

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE: 08 FEBRUARY 2005

**04/1238/OL: PROPOSED SECONDARY SCHOOL, PRIMARY SCHOOL AND
SPECIAL SCHOOL WITH COMMUNITY FACILITIES, TRAFFIC CALMING,
SIGNALLING AND PEDESTRIAN CROSSING
AT GRANGE ACADEMY AND ANNANHILL PRIMARY SCHOOL
BEECH AVENUE AND GRANGE TERRACE AND IRVINE ROAD,
KILMARNOCK
BY ATKINS CONSULTANTS**

EXECUTIVE SUMMARY SHEET

1. DEVELOPMENT DESCRIPTION

1.1 Outline planning permission is sought to erect a new secondary school, primary school and special school with community facilities. The applicant has submitted an indicative layout showing the proposed footprint of the campus building which is to be sited to the north of the existing Grange Academy building. It is proposed to demolish the existing Grange Academy buildings and Annanhill Primary School. No details have been submitted at this stage regarding the future use of the site occupied by the existing Grange Academy School. Two grass pitches are proposed adjacent to Irvine Road and one all weather synthetic floodlit pitch,

1.2 The applicant has submitted a supporting statement which reflects their current design intentions. It indicates that the new facility will be no higher than 4 storeys in height, although it is anticipated that the development will include variations in storey height to appropriate parts of the campus and the site. The proposed building will be no closer to Beech Avenue, Cedar Road and Chestnut Place than Grange Academy is at present. The proposed building will be designed to respond to the specific needs of the site and to have regard to the surrounding built form with an appropriate regard for human scale. The points of entry to the building to be clearly highlighted visually and this to include specific use of appropriate cladding materials.

1.3 A Traffic Assessment has been submitted for the development. The main access to the school campus will be by means of a roundabout at the junction of Birch Place and Beech Avenue in order to minimise the impact of school traffic on Beech Avenue and to assist with calming traffic on that road. This will provide access to the bus stance, staff car park, drop-off pick-up point, car parking and servicing facilities. A second access is proposed from Grange Terrace to provide access to internal facilities taking place wholly within the site and to access the new Annanhill Primary School. The existing bus stance will

be enlarged to cater for the predicted increase in demand and will still be accessed from Beech Avenue.

1.4 The signalisation of the junction of Irvine Road and Beech Avenue is proposed which will allow the introduction of pedestrian crossing facilities. A Pelican/Puffin crossing is proposed on Irvine Road at the junction with Grange Terrace.

2. RECOMMENDATION

2.1 It is recommended that the application should be approved subject to the conditions indicated on the enclosed sheet and that the issuing of the planning decision route be withheld until the application has been referred to and cleared by the Scottish Ministers under the Town and Country Planning (Notification of Applications)(Scotland) Direction 1997.

3. CONCLUSIONS

3.1 As indicated at Section 5 of the report, the application is considered to accord with the policies of the Adopted East Ayrshire Local Plan. Therefore given the terms of Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997, the application should be approved unless material considerations indicate otherwise.

3.2 As indicated at Section 6 of the report there are material considerations relevant to this application. The concerns of the objector are noted however they are not considered to be of sufficient weight to justify a recommendation of refusal. Their concerns regarding road safety have not been supported by the Roads Division. The consultees have not raised any adverse comments. It is considered that the proposed development will bring considerable benefits to the wider community, replacing existing schools with a modern purpose-built campus to meet the future educational and community needs of East Ayrshire. The proposed development will also result in an increase in the quality of provision of sports pitches which will not only benefit pupils of the new campus but the wider community.

3.3 Details of the exact layout, design and height of the proposed development will be considered at the detailed stage.

Alan Neish
Head of Planning, Development and Building Standards

Note: This document combines key sections of the associated report for quick reference and should not in itself be considered as having been the basis for recommendation preparation or decision making by the Planning Authority.

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Report by Head of Planning, Development and Property Services

1. PURPOSE OF REPORT

1.1 The purpose of this report is to present for determination an outline planning application which is to be considered by the Development Services committee under the scheme of delegation as it involves a larger scale development which is located on land where the Council has an ownership interest and is subject to objection and requires to be notified to the Scottish Ministers.

