



**REPORT BY DEPUTE CHIEF EXECUTIVE AND
EXECUTIVE DIRECTOR OF DEVELOPMENT & ENVIRONMENT**

**REGULATORY PANEL (SPECIAL) AND
SOUTH AYRSHIRE COUNCIL (SPECIAL): 15 FEBRUARY 2010**

SUBJECT:	PLANNING APPLICATION REPORT
09/00814/OUT	LAND AT KILMARNOCK ROAD MONKTON SOUTH AYRSHIRE
DESCRIPTION:	OUTLINE PLANNING PERMISSION FOR FORMATION OF PARK AND RIDE FACILITY
REPRESENTATIONS:	10 LETTERS OF REPRESENTATION HAVE BEEN RECEIVED, OF WHICH 10 ARE OBJECTIONS AND 0 ARE IN SUPPORT. ONE OF THE OBJECTIONS IS IN THE FORM OF A PETITION WITH 115 SIGNATURES. ONE OF THE OBJECTIONS IS FROM THE COMMUNITY COUNCIL.
RECOMMENDATION:	DELEGATED POWERS TO APPROVE WITH CONDITIONS SUBJECT TO REFERRAL OF APPLICATION TO SCOTTISH MINISTERS

APPLICATION REPORT

1. Proposal:

- 1.1 This proposed development is for outline planning permission of a Park and Ride facility on land at Kilmarnock Road, by Monkton. The application was submitted as an outline planning application prior to 3rd August 2009. However following the implementation of the new planning legislation on 3rd August, the proposals are being treated and processed as an application for planning permission in principle for this development.
- 1.2 The application site covers 5.6 hectares of agricultural land and lies 0.5 miles to the north-east of Monkton. The site is adjacent to the Dutch House roundabout, where the A77, A78 roads and the C16 Kilmarnock Road, Monkton converge. The Monkton Lodge restaurant, travel hotel and petrol station, and the Dutch House caravan park all lie across Kilmarnock Road to the south-east of the site. The site itself is grassland and slopes gently downwards from north-east to south-west and also from the road verge of Kilmarnock Road towards the Dow's Burn watercourse on the northern boundary of the site. This burn is lined with trees along this northern boundary, which provides some screening from the A78 dual carriageway. The southern boundary of the site is bounded by a hawthorn hedge.
- 1.3 The proposed development involves the provision of a strategic bus park and ride to accommodate 500 cars with some disabled parking. Access is to be taken from Kilmarnock Road for cars and buses. Walking and cycling access is to be taken from Kilmarnock Road. The site is not intended as a long stay car park for Prestwick Airport. It is intended that the site will operate as a bus park and ride facility serving the commuter routes to Kilmarnock and Glasgow and for bus services in and

around Prestwick and Ayr. There is to be a facility for a car drop-off and pick area, designated motorcycle spaces and provision for secure storage of bicycles. The facility will include a reception building providing passenger waiting areas, associated facilities such as ticketing and toilets and staff facilities. In addition, lighting and CCTV cameras are to be provided. A perimeter fence is to be erected around the site. A landscaping scheme will be prepared as part of the next planning application for the approval of matters specified in conditions showing the details of the development.

- 1.4 Drawings and panoramas, which have been submitted with this application, are indicative only as this application is for the principle of the development, and the details will be considered in a future planning application for approval of matters specified in conditions. The application is accompanied by an Appendix A - Description of Proposal, an Environmental Statement, a Planning Supporting Statement and a Transport Assessment.
- 1.5 The application requires to be considered by way of a pre-determination hearing of the Regulatory Panel and determination by the full Council. This procedure is in accordance with the Council's approved procedures for handling of planning applications, as the proposal is defined as a major development in terms of the Town and Country Planning (Hierarchy of Developments) and is significantly contrary to the development plan.

2. Consultations:

- 2.1 **Transport Scotland (Trunk Roads)** were consulted on the 5 August 2009, 19 November 2009 and 30 November 2009. Their comments can be summarised as follows:

Transport Scotland required the submission of a Transportation Assessment. This document has been assessed and Transport Scotland offer no objections to the proposed development. In relation to the submitted Environmental Statement, Transport Scotland advise that the proposed development represents an intensification in the use of the site, however the percentage increase in traffic is such that the proposal is likely to cause minimal environmental impact on the trunk road network. Therefore Transport Scotland offer no comment.

- 2.2 **Roads And Transportation** were consulted on the 5 August 2009, 19 and 30 November 2009, 9 December 2009 and 17 December 2009. Their comments can be summarised as follows:

The Council's Roads and Transportation Section have considered the planning application and the applicants submitted Transport Assessment. They offer no objection to the application for planning permission in principle; subject to conditions being attached to any grant of planning permission. These conditions are set out further in the report, under „Recommendation“, below.

- 2.3 **Prestwick Airport** were consulted on the 7 August 2009, 30 November 2009 and 17 December 2009. Their comments can be summarised as follows:

Prestwick Airport offer no objections in terms of statutory safeguarding responsibilities. The Airport has however made further comments from an operational point of view, and express concerns that the car park facility should not allow overnight or long term parking for passengers using the airport, as this would compete with the existing provisions of the airport. The Airport is seeking reassurance that this provision to prevent such use can be put in place. The Airport advises that it is common practice at other park and ride facilities elsewhere to have strict opening and closing times in keeping with the type of use this facility is targeted at.

The Airport queries whether this proposal is appropriate in the current economic climate as Ayrshire will benefit from new railway rolling stock during 2010, thereby increasing passenger capacity on the Ayr /Largs to Glasgow lines. In addition a number of major railway stations are being upgraded for new trains. The Airport also considers that a park and ride facility should be located adjacent to an existing railway station so passengers can benefit from both rail and bus services.

Prestwick Airport have no further comments to make following the re-consultation on the Environmental Statement.

- 2.4 **Scottish Environmental Protection Agency** were consulted on the 5 August 2009 and 30 November 2009. Their comments can be summarised as follows:

SEPA have no objections in principle to the planning application. SEPA advise that the foul drainage from the site must be discharged to the public sewerage system. In terms of surface water, SEPA note that two levels of treatment are proposed and SEPA seek a planning condition requiring the proposed discharge of surface water to the water environment to be in accordance with the principles of the SUDS Manual.

In relation to the Environmental Statement, SEPA note that a simple level assessment was undertaken to predict the impact of proposed development. This assessment requires to be further expanded to take account of the potential increase of NO₂ from road traffic.

- 2.5 **Scottish Water** were consulted on the 5 August 2009 and 30 November 2009. Their comments can be summarised as follows:

Scottish Water offer no objections. However due to the size of the development Scottish Water advise that there is a requirement to submit a fully completed Development Impact Assessment form. In addition, Scottish Water state that this proposal requires the provision of an oil interceptor prior to discharge to the public sewer system.

- 2.6 **West Of Scotland Archaeology Service** were consulted on the 5 August 2009 and 30 November 2009. Their comments can be summarised as follows:

WOSAS advised that there are no recorded sites within the development area, however there is potential for there being significant unrecorded sub-surface archaeological deposits present within the area. WOSAS advised that as it is government policy in SPP 23 is to protect and preserve heritage assets, wherever possible and the applicant should carry out an initial assessment, followed by an archaeological field evaluation to determine the character and extent of any archaeological remains within the development area and to quantify the likely costs of appropriate mitigation measures.

As part of the submitted Environmental Statement the applicants carried out an archaeological trial trench evaluation of the area. WOSAS have examined the trench descriptions in detail. The applicants' archaeology consultants advised that the trenches contained nothing but evidence of field drains and past agricultural activity. On the basis that there is nothing of archaeological interest within the area proposed for development of the park and ride facility, WOSAS advise that there is therefore no further archaeological issue with this planning application and no archaeological condition requires to be attached to planning consent for the proposal, should the Council determine to grant consent.

- 2.7 **Scottish Government Planning Decisions Division** were consulted on the 30 November 2009 and offer no objections to the Environmental Statement.

- 2.8 **Historic Scotland** have responded in their role as a consultee through Scottish Ministers as follows:

Historic Scotland confirm that there are no nationally important sites with the site. However there are two sites of national importance lying within the vicinity of the zone of visual influence i.e. the scheduled monument Whiteside Dovecot/windmill and the scheduled monument Macrae's Monument.

Historic Scotland note that in relation to the scheduled monument Whiteside Dovecot/windmill the Environmental Statement concludes that the historic landscape has been compromised by a caravan park, a service station and hotel complex and the effects of the proposed development on the setting of the monument has been judged as minor/moderate. Mitigation measures proposed are through landscaping measures. Historic Scotland are content with this assessment and confirm that the proposed development is unlikely to have any significant adverse impacts on the setting of this nationally important heritage asset.

In relation to the scheduled monument Macrae's Monument, the Environmental Statement also notes that the monument sits within a setting compromised by modern development, especially the caravan park and the impact of the proposed development on this monument is predicted to be negligible. Historic Scotland agree with this assessment and confirm that the proposed development is unlikely to have any significant adverse impacts on the setting of this nationally important heritage asset.

Historic Scotland therefore offer no objections to the proposals.

2.9 **Scottish Natural Heritage** were consulted on the 23 September 2009 and 30th November 2009. Their comments can be summarised as follows:

Scottish Natural Heritage (SNH) confirm there are no statutory designations on or close to the site. SNH comment that the woodland which borders the stretch of the Dow's Burn along the northern edge of the site is featured on the Scottish Semi-Natural Woodland Inventory and is described as semi-natural broadleaf of a farm and parkland type.

