

**REGULATORY PANEL (PLANNING)**

Minutes of a hybrid webcast meeting  
on 3 April 2025 at 10.00 a.m.

Present  
in County  
Buildings: Councillors Alan Lamont (Chair), Ian Cavana, Martin Kilbride, Mary Kilpatrick,  
Lee Lyons and Duncan Townson.

Present  
Remotely: Councillor Craig Mackay

Apologies: Councillors Alec Clark and Mark Dixon

Attending  
In County  
Buildings: K. Briggs, Service Lead – Legal and Licensing; Craig Iles, Service Lead –  
Planning and Building Standards; C. Cox, Assistant Director - Planning and  
Development; K. Braidwood, Director of Housing, Operations and  
Development; E. Goldie, Co-ordinator (Place Planning); A. McGibbon,  
Supervisory Planner; F. Ross, Co-ordinator Legal Services (Property and  
Contracts); G. Senior, Ayrshire Roads Alliance; R. Dominay, Supervisory  
Planner; J. Chapman, Committee Services Officer; and E. Moore, Clerical  
Assistant.

**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 Coordinator Legal Services (Property and Contracts) 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 previous meeting of 5 March 2025 were submitted and approved.

**Decided:** to approve these minutes.

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

There were submitted reports (issued) of March 2025 by the Housing, Operations and Development Directorate on planning applications for determination.

Councillor Lee Lyons and the Service Lead – Legal and Licensing left the meeting at this point.

The Panel considered the following applications: -

- (1) **Application continued from the Regulatory Panel of 5 March 2025 and the Regulatory Panel (Site Visit) on 27 March 2025: 22/00302/PPPM – Land to the East of A77T from Holmston Roundabout to Bankfield Roundabout Ayr South Ayrshire** (Planning Permission in Principle for residential development and neighbourhood commercial development (class 1 retail, class 2 professional services, class 3 food and drink, class 4 office), access, landscaping, drainage and associated works).

**Following discussion, the Panel agreed to adjourn consideration of this application at this point of the meeting, and varied the order of business to then consider the following application: -**

- (2) **24/00878/DEEM - Land at Belston C2 from A70 south-east of Belston to Council boundary south of Laigh Dalmore, Mauchline, South Ayrshire KA6 5JR** (consultation from the Scottish Government Energy Consents Unit (ECU) for a development comprising the installation of a battery energy storage system (BESS) and associated infrastructure with a generating capacity of up to 150MW on land at Belston C2 from the A70 south-east of Belston to the Council boundary south of Laigh Dalmore, KA6 5JR)

The Panel

**Decided:** to Object to the proposal unless the conditions set out in the Appendix to the Report of Handling (and detailed below), are imposed in their entirety or that suitable alternative conditions are agreed in writing between the Energy Consents Unit and the Planning Authority. :

#### **Conditions and Reasons and Developer Notes:**

C1: The consent is for a period of 40 years from the date of Final Commissioning. Written confirmation of the date of First Commissioning shall be provided to the Planning Authority and Scottish Ministers no later than one calendar month after that date.

The commencement of development shall be no later than three years from the date of this consent. Written confirmation of the intended date of commencement of development shall be provided to the Planning Authority no later than one calendar month before that date.

R1: To be in compliance with Section 58 of The Town and Country Planning (Scotland) Act 1997 as amended by Section 20 of The Planning (Scotland) Act 2006.

C2: The commencement of development shall be no later than three years from the date of this consent. Written confirmation of the intended date of commencement of

development shall be provided to the Planning Authority no later than one calendar month before that date.

R2: To be in compliance with Section 58 of The Town and Country Planning (Scotland) Act 1997 as amended by Section 20 of The Planning (Scotland) Act 2006.

C3: 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.

R3: To ensure that the development is carried out in accordance with the approved plans unless otherwise agreed.

C4: Pre-construction surveys shall be carried out no more than 3 months prior to the commencement of development for protected species that can be surveyed at any time of the year (e.g. otter and badger), or if there is a restricted window within which a survey can only be undertaken (e.g. breeding birds, bats and water vole), as close to the start of works as possible, and always within the most recent survey window.

The surveys shall inform a Species Protection and Enhancement Plan (SPP) which shall be submitted to and approved in writing by the Planning Authority, prior to the commencement of development. Thereafter, any required work identified in the approved SPP shall be carried out in strict accordance with the approved mitigation measures and timescales set out and agreed.

R4: In the interests of the protection of species.

C5: Prior to the commencement of development on site, a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the Planning Authority. The CEMP shall include a pollution prevention plan (to avoid adverse impacts on the River Ayr) which is in line with SEPA standard guidance. Thereafter, the approved CEMP shall be implemented on site for the duration of the full construction period of the development, unless otherwise agreed in writing by the Planning Authority.

R5: To ensure that all construction operations are carried out in a manner that minimises their impact on the environment, and that the mitigation measures accompanying the application, or as otherwise agreed, are fully implemented.

C6: Prior to the commencement of development on site, a detailed landscape management plan and aftercare regime for the proposed areas of woodland mix, amenity and wildlife grassland and additional hedge/tree planting, as well as the maintenance and enhancement of the existing hedgerow shall be submitted to and approved in writing by the Planning Authority. This should include details of how habitats will be established and maintained. Thereafter, the management and aftercare of the planting shall be carried out in accordance with the approved details and be maintained on site for the lifetime of the development, unless otherwise agreed in writing by the Planning Authority.

R6: In the interests of visual amenity and to ensure a satisfactory standard of local environmental quality.

C7: That all of the biodiversity enhancement mitigation measures outlined within the approved Preliminary Ecological Appraisal, including enhancement of retained hedgerows and creation of wildflower meadow and ponds, shall be implemented and maintained to the satisfaction of the Planning Authority.