2. APPLICATION DETAILS

2.1 **Site Description:** The application site is 10 hectares in area and comprises the site of Grange Academy (which is at its greatest height 4 storeys), Annanhill Primary School, car parks and the surrounding playing fields. The application site also includes Beech Avenue and the junction at Irvine Road, the pathway between 46 and 52 Irvine Road, Grange Terrace and the junction with Irvine Road. The application site is surrounded on all four sides by residential development.

2.2 **Proposed Development:** Outline planning permission is sought to erect a new secondary school, primary school and special school with community facilities. The applicant has submitted an indicative layout showing the proposed footprint of the campus building which is to be sited to the north of the existing Grange Academy building. It is proposed to demolish the existing Grange Academy buildings and Annanhill Primary School. No details have been submitted at this stage regarding the future use of the site occupied by the existing Grange Academy School. Two grass pitches are proposed adjacent to Irvine Road and one all weather synthetic floodlit pitch,

2.3 The applicant has submitted a supporting statement which reflects their current design intentions. It indicates that the new facility will be no higher than 4 storeys in height, although it is anticipated that the development will include variations in storey height to appropriate parts of the campus and the site. The proposed building will be no closer to Beech Avenue, Cedar Road and Chestnut Place than Grange Academy is at present. The proposed building will be designed to respond to the specific needs of the site and to have regard to the surrounding built form with an appropriate regard for human scale. The points of entry to the building to be clearly highlighted visually and this to include specific use of appropriate cladding materials.

2.4 A Traffic Assessment has been submitted for the development. The main access to the school campus will be by means of a roundabout at the junction of Birch Place and Beech Avenue in order to minimise the impact of school traffic on Beech Avenue and to assist with calming traffic on that road. This will provide access to the bus stance, staff car park, drop-off pick-up point, car parking and servicing facilities. A second access is proposed from Grange Terrace to provide access to internal facilities taking place wholly within the site and to access the new Annanhill Primary School. The existing bus stance will be enlarged to cater for the predicted increase in demand and will still be accessed from Beech Avenue.

2.5 The signalisation of the junction of Irvine Road and Beech Avenue is proposed which will allow the introduction of pedestrian crossing facilities. A Pelican/Puffin crossing is proposed on Irvine Road at the junction with Grange Terrace.

3. CONSULTATIONS AND ISSUES RAISED

3.1 East Ayrshire Council's Roads and Transportation Division have no objections to the proposed development. A comprehensive Traffic Assessment has been submitted for the development which is considered acceptable. The proposed traffic signals at Irvine Road/Beech Avenue and the proposed Pelican/Puffin crossing at Grange Terrace can be accommodated into the adjacent road network without significant adverse effect. The conclusions and recommendations of the Traffic Assessment should be transferred as conditions to any grant of planning consent.

The requirements of the Roads Division in terms of the recommendations of the Transport Assessment can be addressed by attaching conditions to any grant of planning consent.

3.2 East Ayrshire Council's Environmental Health have no objections to make regarding the proposed development and would offer the following comments:-

- Noisy work on site should be restricted to 8:00 am to 6:00 pm Monday to Friday, 8:00 am to 1:00 pm on a Saturday and no noisy work on a Sunday.
- Noise from the works should be at such a level as will not cause annoyance or be detrimental to the amenity of the area.
- Adequate dust suppression measures should be introduced to minimise likelihood of nuisance during the demolition phase.

The requirements of Environmental Health can be met by attaching conditions to any grant of planning permission.

3.3 Transco have no adverse comments to make regarding the proposed development.

Noted.

3.4 Scottish Environment Protection Agency have no objections to the proposed development and have advised that a condition is attached to advise the applicant to treat surface water in accordance with the principles of Sustainable Urban Drainage Systems. SEPA would prefer that SUDS is used for both treatment and disposal of surface water. Suitable provision should be made with regard to space for waste storage and should be in line with the Area Waste Plan and the Council's implementation plan. The applicant should consult SEPA's Pollution Prevention Guideline 16 on 'Schools and Educational Establishments'.

The requirements of SEPA can be addressed by attaching conditions and notes to any grant of planning consent.

3.5 Bonnyton Community Council object to the proposed development on the grounds that the proposed traffic signals and pedestrian crossing are not necessary and would have an adverse effect on the Irvine Road traffic flow and would also be detrimental to road safety.

The Roads Division have no objections to the proposed traffic signals on Irvine Road which are considered as the most effective means of controlling the build-up of queues on the side road during school peak periods. The introduction of pedestrian crossing facilities will improve safety for pupils and other pedestrians crossing in this location.