SNH do not object to the proposal in relation to otters but advise that if works are to affect Dow's Burn or operations are to take place within 30 metres of the burn, then an otter and water vole survey should be carried out. The surveys must be carried out in appropriate weather conditions and in the appropriate season by experienced consultants, who can advise the applicants on mitigation if such animals are found to be present. SNH advise that otters are European protected species.

SNH also advise that badgers may be present within the tree lined stretch of Dow's Burn. Badgers may be utilising the open farm land of the site area for foraging purposes. SNH suggest a walkover badger survey is carried out of the area and its environs by an experienced consultant and mitigation measures put in place if badgers are found to be present.

SNH do not object to the proposal in relation to breeding birds, however SNH advise there is a possibility that nesting birds could be present. The Wildlife and Countryside Act 1981 and the Nature Conservation (Scotland) Act 2004 provide legal protection to nesting birds, making it an offence to intentionally or recklessly disturb or damage the birds, their nests, eggs or young. SNH therefore recommend that ground clearance operations, including the farm land soil and vegetation, should not take place during the bird breeding season (March to July inclusive). If work is essential during the bird breeding season, a survey would be required to inspect any possible nesting areas to ensure no currently occupied nests are disturbed or destroyed.

In response to the submitted Environmental Statement, SNH advise that the recommendations in the ES are adhered to in the following respects:-

- a) There are trees within the 50 metre buffer zone but adjacent to the site. If the felling of the trees is carried out, a bat survey is carried out prior to any works as the potential risk to roosting bats is considered to be very high;
- b) In relation to otters, they appear to use the watercourse infrequently as a transit route. Access to the woodland strip should be prevented to ensure no disturbance to the watercourse. Best practice method statements should be produced in relation to sediment loading and the creation of the SUDS outfall.
- c) The proposed planting of new hedgerows, mixed native woodland and meadow grassland to increase biodiversity of the site is recommended in accordance with the submitted ES.
- d) Any vegetation removal or ground clearance works should take place outwith the bird breeding season of March – July inclusive. If work is essential during the bird breeding season, a survey would be required to inspect any possible nesting areas to ensure no currently occupied nests are disturbed or destroyed. If breeding birds are found, work must cease until the breeding period ends.

2.10 **Scottish Wildlife Trust (North)** were consulted on the 5 August 2009 and 30 November 2009. Their comments dated 24 August 2009 can be summarised as follows:

Scottish Wildlife Trust (SWT) support the park and ride proposal in principle as there is potential to reduce climate change. SWT advise that the site has no wildlife designation, however the main concern is that the site lies in the Greenbelt. SWT recognise that the site has advantages in terms of road connections. Therefore SWT recommend that care is taken to avoid damage to existing wildlife features and new features are added in mitigation.

The most important wildlife feature is along the north-west boundary of the site where the Dow's Burn is located and there is a shelter belt of deciduous trees and shrubs on its southern bank. The retention of the wildlife corridor is important as among other species the site is used by Yellowhammers, which are on the Red list of birds of conservation concern, and identified in the Farmland Birds Species Action Plan in the Ayrshire Biodiversity Action Plan.

SWT recommend that this wildlife corridor is not damaged during construction or following the implementation of the development. It is noted that the indicative landscape proposals show planting of woodland. SWT recommend that the applicant's ecologist employed to undertake part of the environmental assessment should review the balance of woodland and meadows.

SWT are also concerned about drainage of rainwater from this low lying site. SWT are concerned that there is the potential of engine oil from cars parked on this site contaminating the adjacent Dow's Burn and precautions must be taken to avoid this risk. It is noted that a reedbed is proposed at the western end of the site. SWT suggest that a permanent area of open water is located centrally to provide a breeding habitat. Care should be taken in the design of the car park and the location of the reception building to mitigate the effects on local wildlife.

In response to the Environmental Statement SWT note that the Environmental Statement has identified the issues of the need to protect the Dow's Burn and its associated woodland strip and recognise the significance of the use of the area by yellowhammers. SWT recommend that the mitigation measures as set out in the Environmental Statement are implemented.

2.11 **Sustainable Development (Biodiversity)** were consulted on the 24 September 2009, 30 November 2009 and 9 December 2009. Their comments can be summarised as follows:

The Biodiversity Officer has been consulted on the planning application and the applicant's Environmental Statement, and recommends that a number of planning conditions are attached to seek further details at the planning application stage for the approval of matters specified in conditions.

The Biodiversity Officer advises that much of the land is improved grassland with boundary hedging, woodland and the Dow's burn to the north of the site. It is recommended that the landscape plans reflect the loss of grassland by ensuring that there is sufficient open space with appropriate plant material and maintenance regime. The proposals for the woodland are welcomed, though the edges of the woodland should be softened and not block planted.

The retention of hedgerows is recommended, wherever possible, as these are important habitats for birds. Therefore the Biodiversity Officer advises that the retention of existing hedgerows should be maximised and gapped up with correct maintenance to ensure thick hedgerows with a range of plant material to create a species rich habitat. Furthermore a buffer strip of 2 metres either side of the hedgerow should be maintained as meadow grass to foster cover for small mammals and provide a suitable habitat for wild flowers.

In terms of SUDS, no foul run-off or pollutants should permeate towards the Dow's Burn. The provision of open water as part of the proposed reed bed is recommended to enhance the habitat.

The Biodiversity Officer has also commented on the importance of the Dow's Burn, which lies just outside the application site. This burn should be recognised as a wildlife corridor and as an important habitat, to be protected and enhanced with planting within the application site adjacent to the burn buffer.

In response to the applicant's submitted Environmental Statement, the Biodiversity Officer concurs with the ecologist's assessment of the site in relation to the landscape and habitats present. While the site is of an overall low ecological value, the site is an important buffer to surrounding habitats which are of a medium to high ecological value, as such its loss has the potential to impact onto these neighbouring habitats. The Biodiversity Officer advises that mitigation measures are crucial and that there is also scope to enhance the biodiversity of the locale with appropriate landscaping.

The landscape layout and associated landscape specification are acceptable in general, however the specification for the amenity, rough and SUDS margin grass areas and meadow grass as detailed in the mitigation measures of the ecology and nature conservation assessment require to be provided in the detailed landscape plans for this site.

The environmental statement specifies that the development of the meadow grassland is key to the mitigation of the loss of the arable land and its impact on ground nesting birds and specifically the Yellowhammer. It is therefore recommended that a condition of the permission relates to the applicant providing further information associated to this aspect of the landscaping.

2.12 **Sustainable Development (Landscape)** were consulted on the 5 August 2009, 30 November 2009 and 9 December 2009. There was no response from this consultee at the time of report preparation.

2.13 **Health And Safety Executive** were consulted on the 30 November 2009 and 9 December 2009. Their comments can be summarised as follows:

It is confirmed that the site does not fall within the consultation distance of a Major Hazard site/pipeline and therefore no formal consultation is required with the Health and Safety Executive.

2.14 **Environmental Health** were consulted on the 5 August 2009, 9 December 2009 and 30 November 2009. Their comments can be summarised as follows:

The Council's Trading and Environmental Health Manager offers no objections to this application.

2.15 **Building Standards** were consulted on the 5 August 2009 and 30 November 2009. Their comments dated 12 August 2009 can be summarised as follows:

The Building Standards engineer advises that the application form shows proposals to provide sustainable drainage of surface water. This is shown as a reed bed, with an outlet to the existing Dow's Burn. Building Standards advise that run-off should be controlled by use of infiltration or attenuation.

The Building Standards engineer also advises that this site is not shown as being within a known flood plain on SEPA's Second Generation flood plain map, and therefore no Flood Risk Assessment will be required. However it is noted that the site is low lying in relation to existing ground levels. Building Standards engineer advises that further information should be provided with regard to a drainage strategy for the site, cross-sections etc to show that the proposals can be successfully drained.

In response to the Environmental Statement, the Building Standards engineer further advises that it is proposed that surface water run-off from the development be taken into the existing watercourse via a SUDS system. The proposed parking area will be formed in permeable paving, with attenuation and treatment provided by a granular sub-base. A detention basin will be constructed to provide a second level of treatment before discharge into the burn. The Building Standards engineer advises that provided that appropriate SUDS and attenuation measures are in place and are included as planning conditions, he considers that the issues of surface water run-off and flood risk are adequately addressed.

2.16 **The Council's Bereavement Services Officer** has commented on the proximity of the site to the existing Monkton and Prestwick cemetery and is concerned that the proposed development and the location of the proposed reedbed do not adversely impact on the ambience of the recently opened woodland burial site adjacent to the development site.

2.17 **Monkton Community Council** were consulted on the 10 August 2009, 25 August 2009, 30 November 2009 and 17 December 2009. Their comments dated 5 January 2010 can be summarised as follows:

Monkton Community Council recognise the benefits of the proposed scheme and a well-developed public transport system is the way forward, however the majority of local residents oppose the proposals. The Community Council, representing the local residents, therefore object to this application.

The issues raised by the Community Council relate to the following matters:-

- a) traffic concerns in the village, traffic congestion at Dutch House roundabout and associated delays, road safety for children. The Community Council does not agree with the applicants' assertions that the proposed Park and Ride facility will reduce existing on-street parking problems in the Prestwick area caused by commuters using the express bus service to Glasgow.

Furthermore the Community Council does not agree that commuters from Kilmarnock and the north will use the proposed Park and Ride facility as an alternative to driving to Ayr as the journey time for these commuters would likely be longer by bus.