R7: In the interests of the protection and enhancement of habitats and species and in response to the specific requirements of Policy 3 of National Planning Framework 4 (NPF4).

C8: That prior to the commencement of development, samples or a brochure of all materials to be used on external surfaces, in respect of type, colour and texture, shall be submitted for the prior written approval of the Planning Authority and thereafter implemented as approved.

R8: In the interests of visual amenity.

C9: The Rating Level, as defined in BS 4142:2014+A1:2019, from the operation of fixed plant and machinery due to development shall not exceed 5 dB above the representative background sound levels at the nearest noise sensitive receptors existing or consented at the time of the application. Written confirmation of the location of any noise sensitive premises and premises that are financially involved shall be provided to the Planning Authority prior to the commencement of development.

C9: In the interests of residential and environmental amenity.

C10: (1) Following the receipt of a written request from the Planning Authority (which shall set out at least the date, time and location that the complaint relates to), following a complaint alleging noise disturbance during the operational phase of the development, the Company shall:

- i. Within 21 days of receipt of the written request, at its expense, employ an independent consultant to assess the level of noise emissions from the development at the complainant's dwelling (or a suitable alternative location agreed in writing by the Planning Authority).
- ii. Prior to the commencement of the noise assessment, the Company shall submit to the Planning Authority, for its written approval, a proposed noise assessment protocol. The protocol shall include the proposed measurement location where measurements for compliance checking purposes shall be undertaken, and also the range of meteorological and operational conditions to determine the assessment of noise. The proposed range of conditions shall be those which prevailed during times when the complainant alleges there was disturbance due to noise, having regard to the written request of the Planning Authority, and such others as the independent consultant considers necessary to obtain sufficient data to evidence noise from the development is not more than +5 dB above the background sound level.

(2) The assessment of the level of noise from the development shall be undertaken by the independent consultant in accordance with the noise assessment protocol approved under part (1)(ii).

(3) Within 2 months of the date of the written request from the Planning Authority under part (1), unless the time limit is extended in writing by the Planning Authority, the Applicant shall provide to the Planning Authority, the independent consultant's assessment of the level of noise from the development. Unless otherwise agreed in writing by the Planning Authority, the assessment shall be accompanied by all the data collected for the purposes of undertaking the noise assessment, such data to be submitted in a format to be agreed by the Planning Authority.

(4) Where the results of the noise assessment evidence the development is causing the Rating Level at the complaint's property to exceed the background sound level by more than +5 dB assessed according to BS 4142:2014 + A1: 2019, the Company shall provide

a noise mitigation plan, for the written approval of the Planning Authority, to ensure that no adverse noise impacts will occur at the complainant's property.

R10: To avoid noise disturbance in the interests of residential amenity.

C11: That inter-visible passing places shall be provided on the C2 between its junction with the A70 and the proposed secondary site access junction in accordance with the SCOTS National Roads Development Guide, prior to the commencement of construction on site. Precise detail and specifications of the required inter-visible passing places (including construction, siting and layout) shall be submitted for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance before any work commences on site. Thereafter, the passing places shall be implemented as approved prior to construction works on the BESS commencing.

R11: In the interest of road safety and to ensure an acceptable standard of construction. To avoid the possibility of unnecessary reversing of vehicles onto the public road.

C12: That the proposed points of development access shall be constructed in accordance with the specifications in the SCOTS National Roads Development Guide. The accesses shall be constructed, as approved by condition and in conjunction with any necessary Roads Construction Consents and/or Permits, prior to the commencement of construction works on site.

R12: In the interest of road safety and to ensure an acceptable standard of construction.

C13: That the junction access visibility sightline splays for the proposed primary and secondary site accesses as set out within sections 3.17 and 3.18 of the Construction Traffic Management Plan (May 2024), shall be maintained in both directions at the junction with the public road. There shall be no obstacle greater than 1.05 metres in height within the visibility sightline splays.

R13: In the interest of road safety and to ensure an acceptable standard of construction. To avoid the possibility of unnecessary reversing of vehicles onto the public road.

C14: That prior to occupation of the development, any gates shall be set back a minimum of 10.0 metres from the rear of the public footway/ roadway, and open inwards away from the public roadway.

R14: In the interest of road safety.

C15: 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 Ayrshire Roads Alliance, before any work commences on site. Thereafter, the drainage or other means shall be implemented as approved.

R15: In the interest of road safety and to avoid the discharge of water onto the public road.

C16: No development shall commence unless and until an addendum to the Construction Traffic Management Plan (CTMP) has been submitted to, and approved by, the Planning Authority in consultation with the Ayrshire Roads Alliance. The CTMP addendum shall be required to include:

1. A full breakdown of all vehicle numbers anticipated to be generated by the development over the construction period, broken down by vehicle classification and estimated route to /from the site. 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;
2. 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;
3. Details of parking facilities to accommodate all construction traffic throughout the construction programme to avoid placing the adjacent road network under undue pressure;
4. 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;
5. 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;
6. Full details of all arrangements for emergency vehicle access;
7. Measures to safely accommodate equestrians and cyclists on public roads forming part of the construction traffic route, and details of a nominated road safety person;
8. All materials delivery lorries (dry materials) to be sheeted to reduce dust and spillage onto the public roads;
9. 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 CTMP and its approved addendum, unless approved otherwise in writing with the Planning Authority, in consultation with the Ayrshire Roads Alliance.

R16: In the interests of road safety.

C17: That at a detailed flood risk assessment report including assessment of the flood risk from the small watercourse on the Western boundary of the development site shall be submitted for the prior written approval of the Council as Planning Authority, in consultation with SEPA and the Ayrshire Roads Alliance as the Council's Flood Authority, before any work commences on site. No works shall commence until both SEPA and the ARA are satisfied and have confirmed a position of no objection to the development on flood risk grounds. The development shall be completed in accordance with all recommendations in the approved flood risk assessment report.