3.6 Grange/Howard Community Council have no objection to the proposed development on the following grounds:-

- The building and layout proposals within the site shown in the plans are indicative only at this stage.
- Changes to the substantive proposals will not be undertaken without further reference to the Community Council.
- Reasonable access is maintained at all times to all properties in the area and to the adjoining public roads system during subsequent works.
- Unimpeded access to these properties is continuously available to the emergency services.
- Works are undertaken without causing interruption to or diminution in the quality of the utility and other public services in the area.
- Effective measures are implemented to keep the roads free from mud or other depositions, stored building materials and parked construction plant throughout the development period.

The requirements of the Community Council will be addressed either at the detailed application stage or by attaching conditions to any grant of planning consent.

3.7 Sportscotland acknowledge both the potential improvements to the quality of the indoor and outdoor facilities at the school and the potential for increased community use of these facilities. There are currently two blaes pitches amounting to approximately 1 ha in size and a third pitch is marked out on the grass playing fields but that its exact location is rotated. Although only one pitch is lined out at any one time, the area of grass playing fields is significantly greater in size than a single pitch. Given the proposed capacity of the schools will amount to 1,800 pupils any significant reduction in the area of playing fields available would be of concern to Sportscotland. The provision of only 3 pitches does appear to represent a low level of provision for such a large amount of pupils. The indicative plans show no smaller pitches specifically designed for primary aged children. The size of the application site is such that there appears sufficient space to provide a similar area of playing fields to that which currently exists. They have suggested that the provision of a fourth pitch either a grass or all-weather synthetic sevens pitch more suited to primary school use would be reasonable. Although resulting in an overall reduction in playing field area, the more modest loss proposed would appear reasonable given the increased quality of provision.

The requirements of Sportscotland can be met by attaching a condition to any grant of planning consent requiring an additional sports pitch to be provided more suited for use by primary aged children.

3.8 East Ayrshire Council's Educational and Social Services support the proposed development. This significant investment will result in modern educational facilities which meet the Council's aspirations for learning and teaching in the 21st Century.

Noted.

3.9 Scottish Water, Scottish Power, East Ayrshire Council Outdoor Amenities and Railtrack have not responded to their consultation letter at the time of writing this report.

Noted.

4. REPRESENTATIONS

4.1 There are 21 objectors to the proposed development including one from Bonnyton Community Council which is detailed in Section 3.5 of the report. Their grounds of objection are as follows:-

4.2 They do not consider that the development would increase the volume of traffic at the junction to merit traffic signals. The junction is only busy for two 15-30 minute periods every day during term time while the traffic lights will impact on the lives of local residents 24 hours a day. Where traffic lights have been installed in Kilmarnock town centre, this has only created additional congestion.

Traffic lights would make it easier and safer for traffic emerging from Beech Avenue, particularly right turning traffic. Traffic lights will also allow for safe pedestrian crossing movements at all times of the day. The signals would be linked to the town centre 'SCOOT' system (which will be implemented shortly) to ensure that the junction operates efficiently and the demand from traffic emerging from the minor road is catered for.

4.3 The proposed traffic signals at the junction of Irvine Road and Beech Avenue would make accessing their property by car and by workmen and deliveries very difficult. Parking outside their house and taxi access would also be difficult. All the houses in between the proposed traffic signals would be cut off to outside access. The proposals will therefore affect the value of their house.

It is a common feature for there to be accesses to homes at signal controlled junctions just as it is the case at the existing priority junction. The highway code states that parking should not take place within 10 metres of a junction therefore parking should not currently

be taking place within the area of the junction. The Roads Division advise that it may be necessary to promote waiting restrictions on the approaches to the junction regardless of whether traffic lights are to be provided.

4.4 Traffic flow will be adversely impacted due to vehicles waiting to make right turn into domestic driveways in the area of the proposed signals. Dependent upon traffic volume, it is likely that it could take more than one change of the traffic signals for local traffic to make right turns and for queuing traffic to pass through the junction.

The numbers of vehicles accessing residential properties is not anticipated to have a significant detrimental effect on the operation of the traffic lights.

4.5 There will be a complete loss of the existing facility to make a right turn from the drive of 8 Irvine Road towards the town centre. Exit from the driveway will require to be in reverse due to the loss of the exiting ability to stop on the road outside No. 8 Irvine Road and reverse into the driveway.