The most significant concerns the Community Council has is the impact of traffic and road safety in the village. At peak times traffic will be tempted to route through Monkton rather than use the A78 to access the proposed site. At evening peak times traffic currently has difficulty entering Dutch House roundabout as traffic from Ayr have priority on the roundabout. The Community Council considers that traffic exiting the proposed site will turn right out of the site and travel through the village of Monkton;

- b) loss of greenbelt/prime agricultural land. The proposed scheme may not be success and this greenbelt land would be covered in tarmac for several years to come. The Aerospace Park at the other side of Monkton has already resulted in land being taken out of agricultural use and is largely vacant;
- c) environmental concerns regarding wildlife, pollution and flooding. The Dow's Burn requires to be protected from pollution, flooding from run-off and the wildlife habitat requires to be protected. The Community Council is concerned that the hedgerow adjacent to Kilmarnock Road is to be removed along its whole length but landscaping will be undertaken at a later stage and consider that this should be restricted;
- d) site selection – the Community Council do not consider that the applicants' justification for selecting this site is strong as the site is highly visible and prime quality agricultural land. The Community Council agree with the comments from Prestwick Airport that a site for this facility ought to be adjacent to the Prestwick Airport railway station.
- e) viability of the scheme. The Community Council consider that the proposals may be a "well-intentioned experiment" and not a success.

3. Submitted Assessments/Reports:

3.1 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 4, para 4(c) (i) to (iv) of the Development Management Regulations.

3.2 An Environmental Impact Assessment has been submitted for this planning application at the end of November 2009. This assessment has a number of parts including an Environmental Statement, a non-technical summary and an addendum to the Environmental Statement. These documents assess the following main issues :-

3.3 In reporting on the proposal, the Development Management Regulations 2009 require a brief summary of the main issues raised through the preparation and submission of the Environmental Statement. Many of the issues were anticipated and highlighted for particular scrutiny in the initial Scoping Opinion. In the interest of clarity and ease of reference, the main issues are listed in the order that they appear in the Statement :-

3.4 Consideration of alternatives:

- Do nothing – this may result in continued and increasing issues of congestion and emissions, contrary to the aims of the Council and Scottish Government as detailed in Scottish Planning policy 17 "Planning for Transport".
- Use existing buildings - There are no suitable buildings (indeed the proposed facility will primarily be open in nature and any buildings will be ancillary in terms of scale.
- Alternative site options – the concentration of site search in the vicinity of Dutch House Roundabout accords with South Ayrshire Council and the Scottish Government's aim of creating an effective park and ride facility for the local catchment and the A77. A number of alternative sites in the locality were assessed but none found to be viable, or preferable options and in terms of land use, alternatives would be difficult to justify given the sites' greenbelt status.
- Alternative uses – the Statement indicates that alternative uses of the site would raise similar issues in terms of green belt policy consideration and that development for residential, retail industrial or business uses would likely have similar or greater environmental impacts.

3.5 The Development Plan and Government Guidance

The ES provides a comprehensive study of local and national planning policy and highlights the fact that Ayrshire has been less successful than other areas in securing investment in the knowledge economy and that better road and rail links are required to secure better integration with the central belt of Scotland (National Planning Framework 2, paragraph 224). Furthermore, the Statement also addresses the issue of improving transport interchanges to support access to quality transport access.

3.6 Green Belt policy

The Statement acknowledges that the proposal is contrary to the principles of greenbelt policy but suggests that “inappropriate development may be considered appropriate where there is an exceptional economic benefit or specific locational need, or in terms of Scottish Planning Policy 21 “Green Belts” where the development is to meet an established need and no other suitable site is available.”

3.7 Agricultural Land

The Environmental Statement highlights comments in Scottish Planning Policy 15 “Planning for Rural Development” which indicates that there is a requirement for more diversity in the rural economy. It further highlights the SPP assertion that if the national vision for the sustainable development of rural Scotland is to be realised, then planning policies will have to enable development in some areas which, hitherto, have not been considered suitable for development.

The proposal will result in the loss of prime quality agricultural land and acknowledges that the result of this loss is adverse and substantial, but the Statement uses a consultation draft of the consolidated Draft Scottish Planning Policy, which states that such development should not be permitted unless it is an essential component of the settlement strategy or is necessary to meet an established need, for example for major infrastructure development, where no other suitable site is available.

3.8 Landscape and Visual Assessment

The Statement indicates that the local landform is a complex one of “strongly rolling landforms” and views to the development are largely controlled and contained within that landform – with most being from a short distance and from a low level. However, the Statement does indicate that the site will be visible particularly from the A78, the two roundabouts, Prestwick Cemetery, from the rear of properties at Queens Drive in Monkton and between the village and Nethermuir. The report also highlights the fact that the proposal would be visible from the Category A listed Macrae’s Monument and from Monkton Windmill, which is a Scheduled Ancient Monument.

The Environmental Statement acknowledges that the proposal will change the landform through cut and fill regrading work and that the removal of an established hedge along the southern boundary adjacent to Kilmarnock Road will result in the site being more open and visually exposed.

The Statement estimates that the landscaping being proposed would take some 15 to 20 years to provide a screen enclosure for the development, but that it would take some 50 years to mature and provide screening for taller elements such as the lighting columns.

Views of the site from Macrae’s Monument cannot be screened due to the height of the monument/view point and operational requirements of the proposal.

3.9 Culture and Heritage Assessment

The Environmental Statement acknowledges that the proposal may have an impact on a number of cultural and heritage resources, including the Whiteside windmill/Dovecot, Whiteside enclosure, Macrae’s Monument, Fairfield burial ground and Monktonhead Farm. The Assessment concludes that the impact of the development on these resources will be none or negligible, in no small part due to large scale development such as the Aerospace Park at Prestwick Airport, and the Caravan Park and hotel/petrol filling station at Dutch House.

3.10 Ecology and Nature Conservation

The Environmental Statement indicates that although a survey has indicated that the site has some nature conservation value, the impact of its loss for development would be negligible, particularly as most of the site is intensively farmed. An assessment of land and watercourses within the vicinity also indicates that although there is nature conservation value, the impact of the proposal would be negligible. Notwithstanding this, the survey indicates that a number of trees within a strip of woodland 50 metres from the development site have the potential for bat roosting and that a full survey should be carried out prior to any works taking place.

3.11 Transport and Access

The Environmental Statement indicates that the development would increase traffic queuing at the Dutch House roundabout on the A77 and A78 though it is envisaged in the longer terms that car trips to and from Glasgow on the A77/M77 will ultimately be reduced.

The assessment indicates that additional parking restriction measures in Ayr and Prestwick may be required to reduce car borne trips, and that improvements to the Dutch House Roundabout will be required to ease the flow of traffic at the junction.

3.12 Hydrology, Water Quality and Flood Risk

The Statement acknowledges that the increase in impermeable area for the car park will result in an increased rate of surface water run-off, which, in turn can give rise to potential risk of flooding downstream. However, the incorporation of SUDs features and storm water storage areas would provide a minor beneficial impact as the run-off rates into Dow's Burn under extreme events will be reduced.

3.13 Lighting Impacts

As the development site is presently unlit, the proposal will result in a direct impact. This impact will likely be moderate and long term given the anticipated length of time for landscaping to mature. There may also be potential issues with regard to any bat populations in the vicinity.

3.14 Comment

Whilst not agreeing with some of the arguments put forward by the Environmental Statement with regard to terms of arguments to counter policy concerns or with regard to mitigation measures, I consider that the Environmental Statement is satisfactory in that it covers matters included in the Scoping Opinion providing by South Ayrshire Council, and offers a reasonable assessment of the possible environmental impacts of the proposed development.

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.

There is no Section 75 obligation required for this proposed development.

5. **Scottish Ministers Directions:**

In assessing and reporting on a planning application the Council is required to provide details of any Direction made by Scottish Ministers under Regulation 30 (Environmental Impact Assessment), Regulation 31 (Information or restrictions on the grant of planning permission) and Regulation 32 (Directions requiring consideration of a condition) of the Development Management Regulations.

There are no directions of the type specified which affect the consideration of this application.

6. Representations:

- 6.1 10 letters of representation were received, of which one letter of objection is from the Monkton Community Council and has been summarised above.
- 6.2 Two email letters of objections and a petition with 115 signatures have been received. Copies of these emails and the petition are attached to this report. There are also six representations, one of which is also in email form, all objecting to the proposals, which have been submitted electronically via the Council's online application comments page and the comments submitted can be viewed at www.south-ayrshire.gov.uk/planning.
- 6.3 The grounds of objection in the petition express concern that the planning application was not better advertised and the petitioners seek community consultation. In summary, objectors and those signing the petition have raised concerns about neighbour notification being restricted to within 20 metres of the application site and publicity, traffic impact and existing non-essential traffic creating problems/ congestion through the village of Monkton and damage to parked vehicles, the routing of construction traffic, concerns about school children crossing local roads to the primary school, increased pollution, confirmation of the route of express buses accessing and entering the application site, satellite traffic navigation systems direct non-village traffic through Monkton, impact on operation of Dutch House roundabout and loss of greenbelt land.

7. Assessment:

The material considerations in the assessment of this planning application are the provisions of the development plan, government guidance, consultation responses, objector concerns and the impact of the proposal on the amenity of the locality.

7.1 Development Plan

- 7.1.1 Section 25 of the Town and Country Planning (Scotland) Act, 1997 requires that the determination of planning applications shall be made in accordance with the development plan unless material considerations indicate otherwise. The development plan constitutes the approved Ayrshire Joint Structure Plan: Growing a Sustainable Ayrshire (AJSP) and the adopted South Ayrshire Local Plan (ASALP).