R17: In order to ensure the development is protected against flooding in an acceptable manner.

C18: That details of a SUDS scheme designed in line with the requirements of NPF4, including where appropriate calculations, along with details of how these measures will be maintained in perpetuity, shall require to be submitted for the prior written approval of the Council as Planning Authority, in consultation with SEPA, before any work commences on site. The Sustainable Urban Drainage System (SUDS) shall require to be installed and

completed in accordance with the submitted and approved plans prior to operation of the site.

R18: To ensure that the site is drained in an acceptable and sustainable manner.

C19: Prior to the commencement of development, site cross section drawings showing existing and proposed ground levels shall be submitted to and approved in writing by the Planning Authority.

R19: In order to provide a full understanding of the proposed development relative to site topography.

C20: Prior to the commencement of development on site, a full Emergency Action Plan shall be submitted to and approved in writing by the Planning Authority. This shall include a Fire Safety Management Plan which outlines the measures in place to limit the fire risk, and a response and management plan in the event of a fire. Thereafter, the development shall be constructed, implemented and operated in strict accordance with the measures contained within the approved Emergency Action Plan, and these shall be maintained for the lifetime of the development, unless otherwise agreed in writing by the Planning Service.

R20: In the interest of health and safety.

C21: Prior to the commencement of development, a Decommissioning, Restoration and Aftercare Strategy shall be submitted to and approved in writing by the Planning Authority. The strategy shall comprise of measures for the decommissioning of the development, restoration and aftercare of the site and will include, without limitation, a Decommissioning, Restoration and Aftercare Plan with proposals for the removal of the above ground elements of the development, confirmation of the status of subterranean elements of the development (retention, removal, or other such proposal), the treatment of ground surfaces, the management and timing of the works and environmental management provisions.

R21: To ensure the decommissioning and removal of the Development in an appropriate and environmentally acceptable manner and the restoration and aftercare of the site, in the interests of safety, amenity and environmental protection.

C22: The development shall be decommissioned, the site restored, and aftercare thereafter undertaken in accordance with the decommissioning, restoration and aftercare strategy and associated plan approved under Condition 21, within one year of the expiry of the consent or within one year of permanent cessation of the use of the development site for the purpose of operating the approved Battery Energy Storage System, whichever is the sooner, unless otherwise agreed in writing in advance with the Planning Authority.

R22: To ensure the decommissioning and removal of the Development in an appropriate and environmentally acceptable manner and the restoration and aftercare of the site, in the interests of safety, amenity and environmental protection.

C23: Prior to the commencement of development, a bond or other form of financial guarantee in terms which secures the cost of performance of all decommissioning, restoration and aftercare obligations referred to in conditions 21 and 22 has been submitted to and approved in writing by the Planning Authority.

The value of the financial guarantee shall be agreed between the applicant and the Planning Authority or, failing agreement, determined (on application by either party) by a

suitably qualified independent professional as being sufficient to meet the costs of all decommissioning, restoration and aftercare obligations referred to in conditions 21 and 22.

The financial guarantee shall be maintained in favour of the Planning Authority until the completion of all decommissioning, restoration and aftercare obligations referred to in conditions 21 and 22.

The value of the financial guarantee shall be reviewed by agreement between the applicant and the Planning Authority or, failing agreement, determined (on application by either party) by a suitably qualified independent professional not less than every five years, and at the time of the approval of the detailed decommissioning, restoration and aftercare plan approved under condition 21. The value of the financial guarantee shall be increased or decreased to take account of any variation in costs of compliance with decommissioning, restoration and aftercare obligations referred to in conditions 21 and 22 and best practice prevailing at the time of each review.

R23: to ensure that there are sufficient funds to secure performance of the decommissioning, restoration and aftercare conditions attached to this deemed planning permission in the event of default by the applicant.

C24: No battery energy storage infrastructure and apparatus, substation infrastructure or buildings, or any other infrastructure constructed on site shall display any illuminated text, sign, logo, or advertisement, other than those required by law under other legislation.

R24: in the interest of visual amenity.

### **Informative Notes for Developer**

#### **Road Opening Permit:**

That a Road Opening Permit is required in addition to planning consent for any work to be undertaken within the public road limits. An application for a Road Opening Permit should be made separately to the ARA as Roads Authority, prior to works commencing on site.

#### **Roads (Scotland) Act:**

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.

#### **New Roads and Street Works Act 1991:**

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

#### **Costs of Street Furniture:**

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

#### **Costs of TROs:**

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

**Signage to TSRGD 2016:**

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

**Abnormal Loads (S96 Agreement):**

The Council, as Roads Authority, reserves the right to reclaim any extraordinary maintenance costs which may be incurred as a result of this development under Section 96 of the Roads (Scotland) Act 1984. As such, the developer shall be required to enter into a formal agreement with the Council indicating their acceptance of such liability under a Section 96 Agreement.

**The Panel adjourned at 10:54am.**

**The Panel reconvened at 12 noon and re-considered the following application: -**

Councillor Lee Lyons and the Service Lead – Legal and Licensing did not participate in the following application.

- (1) Application continued from the Regulatory Panel of 5 March 2025 and the Regulatory Panel (Site Visit) on 27 March 2025: 22/00302/PPPM – Land to the East of A77T from Holmston Roundabout to Bankfield Roundabout Ayr South Ayrshire** (Planning Permission in Principle for residential development and neighbourhood commercial development (class 1 retail, class 2 professional services, class 3 food and drink, class 4 office), access, landscaping, drainage and associated works).

