PHASE 3 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90008SITE - SUN PATH OVERLAY P01
- Drawing - Reference No (or Description): ZZ-DR-A-90009 3D Visual 1 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90010 3D Visual 2 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90011 3D VISUAL 3 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90012 3D VISUAL 4 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90013 3D VISUAL 5 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90014 3D VISUAL 6 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90015 3D VISUAL 7 P01
- Drawing - Reference No (or Description): ZZ-DR-A-90201 SITE SECTIONS P01
- Drawing - Reference No (or Description): SPRINKLER STORAGE TANK SECTION
- Drawing - Reference No (or Description): GIRV-HLA-XX-XX-DR-L-00001 REVISED PROPOSED MASTERPLAN P18
- Drawing - Reference No (or Description): GIRV-NOR-B2-RF-DR-A-27001 REVISED GA PLAN - ROOF EARLY YEARS P03
- Drawing - Reference No (or Description): GIRV-NOR-B2-ZZ-DR-A-00101 REVISED GA ELEVATIONS - EARLY YEARS P04
- Drawing - Reference No (or Description): GIRV-NOR-B2-ZZ-DR-A-00201 EY GA SECTIONS SHEET 1
- Drawing - Reference No (or Description): GIRV-WHL-XX-XX-SK-C-030 TURNING MANOEUVRE SKETCH P01
- Supporting Information - Reference No (or Description): 2023-1022 GIRVAN PRIMARY STAGE 1 REPORT

Regulatory Panel (Planning): 24 JUNE 2025

Report by Housing, Operations and Development Directorate (Ref: 24/00928/APPM)

Supporting Information - Reference No (or Description): 2023-1022 Girvan Primary School Stage 2

Supporting Information - Reference No (or Description): Arboricultural Impact Assessment Report

Supporting Information - Reference No (or Description): Biodiversity Enhancements for NPF4

Supporting Information - Reference No (or Description): CIVIL AND STRUCTURAL STATEMENT

Supporting Information - Reference No (or Description): DRAINAGE STRATEGY

Supporting Information - Reference No (or Description): FLOOD RISK ASSESSMENT

Supporting Information - Reference No (or Description): NOISE IMPACT ASSESSMENT

Supporting Information - Reference No (or Description): GEO-ENVIRONMENTAL DEVELOPMENT APPRAISAL

9.3 Reason for Decision (where approved):

1. 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.
2. The explanation for reaching this view is set out in the Report of Handling and which forms a part of the Planning Register.

Background Papers:

Application Form, Supporting Reports/Information & Plans
National Planning Framework 4
South Ayrshire Local Development Plan 2

Integrated Impact Assessment:

The consideration of this planning application sits within a policy framework of the Council's Local Development Plan 2 and National Planning Framework 4. These have been the subject of Equalities Impact Assessments which considered how the policies may impact on protected characteristics. Therefore, no separate Integrated Impact Assessment is required.

Person to Contact:

Alan Edgar, Supervisory Planner (Development Management) - Telephone 01292 616 683