The following policies apply:

- 7.1.2 Structure Plan Policy STRAT1 states:
The three Councils shall regard the Guiding Principles of Sustainable Development as identified in Schedule 1 as prime considerations in preparing local plans/local development plans.
- 7.1.3 Structure Plan Policy STRAT2 states:
The three Ayrshire Councils, working in conjunction with public and private sector agencies, will seek to increase the attraction of Ayrshire as a place to live, work, visit and invest by:
- A) Providing for integrated and complementary development within the Core Investment Area and promoting the area as a primary focus for all major development;
 - B) Supporting an appropriate scale of residential, business and environmental action in the Investment Corridors;
 - C) Supporting the Service Centres as a primary focus for development in the Investment Corridors;
 - D) Providing for an appropriate level of development commensurate with capacity to accommodate growth in Local Communities; and
 - E) Supporting Rural Areas through measures that seek to diversify the rural economy and facilitate appropriate new rural business and industry.
- 7.1.4 Local Plan Policy STRAT2 states:
Development in the Greenbelt (including a change of use or intensification of use), or potentially having an adverse impact on the greenbelt, will only be acceptable when it is justified in terms of:
- a) Having an exceptional economic benefit and a specific locational need; or
 - b) Constituting farm diversification in compliance with policy RE1; or
 - c) Being a non residential re-use of a structurally sound and substantially intact traditional/vernacular building worthy of retention in terms of a positive or potentially positive contribution to its locality and which will not require significant external alterations; or

- d) Being an extension of an existing business or dwelling where the integrity of the greenbelt will not be compromised; or
- e) Being a recreational or tourism use which is primarily for enhancing the enjoyment of the countryside and which does not require the construction of any new buildings or structure, other than in exceptional circumstances; or
- f) Comprising the residential re-use of a structurally sound and substantially intact traditional/vernacular building worthy of retention in terms of a positive or potentially positive contribution to its locality and which will not require significant external alterations and is in compliance with policy H9.

NOTE Permitted development rights for new development approved in the greenbelt may be removed in association with any consent given.

7.1.5 Local Plan Policy BE6 states:

The Council will seek to protect scheduled ancient monuments, (including their setting) and archaeological sites and encourage sympathetic proposals for their promotion for educational or recreational purposes.

NOTE 1 Applicants will be required to provide sufficient information to enable the evaluation of the importance of the site and enable full assessment of the impact of the proposals on that site.

NOTE 2 The use of management agreements to mitigate the effects of potentially conflicting land uses upon standing structures, earthworks or buried deposits may be required.

NOTE 3 The Council may seek guidance from an appropriate archaeological information service in considering applications within its area, including those within the Historic Medieval Burgh areas of Ayr, Ballantrae, Dundonald, Dunure, Girvan, Maybole, Newton on Ayr, Prestwick, Straiton, Symington and Tarbolton.

7.1.6 Structure Plan Policy ENV3 states:

A greenbelt at Ayr, Prestwick and Troon is confirmed. In addition, the three Councils together shall explore the concept of a landscape protection area for the Core Investment Area including the possibility of defining a joint greenbelt.

7.1.7 Structure Plan Policy ENV4 states:

- A) The three Ayrshire Councils shall develop and promote a Green Network for Ayrshire.
- B) Development within, adjacent to or affecting the areas identified in the Green Network should be designed to enhance the landscape quality and expand the habitat potential of the areas concerned.
- C) Within the Investment Corridors the three Councils shall ensure the landscape setting of communities, and the opportunities to link green spaces within and outside communities, assessment of all local development proposals
- D) The three Councils shall prepare a Woodlands In and Around Towns Initiative to promote environmental regeneration and recreational access, especially within and between communities in the Core Investment Area and Investment Corridors.

7.1.8 Local Plan Policy ENV6 states:

Development proposals considered to have an adverse effect on the following heritage resources shall not conform to the structure plan.

- A) listed buildings of architectural and historic interest;
- B) designated conservation areas;
- C) historic gardens and designed landscapes; and
- D) archaeological locations and landscapes.

Local Plans shall prepare detailed policies to protect and enhance built heritage resources.

7.1.9 Structure Plan policy TRANS1 states:

The three Ayrshire Councils shall ensure that

- A) All significant new trip generating development is closely linked to existing and proposed walking, cycling and public transport networks;
- B) Adequate access is provided for a range of transport modes top areas of economic opportunity and particularly to the Gateway and strategic business locations identified in ECON1 and ECON2;
- C) All appropriate measures are promoted to minimise any negative environmental impacts of road traffic;
- D) Essential use of the private car is accommodated within the context of an integrated approach to transport;

- E) Accessibility to local services is maintained and improved by integration of transport networks linking services to local communities; and
- F) Costs of new transport infrastructure and services incurred as a result of development proposals are met by developers;
- G) A transport appraisal process, which may include traffic modelling, is undertaken in accord with SPP17 and the results incorporated if necessary into the implementation of this plan and local development plans prepared under the Planning etc (Scotland) Act 2006. Transport Scotland shall be consulted on the scope and content of the appraisal.

7.1.10 Local Plan policy SERV1 states:

The Council will encourage and support proposals for the upgrading of infrastructure services throughout South Ayrshire, where in accordance with the aims and objectives of the Plan.

NOTE: Development proposals will be required to comply with the requirements of all statutory undertakers and environmental regulatory organisations and developers may be required to upgrade services prior to development taking place.

7.1.11 Local Plan policy SERV4 states:

The Council will review the transport network with the relevant controlling authority, to identify and implement, or encourage implementation of appropriate solutions to any problems on the transport network which may arise.

7.1.12 Structure Plan policy TRANS3 states:

the three Ayrshire Council's shall work in partnership with relevant transport bodies to, *inter alia*: -

- develop and promote improvements to other parts of the strategic road network in the investment corridors, including traffic relief for communities and the safeguarding of land for strategic road network enhancement where appropriate.

7.1.13 Structure Plan policy TRANS4 state:

the three Ayrshire Councils shall work in partnership with relevant transport bodies to, *inter alia*: -

- identify, develop and promote new and enhanced park and ride facilities identified in Schedule 8 and on the Key Diagram.

7.1.14 Local Plan policy SERV6 states:

The Council will encourage the expansion and use of the public transport network, and in particular will favourably view the provision of a park and ride facility to serve Ayr/Prestwick. The Council will promote and encourage greater use and expansion of the existing rail network, especially where this includes the provision of additional rail halt facilities to serve:

- a) Ayr Hospital
- b) The Heathfield area, Ayr

NOTE: It is anticipated that feasibility studies for the provision of new rail halt and park and ride facilities may be required.

Development plan policy assessment

- 7.1.16 Structure Plan Policy STRAT1 requires the three Ayrshire Councils to apply the guiding principles of sustainable development, (as set out in Schedule 1 to the policy), to the preparation of development plans, the consideration of masterplans and to planning applications. Amongst others, the principle of promoting development on previously developed land in preference to greenfield land is established. It also states that the increased use of public transport sites should be promoted and encouraged. Structure Plan Policy STRAT2 requires provision for integrated and complementary development within the Core Investment Area. The application site is located within the Core Investment Area as defined by the AJSP.
- 7.1.17 Local Plan Policy STRAT1 directs development to defined settlements and in particular to vacant or derelict sites in preference to greenfield locations. The application site is located within the Greenbelt out with the settlement boundary of Monkton, as defined by the adopted Local Plan.
- 7.1.18 In relation to the above, it is also noted that the applicant has a responsibility, under the provisions of the Environmental Impact Assessment Regulations, to set out the consideration given to alternative sites for locating the proposal. The submitted Environmental Assessment indicates that the original site selection study identified nine potential development sites for the proposed Park and Ride

facility. The Assessment concludes that the proposed development site has been chosen on the basis that: there is an identified need for a Park and Ride facility in this area; the facility will address an existing issue with traffic and parking congestion; the development will encourage greater use of a more sustainable mode of transport than the private car; the application site complies with SPT's criteria for the creation of a Park and Ride facility; and none of the alternative locations examined had any greater environmental performance potential than the selected site. Indeed, the majority of the sites could be considered to rate worse on environmental terms.

- 7.1.19 In terms of both policies STRAT1 of the Structure and Local Plans, therefore, it is considered that there is sufficient weight, in principle, to support the development of the proposed Park and Ride facility at the application site.
- 7.1.20 Within this context the application is considered against the remaining relevant provisions of the development plan, as follows:
- 7.1.21 The application site is identified as being located within the Greenbelt. Local Plan Policy STRAT2 requires development in the Greenbelt to be justified, and in this case in terms of development with an exceptional economic benefit and specific locational need. In this respect, the social, economic and environmental benefit; and the specific location need of the proposed development should be considered and where necessary justified against the submitted Environmental Assessment.
- 7.1.22 As the application site is located within the Greenbelt, Structure Plan policy ENV3 - *Core Investment Area Landscape* - applies and requires strategic and coherent landscape measures to be developed. In addition to the above, Structure Plan policy ENV4 – *Green Network* – requires cognisance to be given to the protection of landscape quality and the sensitive landscape character area. Policy ENV3 of the ASALP requires development proposals to have regard to safeguarding features of nature conservation value. It is noted that the submitted Environmental Assessment indicates mitigating measures to avoid, reduce or compensate for the significant adverse effects of the project.
- 7.1.23 The application site lies within land designated by the Macauley Institute as Prime Agricultural Land. The north western portion holds particular value, designated as Grade 2, and the south eastern section Grade 3.1. Accordingly, policy ENV13 of the ASALP is applicable to the assessment of the application. Policy ENV13 presumes in favour of protecting prime agricultural land where an alternative location for development may exist. As mentioned above, the submitted Environmental Assessment indicates that the original site selection study identified and discounted nine potential development sites for the proposed Park and Ride facility. It is therefore considered that the applicant has adequately justified why the loss of this agricultural land is necessary.
- 7.1.24 Structure Plan policy ENV6 and Local Plan policy BE2 seek to protect listed buildings and their settings, especially from inappropriate development. Historic Scotland has examined the planning application and the submitted Environmental Statement and is satisfied that the proposed development will not adversely impact on the two scheduled ancient monuments in the vicinity.
- 7.1.25 The transport service policies, as identified in the development plan, are supportive of the proposed park and ride facility. It is considered that an effective and efficient transport system is essential to the economic health of South Ayrshire. However, the economic benefits have to be viewed in light of the impact that traffic on the local road network may have on the environment, including pollution, safety and congestion.
- 7.1.26 South Ayrshire has a high rate of car ownership when compared to other areas of Scotland, reflecting both relative buoyancy of the local economy, and the need for personal transport in areas which are less well serviced by public transport. However, it is recognised that a significant proportion of South Ayrshire's population is dependant on public transport and improvement to these services is desirable. Therefore, whilst upgrading of the road network is required for economic reasons, the development plan aims also, through its land use policies, to reduce car dependency and the need for travel.
- 7.1.27 Structure Plan Policy TRANS 1 – Land Use and Transportation – applies and seeks that adequate access is provided for a range of transport modes to areas of economic opportunity.
- 7.1.28 Local Plan Policy SERV1 states that the Council will support proposals for the upgrading of infrastructure services throughout South Ayrshire, where in accordance with the aim and objectives of the PLAN.