**Decided:** that the Panel be minded to approve the application, subject to the following conditions and a Section 75 legal agreement to cover education contributions, in terms as agreed between the parties:-

1C : The development to which this permission relates must be commenced no later than five years from the date of this permission.

1R: To be in compliance with Section 59 of The Town and Country Planning (Scotland) Act 1997 as amended by Section 32 of The Planning (Scotland) Act 2019.

2C: That applications for Approval of Matters Specified in Conditions (AMSC) shall include full details of the proposed development, including the siting, design and external appearance of all buildings, ground engineering works including existing and proposed cross sectional drawings, means of access, roads, footpaths and cycleways, landscaping measures, SUDS drainage and any other matters specified in conditions below.

2R: To be in compliance with Section 59 of The Town and Country Planning (Scotland) Act 1997 as amended by section 21 of the Planning etc. (Scotland) Act 2006. In order to retain proper control over the development proposal.

3C: That this planning permission in principle relates to the plans listed below unless a variation is required by a condition of the permission or a non-material change has been agreed in writing by the Planning Authority.

3R: To clarify the extent of the planning permission and to be in compliance with Section 59 of The Town and Country Planning (Scotland) Act 1997 as amended by section 21 of the Planning etc. (Scotland) Act 2006.

4C: That the total number of dwellings to be developed throughout the site shall not exceed 350 residential units, unless otherwise agreed in writing by the Council as Planning Authority through consultation with Transport Scotland.

4R: To define the terms of this permission and to ensure that the scale of the development does not exceed that assessed by the supporting Transport Assessment and to ensure that the scale and operation of the proposed development does not adversely affect the safe and efficient operation of the trunk road network.

5C: The first Application for Approval of Matters Specified in Conditions shall include a Development Brief / Design Code for the site. The Development Brief / Design Code shall have full regard to the Scottish Government's published guidance "Creating Places: A Policy Statement on Architecture and Place for Scotland" or any subsequent updated policy guidance.

5R: In the interest of good design and promoting a sense of place.

6C: The first Application for Approval of Matters Specified in Conditions shall include a detailed phasing plan showing the exact sequences of development for each proposed land use, land engineering works, the provision of infrastructure, hard and soft landscaping, open space, equipped play areas, footpaths, cycleways, SUDS features and the distribution of the 262 market homes and 88 (25% of 350) affordable homes within the current application site. The development shall be implemented in accordance with the approved phasing plan unless otherwise agreed in writing by the Council as Planning Authority.

6R: In order to ensure that the green and community infrastructure is provided timeously and that the development is progressively landscaped at the earliest opportunity during the construction phase.

7C: The first Application for Approval of Matters Specified in Conditions shall include a detailed scheme for: the provision of 88 (25% of 350) affordable homes on site. The affordable housing to be provided on site shall be in accordance with the approved scheme and shall meet the definition of 'affordable housing' (namely good quality homes that are affordable to people on low incomes) in the Scottish Government's National Planning Framework 4 or any future government policy that replaces it. The scheme shall be designed to take account of the Council's current guidance on affordable housing (or any subsequent replacement guidance) 'New Housing Developments and Affordable Housing: A Guideline for Developers' and shall include:

- a) the timing of the delivery of the market homes within each phase or sub-phase of the site and the timing of delivery of the affordable homes in the relevant phase or sub-phase of the site;
- b) the arrangements for the transfer of affordable homes to an affordable housing provider e.g., registered social landlord or for the management of the affordable homes;
- c) the factoring and/or common maintenance regime (including charges) for affordable homes;
- d) the arrangements to ensure that any affordable home is affordable for both first and subsequent occupiers of the affordable home; and

e) the occupancy criteria to be used for determining the identity of occupiers of the affordable homes and the means by which such occupancy criteria shall be enforced. Thereafter, affordable housing shall be provided and maintained in perpetuity on site in accordance with the terms of the detail approved under this condition.

7R :To ensure the delivery of and satisfactory arrangements are made for the provision of affordable housing on the site.

8C: That no development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

8R: To establish whether there are any archaeological interests on this site and allow for archaeological excavation and recording.

9C: That at the Approval of Matters Specified in Conditions stage the detailed plans for each phase of development shall include suitably scaled block layout plans and cross sections showing; a) Existing ground levels; b) Proposed ground levels; c) Existing and proposed cross sections drawings through the site and extending to the surrounding area including the A77 and A70, Cloverhill Farm Stables and Livery, Sandyhill Terrace and the dwellinghouse known as 'Treborlea' Old Toll; and d) Finished floor levels of each proposed dwellinghouse.

Thereafter, the development shall be completed in accordance with the terms of the detail approved under this condition.

9R: In the interests of residential and visual amenity; to ensure that there is no significant detrimental impact on adjacent properties and to avoid excessive level changes to the site and surrounding landscape and underbuilding.

10C: That the recommendations contained within the submitted Flood Risk Assessment prepared by Kaya Consulting Ltd dated March 2022 shall be adhered to in full throughout the development of the site.

10R - In order to ensure no increased flood risk within and outwith the development.

11C: Prior to the commencement of works on-site, a noise impact assessment shall be undertaken and submitted as to determine the likelihood of noise nuisance on the noise sensitive receptors. The assessment shall include all relevant noise sources that may impact on the noise sensitive receptors using the current British Standard (or as may be amended). Maximum Target Noise Levels within the noise sensitive receptor to be used are as follows:

The noise impact assessment shall be carried out by a suitably qualified acoustic consultant or other competent person, in accordance with the principals outlined in Technical Advice Note (TAN) Assessment of Noise.