Vehicles exiting and entering properties on Irvine Road could do so when Irvine Road receives a green traffic light. Secondary signal heads would be positioned such that they will be visible to vehicles leaving driveways. When leaving driveways to join the traffic stream on Irvine Road there will be no conflicts with vehicles leaving Beech Avenue which will receive a red signal at that time.

4.6 There will be a loss of existing parking facilities in the immediate vicinity of the junction. Disabled visitors will be required to park in Beech Avenue, Portland Road or further up hill on Irvine Road.

In accordance with the Highway Code, parking should not take place within 10 metres of a junction; therefore parking should not currently be taking place within the area of the junction. The Roads Division advise that it may be necessary to promote waiting restrictions on the approaches to the junction regardless of whether traffic lights are to be provided.

4.7 The traffic calming measures proposed for Grange Terrace and Beech Avenue of humps and narrowing of existing narrow roads will do nothing to resolve problems. It is unnecessary and a waste of money. They will detract from the appearance of the area and will have a serious impact upon property values.

The Council has adopted the policy of promoting 20mph speed limits on roads adjacent to all schools in the council area. A mandatory

20mph zone will be promoted around the school once the details are finalised. The reduced speed limit will be supported by appropriate traffic calming measures to ensure that it is self-enforcing. This is also subject to a separate Traffic Regulation Order process and Road Humps notification process. It is not considered that the traffic calming measures to be implemented on Beech Avenue and Grange Terrace will be significant.

4.8 The traffic lights proposed are too close to a railway bridge. This will impair the visibility of these lights to oncoming traffic and potentially cause traffic accidents. The traffic lights will detract from the appearance of the area and the visual appearance of the junction area.

Forward visibility to the traffic lights will not be impaired by the railway bridge.

4.9 The unnecessary stop/starting of traffic at the proposed traffic signals within two busy periods would increase noise levels at the junction.

Traffic signals are a widely used means of traffic control at junctions in built-up areas. The signals are proposed in this case as a means of accommodating side road traffic, improving pedestrian crossing facilities and safety and to deter speeding.

4.10 The proposed siting of the access to the car park, drop off point and bus stance on Beech Avenue is dangerous as it is brought far too close to the junction with Irvine Road. The traffic both vehicular and pedestrian for the school will now be compressed into approximately 2/3rd of what it currently is. They are currently subject to traffic congestion at both school start and finish times which will now become more intense. The risk of an accident is more likely as the concentration of traffic intensifies.

The proposed access point (at Birch Place) is some 280 metres from Irvine Road. All parking and pick-ups/set-down will be off-road. The analysis provided in the Transport Assessment indicates that the junction will cater efficiently with the traffic generated by the schools.

4.11 The proposed bus stance drop-off points are being moved much closer to the houses on the right hand side of Beech Avenue. This will be environmentally unsound regarding the noise and exhaust fume levels these houses will be subject to particularly during the winter when buses and cars sit with their engines running. A high concentration of pupils will congregate which will cause increased vandalism, noise, intrusion and increased litter.

The layout plan is indicative at this stage. At present significant proportions of pick-up/set-down takes place on the road immediately adjacent to residential frontages.

4.12 It is impossible to gain access into the flow of traffic from their runway for 15 to 20 minutes every morning and afternoon. This will be exacerbated by shortening the length of Beech Avenue affected and placing lights at the Beech Avenue/Irvine Road junction.

The Transport Assessment analysis shows that the queue lengths and traffic delays on Beech Avenue will be shorter if traffic signals are provided compared with the present priority junction. The traffic lights would be brought under the control of the SCOOT system which will be implemented shortly. This would allow the traffic light timings to be adjusted to reflect the degree of queuing on each approach. This will ensure that traffic on Beech Avenue, including residents, would receive sufficient green time to exit the junction.

4.13 Additional traffic lights and roundabouts for bus terminus and drop-off points will grind traffic to a standstill. The volume of traffic will increase dramatically: bigger school building site traffic during the new school's build and demolition of the old school and whatever will be happening to the spare area left, use of the sports facilities all will significantly increase the road traffic flowing into and out of the Grange Estate.

Traffic involved in the construction of the new school and demolition of the existing school will be subject to strict controls and protocols to be agreed with the Roads Division. No construction traffic will be allowed to enter the site at school bell times.