- 7.1.29 Local Plan Policy SERV4 states that the Council will encourage the implementation of appropriate solutions to problems on the transport networks. Structure Plan policies TRANS 3 and TRANS 4 together with Local Plan policy SERV6 specifically detail support for the expansion of the public transportation network, with specific mention given to a Park and Ride facility to serve Ayr/Prestwick.

Conclusion of Development Plan Policy Assessment

- 7.1.30 In considering the merits of the proposal against the principles of the Development Plan it is evident that there are two competing influences. These influences stem from two main sources. The first of these is the fact that the proposed development would be located outwith any settlement boundary - (indeed the location is designated as greenbelt in the South Ayrshire Local Plan). The second influence is that the Development Plan has an underlying aim to promote sustainable development more generally – though which access to, and the use of public transport is considered to be an element in safeguarding the environment and promoting economic development in the longer term.
- 7.1.31 Notwithstanding the fact that the proposal is on a Greenfield/Greenbelt site, the Environmental Assessment submitted in association with the application demonstrates that in order to achieve the Development Plan's aims of developing and promoting public transport facilities, difficult choices may be required. Within this context, whilst the Development Plan's stance towards the greenbelt is one of restraint, there are circumstances when such an approach may not, in the longer term, be in the best interest of safeguarding the very environmental resources it was designated for.
- 7.1.32 The Development Plan is clear in its approach to development in the Greenbelt and I am satisfied that in exceptional circumstances, development may be considered to be appropriate. It is also evident that the Development Plan has clear intent towards the promotion and development of the public transport network, and that the creation of park and ride facilities is an integral element of this approach. The Environmental Assessment suggests that the proposed site, whilst being located within the greenbelt is a suitable location and may indeed be regarded as a preferable location in environmental terms from alternative sites.
- 7.1.33 In light of the above, I am of the view that on balance, the proposal meets with the underlying principles of the Development Plan, particularly in terms of the long term promotion of sustainable development and economic development. Government Guidance and Policy helps to strengthen this view.

7.2 Government Guidance

- 7.2.1 Scottish Planning Policy provides relevant guidance in the consideration of this application. The most relevant policy documents are :

National Planning Framework 2 (NPF2)

- 7.2.2 The Scottish Government states that NPF2, *'guides Scotland's development to 2030, setting out strategic development priorities to support the Scottish Government's central purpose – sustainable economic growth.'* NPF2 is a material consideration in determining planning applications.
- 7.2.3 There is a statutory requirement that NPF2 contributes to sustainable development. One of the principle challenges in this regard is climate change. NPF2 acknowledges that the main sources of emissions are from energy supply, business and transport. NPF2 recommends, *'measures to improve the accessibility of education, employment and services and encourage a shift to more active and sustainable modes of travel and transport. For people, this means a shift from car-based travel to walking, cycling and public transport'*.
- 7.2.4 NPF2 goes on to say, *'The promotion of active settlements, mixed use development, effective active travel networks and efficient public transport systems can play an important part in reducing the need for car-based commuting'*.
- 7.2.5 It is therefore considered that the proposed development is consistent with the strategic vision of the Scottish Government, as set out in NPF2.

Scottish Planning Policy 2 (SPP2): Economic Development

- 7.2.6 SPP2 states that the planning system should facilitate strong support for economic development. As stated above, NPF2 sets out the Scottish Government's vision whereby *„economic development should raise the quality of life for Scottish people through increasing economic opportunities for all, on a socially and environmentally sustainable basis.’*
- 7.2.7 SPP2 makes specific reference to development proposed within a designated green belt and considers that *‘the release of green belt land will be appropriate only in special circumstances and within the context of the development plan process. There may be cases where a green belt location will be required for a development proposal which has a firm prospect of being developed and which can make a significant contribution to the national and local economy.’*
- 7.2.8 Furthermore, SPP2 requires planning authorities to *‘secure and support the delivery of sites for economic development in sustainable locations by identifying key locations that are highly accessible by public transport.’*
- 7.2.9 It is considered that the proposed Park & Ride facility can provide economic growth as it would offer opportunities and choice for the commuter and shopper. I am therefore of the view that the proposed development accords with SPP2.

Scottish Planning Policy (SPP17): Planning for Transport & Planning Advice Note 75: Planning for Transport

- 7.2.10 SPP17 requires Planning Authorities to provide for improved integration between transport and land use planning. The planning system should support a pattern of development that facilitates movement by public transport including provision of interchange facilities between modes. The planning system should also support provision of high quality public transport access, in order to encourage modal shift away from car use to more sustainable forms of transport, and effective management of motorised travel, within a context of sustainable transport objectives.
- 7.2.11 In addition, SPP17 states that councils should consider promoting formal Park and Ride schemes on inter-urban commuter routes. Accordingly, the proposed development is consistent with the guidance contained within SPP17.
- 7.2.12 PAN 75 reinforces the sentiments of SPP17 and further emphasises the aim to provide a greater choice of transport modes, land use and transport planning to assist in influencing attitudes and changing the behaviour of individuals.
- 7.2.13 PAN 75 indicates that quality public transport has to be high if motorists are to be enticed out of their cars and that a change in mode can be encouraged through high quality infrastructure, with regard to interchanges, quality of vehicles and waiting areas and integration with walking and cycling networks, Park and Ride Schemes and new railway stations.
- 7.2.14 The provision of the Park and Ride proposed development would provide an improvement to existing infrastructure and is therefore consistent with the advice contained within PAN75.

Scottish Planning Policy SPP 21: Greenbelts

- 7.2.15 The key objectives of SPP21 are:-
- *‘To direct planned growth to the most appropriate locations and support regeneration;*
 - *To protect and enhance the character, landscape setting and identity of towns and cities; and*
 - *To protect and give access to open space within and around towns and cities, as part of the wider structure of green space.’*
- 7.2.16 It is considered that the proposed development represents a use which would generally not be supported within a designated greenbelt area; however SPP21 states *„that where a proposed use would not normally be consistent with greenbelt designation, exceptionally it may still be considered appropriate, either as a national priority or to meet an established need, and only if no other suitable site is available’.*

- 7.2.17 It is considered that the proposed development accords with SPP21, as it is for an established need and this site is considered to be an appropriate location adjacent to the existing trunk road.

Scottish Planning Policy 23 (SPP23) : Planning and the Historic Environment

- 7.2.18 Two category „A“ listed buildings are located within less than a kilometre of the proposal site. These are Macrae’s Monument and the remains of the old Whiteside Windmill. Both are sited to the opposite side of Kilmarnock Road to the south of the proposed development site. Accordingly, SPP23 is applicable as it sets out Scottish Government’s policy relating to the historic environment. The document refers to the Scottish Historic Environment Policy (SHEP) for detailed policy on development affecting listed buildings.
- 7.2.19 Historic Scotland has examined the planning application and the submitted Environmental Statement and is satisfied that the proposed development will adversely impact on the two scheduled ancient monuments in the vicinity.
- 7.2.20 It is considered that the application proposals generally accord with the provisions of national planning policy and guidance.