LAEQ	16hrs	35dB	(0700-2300)	internal noise level
LAEQ	8hrs	30dB	(2300-0700)	internal noise level
LAMAX		45dB	(2300-0700)	internal noise level

LAEQ 16hrs 50dB (0700-2300) outside amenity space

Internal noise levels to be achieved, where possible, with windows open sufficiently for ventilation. Noise reduction to be taken as 10dB outside to inside with window open. The submitted assessment shall identify any mitigation measures required to achieve the above ratings and shall be agreed in writing with the Planning Authority, prior to the commencement of works on-site and therefore be implemented as approved.

11R: To avoid noise disturbance in the interests of residential amenity.

12C: Prior to the commencement of works on-site, a noise impact assessment shall be undertaken and submitted to determine the impact of noise from aircraft on the new development.

In terms of Planning Advice Note 1/2011 (PAN) The noise impact assessment shall be carried out in accordance by a suitably qualified acoustic consultant or other competent person, with the principals outlined in Technical Advice Note (TAN) Assessment of Noise. All Noise sensitive receptors in the high and medium category (table 2.1 TAN) shall be identified and the level of significance determined.

Maximum Target Noise Levels within the noise sensitive receptor to be used in the determination:

LAEQ	16hrs	30dB	(0700-2300)	internal noise level
LAEQ	8hrs	30dB	(2300-0700)	internal noise level
LAMAX		45dB	(2300-0700)	internal noise level
LAEQ	16hrs	52dB	(0700-2300)	outside amenity space

The internal noise levels to be achieved, where possible, with windows open sufficiently for ventilation. Noise reduction to be taken as 10dB from outside to inside with window open.

The submitted assessment shall identify any mitigation measures required to achieve the above ratings and shall be agreed in writing with the Planning Authority, prior to the commencement of works on-site and therefore be implemented as approved.

12R: To avoid noise disturbance in the interests of residential amenity.

13C: That an updated version of the Biodiversity Enhancement Plan April 2024, Brindley Associates shall be submitted with the first AMSC application which shall include proposals for native trees to be planted as scattered trees as opposed to Scots Pine, details of the numbers of wildlife refugia shall also be proposed together with details of compensatory tree planting for each tree to be felled. Thereafter the approved plan shall be implemented in full to the satisfaction of the Planning Authority and prior to the completion of development.

13R: To ensure that the development results in biodiversity enhancement of the area.

14C: Should any vegetation require to be removed this should be undertaken outwith the breeding bird's season, specifically March to August, inclusive. If this is not possible, and works are due to take place between March and August, then nesting bird checks should be undertaken by a suitably qualified ecologist, immediately prior to any tree or vegetation removal works commencing.

14R: In the interest of nature conservation.

15C: That the recommendations contained within the Updated Ecological Appraisal (April 2024, Brindley Associates) shall be implemented in full to the satisfaction of the Council as Planning Authority. Notwithstanding the content of the Updated Ecological Appraisal, prior to the lopping topping or felling of any of the trees within the site or prior to any land engineering works or construction works taking place within 30m of any of the trees within

the site, an initial ground level daytime Preliminary Bat Roost Assessment will be undertaken by a suitably qualified ecologist. Any tree that is identified as containing Potential Roost Features will require a subsequent aerial inspection survey to be undertaken. Should suitability be confirmed, or a feature is not able to be fully assessed during the preliminary surveys, then emergence/re-entry bat activity surveys will be undertaken during the bat activity season (May to September inclusive). The results of the survey shall be reported to the Planning Authority prior to the planned works being carried out and no work shall be undertaken until such time as written consent is provided by the Planning Authority.

15R: In the interest of nature conservation.

16C: That the first Application for Approval of Matters Specified in Conditions shall include an updated Ecological Appraisal which considers the potential effects of the development on nature conservation sites and to include mitigation measures and set out any licencing requirements as necessary. Thereafter, all actions and mitigation identified under the terms of this condition shall be implemented in full.

16R: In the interest of nature conservation.

17C: That the first Application for Approval of Matters Specified in Conditions shall include a detailed lighting design for the site, which should be devised in collaboration with a suitably qualified ecologist. The development shall thereafter be implemented in accordance with the approved lighting scheme and strategy at both construction and operational stages of development to the satisfaction of the Council as Planning Authority.

17R: In the interest of nature conservation.

18C: The Approval of Matters Specified in Conditions for each phase of the development shall include a detailed landscaping plan with information on the plant genus, species, variety, pot size, planting density, mulch material, and maintenance programme. The landscaping scheme shall include:

- I. Public Open Space and Amenity Areas as defined in the Council's published guidance "Open Space and Designing New Residential Developments".
- II. Details of all play equipment to be installed including safety surfacing materials. Such details shall show a range of play equipment to cater for children of all ages, including dynamic items that are specifically designed for older children/teens. The play equipment should also include a number of 'inclusive' items installed to enable children of different levels of ability to play together.
- III. Where possible, the retention of native hedgerows. Where it is not possible to retain native hedgerows, these shall be replaced with native species hedgerow enhancements, consisting of mostly hawthorn, with a mix of hazel, holly, dog rose, willow and elder.
- IV. The use of native nectar rich species and fruiting species of plants in the soft landscaping areas including Blackthorn, Hazel, Holly, Rowan and Silver Birch.
- V. Additional tree planting and native hedging along the northern boundary to create a structural framework for the site and provide screening and landscape corridor with the surrounding area.

18R: In the interests of visual amenity and to ensure a satisfactory standard of local environmental quality including adequate public open space provision.

19C: Prior to the commencement of development, a phasing plan for the implementation of the landscaping scheme approved under condition 18 of this permission for each phase of the development shall be submitted to and approved by the Planning Authority. The phasing plan shall show implementation of the landscaping works in a staged manner, with the landscaping being completed within any particular area of the development within the first planting season following the completion of construction works within the phase concerned. The open space/landscaped area shall be retained as open space and to this approved standard to the satisfaction of the Council as Planning Authority.