7.3 Consultations Received:

- 7.3.1 Prestwick Airport have not objected on statutory safeguarding grounds, however the Airport would wish to inspect the detailed application in terms of whether there is use of any cranes during the construction stage, details of the lighting proposals and in addition landscaping proposals to ensure that the attraction of birds is properly addressed. However Prestwick Airport have also made comments from an operational point of view. It is not the intention of the applicants to operate a long stay car park in competition with other car park operators, furthermore I would advise that commercial competition is not a relevant material planning consideration. The proposals are for a Park and Ride facility to allow users to park their cars at this site and use bus services to reach urban areas. The applicants have not determined as yet the actual operating times of this facility, however this can be conditioned in this permission and agreed at the submission of the application for the approval of matters specified in conditions. I am of the view that the selection of this site as the most appropriate location for a Park and Ride facility has been adequately addressed by the Environmental Statement and that the proposed site is appropriate for this use.
- 7.3.2 It is noted that SEPA, Scottish Water and the Council’s Buildings Standards engineer all offer no objections to the principle of this proposed development subject to conditions regarding submission of a drainage strategy, a development impact form and provision of SUDS.
- 7.3.3 The issues raised by WOSAS have been addressed by the applicants carrying out an archaeological field evaluation and there are no archaeological issues to address.
- 7.3.4 It is noted that Historic Scotland has no objections to the proposals and accepts the landscape mitigation measures proposed. Full details of the landscaping proposals can be conditioned as part of any planning permission in principle.
- 7.3.5 The issues raised in relation to wildlife conservation by SNH, SWT and the Council’s Biodiversity Officer can be conditioned as part of any planning permission in principle.
- 7.3.6 In response to the concerns of the Council’s Bereavement Services Officer, I would advise that this application is for the principle of the development only and the detailed layout will be considered in a future application for the approval of matters specified in conditions. The indicative landscaping plans show that the area adjacent to the cemetery will have new woodland planting and a reedbed. Whilst the formation of the reedbed may cause some noise during the construction work, the subsequent operation of the reedbed should not create disturbance to the ambience of the adjacent woodland burial ground.

7.3.7 Monkton Community Council have objected on the grounds of five main issues and I shall respond in number order:-

a) *Traffic impacts, traffic congestion and road safety*

Transport Scotland have reviewed all of the supporting information submitted to date and consider that the impact from the proposed Park and Ride is minimal and that, in light of this, the development could proceed without any improvement to Dutch House Roundabout. Transport Scotland is also of the view that the Transport Assessment was progressed in line with a "worst-case" scenario and so this had included mitigation measures to Dutch House roundabout. As the impact of the development is considered minimal Transport Scotland has not objected to the proposal and has not conditioned any improvement to the trunk road network as a requirement for the operation of the development.

It is acknowledged that the village of Monkton has historically been used by a small number of motorists as a rat run to and from the A78 and A77 (in order to avoid the queues at Dutch-House roundabout during peak hours) and that there are concerns regarding the increase in traffic resulting from this development potentially exacerbating the existing problem. However, South Ayrshire Council has introduced various traffic calming measures in Monkton to address existing traffic problems and road safety issues. Measures include a school crossing patroller to guide children safely to and from school. This is augmented with the use of 20 mile an hour flashing warning signage. The Council will continue to monitor traffic flows in and around Monkton. Any further mitigation measures required, as a result of the development, will be implemented accordingly.

It should also be noted that the applicant's modelling work illustrates that cars and the relevant bus services (local bus routes will continue to travel through Monkton village) will access the development via the northern end of Kilmarnock Road.

With regard to parking issues, the Prestwick parking strategy that the Council is currently consulting on, contains a number of recommendations. In addition to the Prestwick parking strategy, the Council has commenced the development of a Parking Charter, which will improve the management of parking provision across South Ayrshire.

b) *Loss of greenbelt/prime agricultural land*

The development plan section of this report assesses the reasons why these proposals are considered to be acceptable in the greenbelt. It is considered that there is sufficient justification to permit this Park and Ride facility at this location which is adjacent to the A77 trunk road at an interchange position, on the local bus routes, and the facility will encourage users to park their cars at this site and travel by public transport to their destinations. In relation to the site being prime agricultural land, the submitted Environmental Statement indicates that the original site selection considered nine potential sites and discounted them as having a greater environmental impact. It is therefore considered that there is justification for the loss of this agricultural land. The land at the Aerospace Park which the Community Council suggests as an alternative site, does not provide the same benefits in terms of its location and access to the trunk road network and the Aerospace Park is safeguarded for airport related activity in terms of the adopted Local Plan and the planning permission for that site.

c) *Environmental concerns relating to wildlife, pollution and flooding*

SNH, SWT and the Council's Biodiversity Officer have examined the submitted Environmental Statement and are content with the findings subject to a number of planning conditions. SEPA, Scottish Water and the Council's Buildings Standards engineer have advised that they have no objections to the proposals subject to the provision of SUDS to deal with surface water run-off and attenuation measures. Conditions can be attached to this permission to ensure that details are submitted of adequate measures to address these issues at the application for the approval of matters specified in conditions.

It is regrettable that the existing hedgerow adjacent to Kilmarnock Road will require to be removed to provide junction visibility splays for this development. However a condition can be attached to this permission to ensure that it is replaced behind these splays. The landscaping scheme would require to be implemented within six months of completion/occupation of the development or at the first planting season, whichever is the sooner.

- d) *Site selection*
This site has been selected as being the most suitable as it is on local bus routes, at an interchange location adjacent to the A77 trunk road, and has good road accessibility. The applicants advise that the site was also available and convenient for users. Other sites had greater environmental impacts. It is considered that landscape mitigation measures will reduce the visibility of the site from the surrounding area.
- e) *Viability of the scheme*
The applicants advise that the provision of a Park and Ride facility is in line with Scottish Government Strategic Transport Projects Review, which recommends the provision of a Park and Ride facility outside Ayr. A number of different transportation measures are proposed to encourage more sustainable trips. The location of the site adjacent to the A77 with bus services regularly linking through the site will encourage users to make use of this facility.

7.4 Representations Received:

7.4.1 In response to the objectors' concerns I would comment as follows:-

- a) *Neighbour notification and community consultation*
Neighbour notification was carried out in accordance with the relevant legislation as applied at the time the planning application was submitted on 29th July 2009. Since the submission of the petition, further advertisements have been placed in the Ayr Advertiser in relation to neighbour notification and the submission of the Environmental Statement. Furthermore the applicants held a public exhibition of their proposals in the village of Monkton on 24th September 2009 and were available to answer any questions from the public. I am satisfied that all neighbour notification has been carried out correctly from first submission of the planning application and following submission of the Environmental Statement.
- b) *Traffic impacts, road safety and the routing of construction traffic*
I refer to my comments as detailed in my response to Monkton Community Council in the previous section under sub-heading a) regarding traffic impacts and road safety concerns. In relation to the routing of construction traffic, it is envisaged that construction traffic will access the site via the A77/A78 and will utilise the north end of Kilmarnock Road only. Objectors should be assured that, should planning permission be granted, consent will be conditioned such that construction related traffic will be restricted from travelling through the village of Monkton.
- c) *Increased pollution*
Conditions can be attached to this permission to ensure that the site is adequately drained and surface water run-off is collected in a SUDS system prior to discharge to the adjacent watercourse. SEPA, Scottish Water and the Council's Building Standards are satisfied that the proposed development can be carried out subject to suitable conditions without causing pollution.
- d) *Satellite navigation systems route traffic through Monkton*
The Planning Authority has no control over information provided by satellite navigation systems and this is not a relevant material planning consideration.
- e) *Impact on the operation of Dutch House roundabout*
Transport Scotland have examined the planning application, the submitted Transport Assessment and the submitted Environmental Statement. Transport Scotland offer no objections to the proposed development and advise that there is no material trunk road impact. Consequently Transport Scotland are not seeking the imposition of any planning conditions.

7.5 Impact of the proposal on the amenity of the locality:

7.5.1 This application is for the principle of the proposed development and the details of the proposals will be addressed at the next application stage for the approval of matters specified in conditions. Drawings submitted with this application are for illustrative purposes only. The application has been the subject of a Transportation Assessment and an Environmental Assessment. Each of these assessments has considered the impact of the proposed development on the locality and the measures required to appropriately mitigate any adverse impacts which may arise from the proposed development. The planning application itself, the Transportation Assessment and the

Environmental Assessment have been the subject of consultation with relevant bodies and their responses are summarised under the „Consultations“ section of this report. Any recommendations from consultees have been included as conditions in the „Recommendation“ below.

- 7.5.2 In terms of visual impact it is accepted that the character of the site will change from its existing appearance as open farmland. The proposed development will be seen from the surrounding area in the short term before the proposed landscaping is established. It is noted that the Environmental Statement states that following construction of the development, the landscaping will take 5 years to establish and some 25-30 years for the tree cover to become fully effective.
- 7.5.3 The applicants have submitted indicative drawings to show additional woodland planting on the northern section of the site. This will augment the existing tree buffer which lies outside the site to the north. Additional woodland planting will help screen the site from views from the A78. In addition, it is proposed to provide a woodland buffer on the south-western boundary of the site. Once fully established this tree planting will help screen views of the site from the village of Monkton and from the adjacent cemetery. It is proposed to remove the existing hedgerow along the site boundary with Kilmarnock Road to provide junction visibility sightlines. I am of the view that it is important that the hedgerow should be retained, wherever possible, outwith these junction visibility sightlines and replaced behind the junction visibility sightlines with a buffer strip to either side of the hedgerow. A condition can be attached to any planning permission in principle to seek the submission of a detailed landscaping scheme at the approval of matters specified in conditions stage to fully address these issues.
- 7.5.4 It is also important that the contouring of the site is carried out sensitively and a condition is proposed to ensure that full details are provided at the approval of matters specified in conditions application stage of existing and proposed ground levels to ensure that as far as possible the existing topography of the site is respected, with appropriate grading for the proposed car park.
- 7.5.5 The proposals will involve the provision of lighting. It is noted that the Environmental Statement recommends that lighting columns are restricted to no more than 8 metres in height to ensure that the surrounding tree planting shields the site lighting with 10-15 years. Whilst I have some reservations as to whether the lighting columns can be fully screened from the surrounding area, I would concur with the findings of the Environmental Statement that lighting columns should be restricted in height. Furthermore it will be necessary to ensure that the design of the columns has baffles and shields to prevent light spill which could affect the operational requirements of the airport. In addition, light spill from the site to the surrounding area should be prevented. These matters can be addressed at the approval of matters specified in conditions stage and conditions can be attached to this planning permission in principle to agree these details at the next planning application stage.
- 7.5.6 The application has been the subject of various assessments; including a Transport Assessment, amongst others. The Transport Assessment has made an assessment of the impact of the development on the locality and the measures required to appropriately mitigate unacceptable impacts which may arise from the proposed development; both on the site, its locality and the wider area. Transport Scotland and the Council's Roads and Transportation section offer no objections to the proposed development subject to conditions.
- 7.5.7 It is recognised that this facility will encourage the use of public transport and reduce traffic congestion on the road network and on-street parking in the Prestwick area. It is considered that subject to the conditions as set out below, the principle of the proposed development for a Park and Ride facility at this location is acceptable.