19R: In the interest of visual amenity to ensure that the development is progressively landscaped.

20C: That prior to commencement of residential and commercial units a grade-separated active travel crossing of the A77(T), shall be designed, constructed and completed to the satisfaction of the Planning Authority, after consultation with Transport Scotland, and in compliance with the Design Manual for Roads and Bridges (DMRB), and Transport Scotland's Interim Amendments, Roads For All, and the Manual of Contract Documents for Highway Works (MCHW). The active travel crossing will require to be suitable for use by pedestrians and cyclists.

For the avoidance of doubt, pre-construction compliance with the DMRB will include, but not be restricted to: (i) Approval in Principle (ii) Category 3 structural design check (iii) Geotechnical Check (Proposal to be considered as Category B) (iv) Assessment in accordance with GG142 Walking, Cycling and Horse-Riding Assessment (v) Construction Management Plan including Risk Assessment and Method Statement (RAMS)" For the avoidance of doubt, details of the proposed active travel crossing shall be submitted to and approved in writing by the Council as Planning Authority through the first AMSC application and thereafter implemented and completed as approved prior to the occupation of any of the development. This active travel crossing cannot be an overbridge under the terms of this permission.

20R: To ensure that the proposed design complies with current standards and also to ensure that a safe active travel link is provided to allow for the safe crossing of the A77 (T) by pedestrians of cyclists without affecting the safety and free flow of traffic on the trunk road.

21C: Prior to occupation of any part of the proposed development hereby permitted, details of the modifications required to the A77 (T) Holmston Roundabout junction shall be submitted to and approved in writing by the Council as Planning Authority, following consultation with Transport Scotland. Thereafter, the agreed modifications shall be implemented as approved prior to occupation of any part of the proposed development hereby permitted.

21R: To ensure that the proposed design complies with the current standards and also to ensure that the safety and free flow of traffic on the trunk road is not diminished.

22C: Prior to the occupation of any part of the proposed development hereby permitted, the works /arrangements for: a) Improvement of the A77(T) trunk road infrastructure to dual carriageway standard between Whitletts roundabout and Holmston roundabout to provide additional link capacity shall be agreed, constructed, and completed to the satisfaction of the Planning Authority following consultation with Transport Scotland; Or b) An alternative scheme of mitigation in compliance with the DMRB (Design Manual for Roads and Bridges), shall be agreed, constructed, and completed to the satisfaction of the Planning Authority in consultation with the Ayrshire Roads Alliance and Transport Scotland. Any alternative scheme shall require to be based on a scoped traffic impact

assessment including sensitivity testing of all development trips associated with South Ayrshire Council Local Development Plan 2 allocated sites; Or c) a Section 48 Agreement (Roads Scotland Act 1984) between the applicant and Transport Scotland for an agreed proportionate contribution to the cost of the Whitletts / Holmston A77 Dualling as per point “a” above, or an alternative scheme of mitigation as per point “b” above, must be concluded.

22R: To ensure that appropriate mitigation is put in place, to the satisfaction of the Trunk Authority, to accommodate the impact of the development on the trunk road network, recognising the possibility that there may be alternative mitigation solutions to the dualling of the Whitletts – Holmston link.

23C: Prior to the commencement of development, details of the lighting within the site shall be submitted for the written approval of the Planning Authority, following consultation with Transport Scotland and thereafter implemented as approved.

23R: To ensure that there will be no distraction or dazzle to drivers on the Trunk Road and that the safety of the traffic on the Trunk Road shall not be diminished.

24C: Prior to commencement of the development, details of the landscaping treatment along the trunk road boundary shall be submitted to and approved in writing by the Planning Authority, following consultation with Transport Scotland. All landscaping shall be located such that it can be installed and maintained from within the development site without requiring access to the trunk road.

24R: To ensure that there will be no distraction to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished.

25C: Prior to commencement of the development, details of the fencing/barrier proposals along the trunk road boundary shall be submitted to and approved in writing by the Planning Authority, following consultation with Transport Scotland and thereafter implemented as approved prior to commencement of development. The fencing/barrier proposals shall be located such that they can be erected and maintained from within the development site without requiring access to the trunk road.

25R: To minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents.

26C: That there shall be no drainage connections to the trunk road drainage system.

26R: To ensure that the efficiency of the existing trunk road drainage network is not adversely affected.

27C: That before occupation of the development, a Travel Plan shall be submitted for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance. The Travel Plan shall identify the measures and initiatives to be implemented in order to encourage modes of travel to and from the development other than by single occupancy private car trips. The Travel Plan shall clearly define the system of management, monitoring, review, reporting and the duration of the plan. Thereafter, the travel plan shall be implemented as approved.

27R: To encourage sustainable means of travel.

28C: That before occupation of any residential units a School Travel Pack shall be submitted for the approval of the Planning Authority in consultation with Ayrshire Roads

Alliance. The School Travel Pack shall promote sustainable travel to and from the catchment schools of the development, and shall include information on walking, cycling and public transport facilities and services between the development and schools. The School Travel Pack shall be distributed to all new residents within the development on occupation of homes.

28R: To encourage sustainable means of travel.

29C: That before occupation of the first dwelling within the development a Residential Travel Pack shall be submitted for the approval of the Planning Authority in consultation with ARA. The Residential Travel Pack shall promote travel to and from the site via sustainable modes of travel, and include information on walking, cycling and public transport facilities and services within the vicinity of the development. This information shall include journey times by sustainable modes of transport to key local destinations. The Travel Pack shall be distributed to all new residents within the development on occupation of homes.

29R: To encourage sustainable means of travel.

30C: That at the first formal application for Approval of Matters Specified in Conditions, a public transport strategy setting out that either every residential development located within the development is located a walking distance of no greater than 400m, or sets out a package of enhancements to the public transport offer associated with the development to help mitigate any shortfall in achieving this standard. The Strategy shall require to be submitted for the consideration and detailed approval of the Planning Authority in discussion with SPT and thereafter implemented as approved.

30R: In order to maximise the use of public transport and sustainable travel patterns.

31C: Prior to occupation of any part of the proposed development an at grade pedestrian crossing facility of the A70 shall be designed, constructed and completed. The precise details and specifications of all infrastructure improvements shall be submitted for the approval of the Planning Authority as part of the first formal AMSC application and shall be considered in consultation with Ayrshire Roads Alliance and thereafter be implemented as approved.

31R: For the purposes of road safety and the functional operation of the local road network.

32C: That at the Approval of Matters Specified in Conditions stage plans detailing all junction layouts, both within the curtilage of the development and with the adjacent public road network to create means of site access/egress, shall be submitted for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance. The junction layouts shall require to accord with the standards as set out in the SCOTS National Roads Development Guide and shall be implemented as approved.

32R: In the interest of road safety and to ensure an acceptable standard of construction.

33C: That all new roads infrastructure associated with the development shall require to be designed and constructed to adoptable standards, as specified by the SCOTS National Roads Development Guide, and take full cognisance of the principles of Designing Streets as National Policy. The precise details and specifications of all new roads infrastructure shall be submitted for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance at the Approval of Matters Specified in Conditions stage. All roads infrastructure shall be constructed, as approved by condition and in conjunction with any necessary Roads Construction Consents and/or Permits.

33R: In the interest of road safety and to ensure an acceptable standard of construction.

34C: 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 Ayrshire Roads Alliance, before any work commences on site.

34R: In the interest of road safety and to avoid the discharge of water onto the public road.

35C: That the levels of parking provision within the curtilage of the site shall be required to fully comply with the standards as defined within the SCOTS National Roads Development Guide. This shall include, where relevant, specific details on general parking provision levels, disabled parking facilities and visitor parking.

35R: In the interest of road safety and to ensure adequate off-street parking provision.

36C: 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.

36R: In the interest of road safety and to ensure that there is adequate space for manoeuvring and turning.

37C: That integral or detached garages within the curtilage of a property intended to form part of the parking provision for the dwelling shall have internal garage dimensions of a minimum of 7m x 3m, per vehicle.

37R: In the interest of road safety and to ensure adequate off-street parking provision.

38C: That cycle parking facilities shall be provided within the site boundary in line with the standards as set out in Cycling by Design. Precise details of the siting and specifications of cycle parking facilities shall be submitted for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance. The approved cycle parking facilities shall require to be installed prior occupation of any class 1 retail, class 2 professional services, class 3 food and drink, or class 4 office element of the development.

38R: To ensure adequate provision of cycle parking on site and encourage sustainable means of travel

39C: That at the Approval of Matters Specified in Conditions stage, plans shall be submitted for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance. The turning areas shall require to accord with paragraph 3.1.3 and figure 18, of the SCOTS National Roads Development Guide.

39R: To reasonably avert the reversing of vehicles onto the main road and in the interests of road safety

40C: 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 Ayrshire Roads Alliance prior to any work commencing on site. Thereafter the bin collection points shall be provided on site.

40R: In the interests of road safety.

41C: That a new footway/ footpath designed to be fully compliant with the standards as set out in Cycling by Design shall be provided linking the development site with the required grade-separated crossing facility of the A77(T). Details and specification of the proposed footway/ footpath link shall be submitted for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance prior to any work commencing on site. The footway/ footpath shall be constructed, as approved, prior to occupation of any element of the development.

41R: In the interest of road safety and to ensure that adequate provision is made for pedestrians.

42C: 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 Ayrshire Roads Alliance. The CTMP shall be required to include:

1. Full confirmation of the approved/agreed routes for use by construction traffic movements;
2. 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;
3. 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;
4. Full details of video condition surveys of all public roads under the control of the ARA forming part of the delivery route(s) for construction traffic. The CTMP shall require to include details of a schedule for video condition surveys including prior to the commencement of works on site, at the mid-point of the construction programme, and following the conclusion of construction traffic movements;
5. 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. This shall include any associated monitoring procedures, and any specific training and disciplinary measures to be established to ensure the highest standards are maintained;
6. 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;
7. Full details of all arrangements for emergency vehicle access;
8. Full details of measures to minimise traffic impacts in existing road users where practicable, including consideration of avoiding busy road periods, and requirements for all drivers to drive in a safe and defensible manner at all times;
9. Measures to accommodate pedestrians and cyclists where appropriate, and details of a nominated road safety person;
10. All materials delivery lorries (dry materials) to be sheeted to reduce dust and spillage onto the public roads;
11. 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;
12. 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 Ayrshire Roads Alliance.

42R: In the interests of road safety.

43C: That at the Approval of Matters Specified in Conditions stage, the developer shall be required to submit a Surface Water Management Plan for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance. The plan shall require to demonstrate how surface water will be managed, detailing the retention/attenuation/SUDS sized to accommodate the 1:200 year rainfall event + climate change for the site. The Surface Water Management Plan will also detail the flood routes during the 1 in 200 year + climate change, to the retention such that no property on or off the site is put at risk of flooding. Thereafter, the development shall be undertaken in accordance with the details approved under the terms of this permission.

43R: In order to ensure the development is protected against flooding in an acceptable manner.