8. Conclusion:

- 8.1 It is considered that there is sufficient justification to make an exception to the Structure and Local Plan policies in terms of the status of the land as greenbelt. The proposed development is considered to meet the terms of other policies in development plan and advice as set out in Government Guidance. This application is for the principle of development and only indicative plans have been provided at this planning application stage, however I am satisfied that amenity concerns can be adequately addressed.

- 8.2 The Council is engaged in the development of a Statutory Quality Partnership for the provision of improved public transport provision in South Ayrshire and this supports the strategic aims of the Local Transport Strategy. It is considered that in terms of Planning Circular 3/09: Notification of Planning Applications the application requires to be referred to Scottish Ministers as this proposed development is a departure to the development plan and the Council has a partnership interest in respect of the Council's participation in the Statutory Quality Partnership.
- 8.3 Given the above assessment of the proposal and having balanced the applicants' rights against the general interest, I am seeking approval of this application with appropriate conditions subject to referral of the application to Scottish Ministers.

9. **Recommendation:**

It is recommended that I be given delegated powers to approve this application subject to referral of this application to Scottish Ministers and the following conditions:

1. That formal application(s) for the Approval of Matters Specified in Conditions shall be submitted to, and approved by, the Council before commencement of development. Such application(s) shall be made not later than **three years** from the date of this permission or, if later, within **6 months** from when an earlier approval for the same matters was refused or dismissed on appeal. The proposed development shall commence within **two years** from the approval of the requisite Matters Specified in Condition application, or in the case of approval of different matters on different dates, from the requisite approval for the last such matter being obtained.
2. That full details of the proposed development, including the siting, design, external appearance, means of access, landscaping measures, and any other matters specified in conditions below, shall be submitted for the approval of the Planning Authority as outlined in condition 1 of this planning permission.
3. That this planning permission in principle, subject to the specified planning conditions, relates to the plan(s) as listed below.
4. That at the formal application for the Approval of Matters Specified in Conditions the detailed plans for the approval of the Planning Authority shall include suitably scaled block layout plans showing existing ground levels and proposed ground levels and cross-sections of the site. These details shall respect the existing topography of the site wherever possible and provide a parking layout which is formed at different levels in a terraced layout as appropriate to take account of the different levels across the site.
5. That in terms of condition 1 above, at the formal application for Approval of Matters Specified in Conditions a detailed landscaping scheme shall be submitted to the Planning Authority for the prior approval of the Planning Authority, which shall include a buffer strip of 2 metres either side of the hedgerow onto Kilmarnock Road where it is possible to retain the hedgerow, maximising and gapping up of the existing hedgerow, and the provision of a new hedgerow behind the visibility sightline splays with a landscaped buffer strip of 2 metres either side of the new hedgerow, where the existing hedgerow is to be removed along the Kilmarnock Road frontage. In addition this landscaping scheme shall include detailed landscape plans at a recognised metric scale. Plans shall be accompanied by a planting schedule which details the genus, species and variety or cultivar of all plants, bulbs, seeds and turf. The size and specification of all plant material shall be detailed, together with total plant numbers and densities per square metre. The location of all plant material shall be clearly identified on the landscape drawing. Ground preparation methods, topsoil quality and depth, planting methods, hole sizes and other materials such as mulches and stakes shall also be specified. Construction details for paved or other hard surfaces shall be provided together with details of any fences for inclusion as part of the landscape scheme. The landscaping scheme shall include the proposed maintenance schedule in accordance with paragraph 9.15 of the Environmental Statement. The scheme as approved shall be implemented within six months or the first planting season following the completion or occupation of the development, whichever is the sooner.

6. That details shall be submitted at the stage of the formal application for Approval of Matters Specified in Conditions for the approval of the Planning Authority of the condition of all trees within the site. If no felling of trees is to take place, no further information is required in terms of this condition. Following approval of that planning application, if there is any tree to be subject to arboricultural treatment this is checked, by an independent qualified bird surveyor, prior to any work being undertaken for both breeding / roosting birds in accordance with paragraph 9.54 of environmental statement.
7. That details shall be submitted at the stage of the formal application for Approval of Matters Specified in Conditions for the approval of the Planning Authority to specify which if any trees require to be felled within the red line site or buffer zone. If no felling of trees is to take place, no further information is required in terms of this condition. If felling of trees is to be carried out either within the application site or within the 50 metre buffer zone of the site, a detailed bat survey undertaken by an independent qualified bat surveyor shall be carried out of each tree to be felled, and this survey shall be submitted to the Planning Authority prior to any works being undertaken. In addition, if there is a significant delay between the survey and the inspection another survey may be required by the Planning Authority to be undertaken before commencement of any arboricultural works take place, in accordance with paragraph 9.37 of the environmental statement, to ensure compliance with EC Habitats Directive, which is transposed into domestic law through the Conservation (Natural Habitats, &c.) Regulations 1994; The Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations 2007; Wildlife & Countryside Act 1981 as amended by the Nature Conservation (Scotland) Act 2004.
8. That details shall be submitted at the stage of the formal application for Approval of Matters Specified in Conditions for the approval of the Planning Authority of the lighting proposals which incorporate the mitigation methods as recommended in paragraph 12.16 of the environmental statement.
9. That details shall be submitted at the stage of the formal application for Approval of Matters Specified in Conditions for the approval of the Planning Authority of the proposals to ensure that access to the woodland strip is prohibited, in accordance with paragraphs 9.126 and 9.133 of the environmental statement.
10. That details shall be submitted at the stage of the formal application for Approval of Matters Specified in Conditions for the approval of the Planning Authority of a best practice method statement for both the construction and operational phases of this development be produced and implemented in relation to sediment loading and the creation of the SUDS outfall, as per 9.133 & 9.149 of the environmental statement.
11. That details shall be submitted at the stage of the formal application for Approval of Matters Specified in Conditions for the approval of the Planning Authority of the proposals to remove any scrub, hedge and/or vegetation. Thereafter any removal of any scrub, hedge and or vegetation (incl. grassland) shall be undertaken outwith the breeding bird season March – July inclusive, and that it is checked, by an independent qualified bird surveyor for roosting birds prior to any work being undertaken in accordance with paragraphs 9.134, 9.147, 9.148, and 9.54 of the environmental statement. If work is essential during this period a survey and inspection of any and all possible nesting areas must be undertaken to make certain that no nests are occupied, disturbed and or destroyed. If breeding birds are found, work shall cease until the breeding period ends.
12. That in relation to condition 3 above relating to the submission of a landscaping scheme at the submission stage of the formal application for Approval of Matters Specified in Conditions for the approval of the Planning Authority, the landscaping in relation to the woodland, native hedgerow trees, clipped mixed species hedgerow and SUDS margins shall be in accordance with the landscape drawing 1746/01 as detailed in paragraph 9.129 of the environmental statement and; that the specific plant species detailed in 9.147 of the environmental statement, to assist in the mitigation of the development, be incorporated into the landscape plans.

13. That in relation to condition 3 above relating to the submission of a landscaping scheme at the submission stage of the formal application for Approval of Matters Specified in Conditions for the approval of the Planning Authority the applicant provide further landscaping details in relation to amenity grass, rough grass and meadow grass areas in accordance with paragraphs 9.51, 9.62, 9.80, 9.81, & 9.137 of the environmental statement.
14. 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 March 2007. At the formal application for the Approval of Matters Specified in Conditions stage and for the approval of the Planning Authority 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 Planning Authority before any work commences on site.
15. That details shall be submitted at the formal application for the Approval of Matters Specified in Conditions stage for the approval of the Planning Authority of the proposed measures to be taken to ensure that the drainage from the site is designed so that the Dow's Burn is free from pollution both during construction and during the operation of the car park.
16. That at the formal application for the Approval of Matters Specified in Conditions stage for the approval of the Planning Authority a fully completed Drainage Impact Assessment form shall be submitted to and approved by the Planning Authority in consultation with Scottish Water.
17. That at the formal application for the Approval of Matters Specified in Conditions stage for the approval of the Planning Authority details shall be submitted of proposals for the provision of an oil interceptor on the site for use prior to discharge to the public sewer and /or SUDS arrangements as referred to in condition 14 above. No substance shall be discharged to the public sewerage system that is likely to interfere with the free flow of its content, have detriment to treatment/disposal of their contents, or be prejudicial to health.
18. That at the formal application for the Approval of Matters Specified in Conditions stage further details shall be submitted for the approval of the Planning Authority in consultation with SEPA, of an assessment of local air quality in terms of the objectives outlined in the Local Air Quality Management Technical Guidance 2009 and NSCA Guidance.
19. That at the formal application for the Approval of Matters Specified in Conditions stage for the approval of the Planning Authority details shall be submitted of all lighting proposals within the site for the construction stage of development and on operation of the facility for the approval of the Planning Authority in consultation with Prestwick Airport. The individual lighting columns shall be no more than 8 metres in height to the satisfaction of the Planning Authority.
20. That this development shall not operate as a long stay car park and shall close outwith operating hours and at the formal application for the Approval of Matters Specified in Conditions stage details shall be submitted of the operational hours of the proposed facility for the approval of the Planning Authority.
21. That should any cranes be proposed to be used during the construction stage, details shall be submitted at the formal application for the Approval of Matters Specified in Conditions stage to be approved by the Planning Authority in consultation with Prestwick Airport.
22. That in terms of condition 4 above, at the formal application for the Approval of Matters Specified in Conditions stage for the approval of the Planning Authority, details shall be submitted of the measures proposed to minimise the attraction of birds to the area and the provision closed waste bins for the approval of the Planning Authority in consultation with Prestwick Airport.

23. That at the formal application for the Approval of Matters Specified in Conditions stage details shall be submitted for the approval of the Planning Authority of the provision of profilers, traffic loops, counter cabinets, posts, batteries, connectors & solar panels within the site boundaries and at Kilmarnock Road. Precise details of the siting and specifications of the count sites shall be submitted for the formal prior written approval of the Planning Authority and Roads Authority before any work commences on site.
24. That at the formal application for the Approval of Matters Specified in the Conditions stage for the approval of the Planning Authority, plans shall be provided for signing and lining, in accordance with the Traffic Signs Regulations and General Directions 2002, between the development and National Cycle Network Route 7, and the development and the A77 cycle route. A detailed plan showing the design and specification to a scale not less than 1:500 shall be submitted for the prior written approval of the Planning Authority before any work commences.
25. That at the formal application for the Approval of Matters Specified in the Conditions stage the applicant shall provide details for the approval of the Planning Authority for a minimum car parking of 4 no. spaces plus 4% of total number for disabled people.
26. That at the formal application for the Approval of Matters Specified in the Conditions stage for the approval of the Planning Authority, details shall be submitted for the internal road layout and location of accesses with the public road network. A detailed plan showing the design and specification to a scale not less than 1:500 shall be submitted for the prior written approval of the Planning Authority before any work commences.
27. That at the formal application for the Approval of Matters Specified in the Conditions stage plans shall be submitted for the approval of the Planning Authority, to provide for a right hand turning facility into the development from Kilmarnock Road in accordance with Design Manual for Roads and Bridges Volume 6 Section 2 Part 6 TD 42/95. A detailed plan showing the design and specification to a scale not less than 1:500 shall be submitted for the prior written approval of the Planning Authority before any work commences.
28. That at the formal application for the Approval of Matters Specified in the Conditions stage details shall be submitted for the approval of the Planning and Roads Authority of the signing strategy; in consultation with Transport Scotland. A detailed plan showing the design and specification to a scale not less than 1:500 shall be submitted for the prior written approval of the Planning Authority before any work commences.
29. That at the formal application for the Approval of Matters Specified in the Conditions details shall be submitted for the approval of the Planning Authority for the servicing of the reception building. A detailed plan showing the design and specification to a scale not less than 1:500 shall be submitted for the prior written approval of the Planning Authority before any work commences.
30. That at the formal application for the Approval of Matters Specified in the Conditions details shall be submitted for the approval of the Planning Authority of raised boarding facilities to be provided at all bus stops within the site boundaries. Precise details of the siting and specifications of the required boarding facilities shall be submitted for the formal prior written approval of the Planning Authority before any work commences on site.
31. That at the formal application for the Approval of Matters Specified in the Conditions details shall be submitted for the approval of the Planning Authority of secure barriers to be provided at all accesses and egresses to the car parks. Precise details of the siting and specifications of the gates / barriers shall be submitted for the formal prior written approval of the Planning Authority before any work commences on site.
32. That prior to completion of the development any barriers shall not open onto the public roadway.

33. That at the formal application for the Approval of Matters Specified in the Conditions details shall be submitted for the approval of the Planning Authority of junction access visibility sightline splays of 9.0 metres by 120.0 metres and these shall be maintained in both directions at the junction with the public road at all times. There shall be no obstacle greater than 1.05 metre in height within the visibility sightline splays.
34. That at the formal application for the Approval of Matters Specified in the Conditions stage the plans for the access/egress arrangements for the facility shall be submitted for the approval of the Planning Authority. The plans shall incorporate an engineering solution to discourage cars from turning right from the development onto Kilmarnock Road in the direction of the village of Monkton. A detailed plan showing the design and specification to a scale not less than 1:500 shall be submitted for the prior written approval of the Planning Authority before any work commences.
35. That at the formal application for the Approval of Matters Specified in the Conditions details shall be submitted for the approval of the Planning Authority of provision of parking bays which shall be a minimum 5.0 metres x 2.5 metres with minimum aisle widths of 6 metres.
36. That at the formal application for the Approval of Matters Specified in the Conditions details shall be submitted for the approval of the Planning Authority of the provision for cycle stands accommodating a minimum of 25 cycles within the site boundaries. Precise details of the siting and specifications of the required cycle stand shall be submitted for the formal prior written approval of the Planning Authority before any work commences on site.
37. 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 prior written approval of the Planning Authority before any work commences on site.
38. That at the formal application for the Approval of Matters Specified in the Conditions stage a comprehensive traffic management proposal shall be submitted, to include designated construction traffic routes; no construction traffic generated by the development shall be routed through Monkton.

Reasons:

1. 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.
2. To be in compliance with Section 59 of The Town and Country Planning (Scotland) Act 1997 as amended by section 20 of the Planning etc. (Scotland) Act 2006. In order to retain proper control over the development proposal.
3. 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 20 of the Planning etc. (Scotland) Act 2006.
4. To reduce the visual impact of the development from the surrounding area.
5. In the interests of visual amenity and to ensure a satisfactory standard of local environmental quality.
6. To protect any roosting or breeding birds within the site, as per the Wildlife & Countryside Act 1981 as amended by the Nature Conservation (Scotland) Act 2004.
- 7, 8 To protect bats and in the interests of wildlife conservation.
- 9, 10 To protect the adjacent watercourse of Dow's Burn and the species who either reside there or use the corridor as a means of transit.
11. To protect any roosting or breeding birds within the site, as per the Wildlife & Countryside Act 1981 as amended by the Nature Conservation (Scotland) Act 2004.

- 12, 13 To ensure biodiversity conservation & enhancement of the site.
- 14. To ensure the site is drained in an acceptably sustainable manner and the drainage infrastructure is properly maintained.
- 15. To ensure that pollutants from the development do not permeate into the watercourse.
- 16. In order to ensure the development is protected against flooding in an acceptable manner.
- 17. In the interests of health and safety.
- 18. To ensure that the development does not adversely impact on the air quality of the surrounding area.
- 19. To minimise light spill from the site and in the interests of airport safety.
- 20. To ensure that this development operates as a park and ride facility.
- 21,22. In the interests of airport safety.
- 23. To monitor the impact of the development on the road network.
- 24. To encourage sustainable means of travel.
- 25. To ensure adequate provision of disabled parking.
- 26,27 In the interest of road safety and to ensure an acceptable standard of construction.
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- 28,32 In the interest of road safety.
- 33. In the interest of road safety and to ensure acceptable visibility at road junctions.
- 35. In the interest of road safety and to ensure that there is adequate space for manoeuvring and turning.
- 36. To ensure adequate provision of cycle storage on site. To encourage sustainable means of travel.
- 37. In the interest of road safety and avoid the discharge of water on to the public road.
- 38. To ensure that construction traffic does not travel through Monkton to access the site.

Advisory Notes:

- 1. 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.
- 2. 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.
- 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 the Council will not be liable to adopt the drainage system as it is wholly contained within private ownership.

5. The Council, as Roads Authority, advises that at the detailed application stage the plans should include a stage 2 Road Safety Audit in compliance with HD 19/03 of the Standard for Highways Design Manual for Roads and Bridges. 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. No later than 1 month after completion of the development, unless an alternative time period is approved, a Stage 3 Road Safety audit in compliance with HD 19/03 of the Standard for Highways Design Manual for Roads and Bridges should be submitted to the Roads Authority. The requirement to complete a Road Safety Audit includes for addressing the recommendations contained within the audit report.
6. The Council, as Roads Authority, advises that access to the site by cars shall be by way of dropped kerbs, in accordance with the Council's Roads Development Guide figure 5.7 before completion of the development.
7. The Council, as Roads Authority, advises that any costs associated with the implementation of a Real Time Passenger Information System will require to be borne by the Applicant/Developer.

List of Determined Plans:

Drawing – Reference No (or Description): **Submitted** Location Plan – Site Boundary Plan
 Drawing – Reference No (or Description): **Submitted** OS Base Location Plan 1746/04

Reason for Decision:

The principle of the development hereby approved can be justified in terms of the development plan and subject to appropriate conditions and the submission of an application for the Approval of Matters Specified in Conditions, there is no significant adverse impact on the amenity of the neighbouring land and buildings.

Background Papers:

1. Application form and plans
2. Transportation Assessment
3. Planning Supporting Statement
4. Drivers Jonas Appendix A
5. Environmental Impact Assessment Environmental Statement and addendum, non-technical summary
6. Consultation Replies
7. Approved Ayrshire Joint Structure Plan
8. Adopted South Ayrshire Local Plan
9. National Planning Framework 2
10. Scottish Planning Policy
11. Scottish Planning Policy 2 : Economic Development
12. Scottish Planning Policy 17 : Planning for Transport
13. Planning Advice Note 75 : Planning for Transport
14. Scottish Planning Policy 21 : Greenbelts
15. Scottish Planning Policy 23 : Planning and the Historic Environment

Person to Contact:

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