44C: That at the Approval of Matters Specified in Conditions stage, the following detail shall be provided for the approval of the Planning Authority in consultation with Ayrshire Roads Alliance prior to any work commencing on site:

1. If discharge is to a watercourse (open/piped/culverted) the discharge from this retention will be limited to 4.5ltrs/sec/ha (retention sized to suit). If the discharge is to a Scottish Water asset they will determine the discharge rate. This appears to be the case for Catchment 1. If so written proof of Scottish Water acceptance of the discharge rate is required;
2. Verification that the developer has permissions to install or use an existing outfall pipe in place to discharge the Catchment 2 detention basin to the Annfield Burn.
3. Demonstration required that the recommendations contained within the Kaya Consulting Flood Risk Assessment are implemented and specifically those relating to surface water ponding areas, finished floor levels in relation to overtopping of the A70 and ground levels are designed to shed away from buildings towards landscaped areas and drainage outlets are taken into account in the detailed design of the site.

44R: In order to ensure the development is protected against flooding in an acceptable manner.

45C: That at Approval of Matters Specified in Conditions stage a detailed flood risk assessment report shall be submitted for the prior written approval of the Council as Planning Authority, in consultation with SEPA, before any work commences on site.

45R: In order to ensure the development is protected against flooding in an acceptable manner.

46C: That at Approval of Matters Specified in Conditions stage an updated drainage impact assessment shall be submitted for the prior written approval of the Planning Authority, in consultation with SEPA and Scottish Water, to assess drainage capacity within the network. The implications of the drainage impact assessment on the strategic landscape plan for the site shall be fully addressed as part of this submission.

46R: In order to ensure the development is protected against flooding in an acceptable manner.

47C: That 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 2015. At the Approval of Matters Specified in Conditions stage full details of the methods to be employed, following discussions with SEPA, and including where appropriate calculations, along with details of how these measures will be maintained in perpetuity, shall be submitted for the formal prior written approval of the Council as Planning Authority before any work commences on site.

47R: To ensure the site is drained in an acceptably sustainable manner and the drainage infrastructure is properly maintained.

48C: That prior to commencement of development, a Bird Mitigation Plan / Risk Assessment shall be submitted to and approved in writing by the Planning Authority, following consultation with Glasgow Prestwick Airport. Thereafter, the approved Bird Mitigation Plan / Risk Assessment shall be implemented to the satisfaction of the Council as Planning Authority.

48R: In the interest of aviation safety.

49C: That no works shall commence on site until such time that the developer/applicant has further discussed the detailed design of the development with SGN, confirming that it will not compromise The Deeds of Servitude or The Major Accident Hazard Pipelines' Integrity. This includes agreement of the proposed groundworks / topography and any required SUDS ponds, altering the design if required.

49R: In the interest of public safety and to protect the infrastructure of SGN.

### **Advisory Notes**

#### **Road Opening Permit:**

That a Road Opening Permit is required in addition to planning consent for any work to be undertaken within the public road limits. An application for a Road Opening Permit should be made separately to the ARA as Roads Authority, prior to works commencing on site.

#### **Roads (Scotland) Act 1984:**

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.

#### **New Roads and Street Works Act 1991:**

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

#### **Costs of Street Furniture:**

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

#### **Costs of TROs:**

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

**Signage to TSRGD 2016:**

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

**Roads Construction Consent:**

Please note that in addition to planning consent, Roads Construction Consent (RCC) shall be required from ARA as Roads Authority for the formation of any new road to be considered for future adoption. The formation of any new road shall require to comply with the specifications of the SCOTS National Roads Development Guide and Designing Streets as National Policy.

**RSA Stage 2:**

The Council as Roads Authority advises that prior to the commencement of works to construct any new or amended roads infrastructure; a Stage 2 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.

**RSA Stage 3:**

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 time period 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

**List of Determined Plans**

Drawing - Reference No (or Description): 1819/01 REV E  
 Drawing - Reference No (or Description): 1819/02  
 Drawing - Reference No (or Description): Storm water Drainage Strategy Plan  
 Supporting Information - Reference No (or Description): PAC Report  
 Supporting Information - Reference No (or Description): Design Statement (March 2022)  
 Supporting Information - Reference No (or Description): Updated Design Statement (April 2024)  
 Supporting Information - Reference No (or Description): Landscape and Visual Impact Assessment (March 2022)  
 Supporting Information - Reference No (or Description): Preliminary Ecological Appraisal (February 2022)  
 Supporting Information - Reference No (or Description): Updated Ecological Appraisal (April 2024)  
 Supporting Information - Reference No (or Description): Flood Risk Assessment (March 2022)  
 Supporting Information - Reference No (or Description): Drainage Strategy Report (March 2022)  
 Supporting Information - Reference No (or Description): Geo-environmental Desk Study Report (January 2018)  
 Supporting Information - Reference No (or Description): Utilities Overview (January 2018)  
 Supporting Information - Reference No (or Description): Transport Assessment (March 2022)  
 Supporting Information - Reference No (or Description): Socio-Economic

Report (March 2022) Supporting Information - Reference No (or Description): Planning Statement

Supporting Information - Reference No (or Description): Statement of Community Benefit (March 2024)

Supporting Information - Reference No (or Description): Biodiversity Enhancement Plan (April 2024)

**Reason for Decision**

The proposals look to provide additional housing for South Ayrshire which will assist in addressing the national shortage of housing as identified by the Scottish Government. This is considered to be a material consideration that outweighs the provisions of the Development Plan. It is noted that the proposals do not accord in their entirety with the Development Plan as the site is located out with the settlement of Ayr. However, it is considered that the proposals, taking account of the proposed legal agreement and conditions in the Report of Handling, do accord with many other aspects of the Development Plan and are therefore not significantly adverse to housing development and provide a housing site that is capable of early housing development. Weight has been afforded to this and on balance the proposal is acceptable development in planning terms.

The Application will be referred to the Scottish Ministers who may 'call in' the application for their own determination or clear the Council to continue to determine the application.

The meeting ended at 12:08.