4.14 Access for building site traffic and the development itself will make the Grange Estate a noisy, dirty place to live for a considerable period of time. What provisions are being made to limit accessibility, dirt and noise levels during this work? There is an alternative access point for this traffic being the lane running from Beech Avenue along the rear of Irvine Road.

It is acknowledged that there will be some noise and disturbance to adjoining properties during construction works however this will be short-term in nature, and can be controlled by planning conditions.

The Transport Assessment recommends that the construction traffic access should be at the existing services road on the west side of Beech Avenue, just south of its junction with Irvine Road to minimise the distance on Beech Avenue over which construction traffic would travel. Traffic involved in the construction of the new school and demolition of the existing school will be subject to strict controls and

protocols to be agreed with the Roads Division. No construction traffic will be allowed to enter the site at school bell times.

4.15 The pedestrian crossing at the junction of Grange Terrace and Irvine Road would be totally disadvantageous to both road users and pedestrians. There is already a pedestrian controlled crossing at junction of Munro Avenue/Irvine Road. The proposed pedestrian crossing would create a road hazard for turning traffic and exiting traffic from the service station. Traffic emerging from Grange Terrace cannot at present see to the left because of a high wall and to the right there is a very large Esso sign. It would be almost impossible to see lights when turning right. If such a crossing were in use, turning left would not be a problem, but turning right would be virtually impossible when the pelican crossing is in use.

The pedestrian crossing would provide safe crossing facilities in the vicinity of Grange Terrace, the access road to Annanhill Primary School and would serve children accessing the school from the Bonnyton area. The pedestrian crossing and traffic lights will provide a safer exit for vehicles.

4.16 The pelican crossing should be moved to opposite 49 Irvine Road where the pedestrian entrance to the new school is shown on the plans and where the lollipop person is at present. They are not aware of many people crossing the road at this point especially as there is a blind corner coming down Irvine Road and buses and lorries often come down the hill at a considerable speed. They would support any action to move vehicles from the corner of Grange Terrace and Irvine Road.

The Transport Assessment states that the signalised pedestrian crossing be sited approximately 10 metres east of the junction of Irvine Road and Grange Terrace in order to avoid conflict with other junctions and the adjacent petrol filling station. The details of the pelican crossing would be agreed with the Roads Division through the detailed design process. This facility would afford gaps in the road traffic to assist traffic exiting Grange Terrace but would not unduly impede the main flow on Irvine Road. As stated in 4.15 above the pedestrian crossing would provide safe crossing facilities in the vicinity of Grange Terrace.

4.17 The proposed arrangements for traffic routing are unclear from the plans, it is possible or probable that they will be increased levels of traffic activity over a longer period than as at present. This will be unacceptable to residents.

It is envisaged that traffic to the new Grange Academy will access it from Beech Avenue and traffic will access Annanhill Primary School from Grange Terrace.

4.18 The erection of traffic lights will cause noise, nuisance and smell issues whilst siting of the signals and pulling away from a stationary position will be difficult. Further nuisance will be caused through the misuse of crossing requests associated with the traffic signals.

Traffic signals are a widely used means of traffic control at junctions in built-up areas. The signals are proposed in this case as a means of accommodating side road traffic, improving pedestrian crossing facilities & safety and to deter speeding.

4.19 There will be a significant loss of privacy due to upper deck bus passengers being stationary at the proposed signals and able to clearly look into adjacent houses as A1 have equipped its fleet with new double deck buses which run on a ten minute schedule on the route via Irvine Road.

Irvine Road has always been a busy bus route with a significant proportion of double deckers. A similar situation could arise at present, if double decker buses were stationary on Irvine Road for any reason for example by queuing traffic.

4.20 It is noted that a significant area of land presently used for the Grange Academy site will become surplus. Residents would wish to know what plans or proposals there may be for the future use of this land and will fully reserve their rights in this respect.

The application before Members is for the erection of new secondary school, primary school and special school with community facilities and any other use of surplus land after the main campus has been constructed would be the subject of a separate application for that particular use at that time.

4.21 The indicative footprint of the campus is of insufficient size to accommodate three schools. Will the school block be a full 4-storey in height? Will it be able to support such a structure given the unconsolidated domestic waste beneath?

The proposed layout plans which indicate the footprint of the proposed campus are indicative only and full details of the size, design and layout of the proposed development will be submitted at the detailed stage. It is considered that a three storey building would be more appropriate on this site due to the close relationship with surrounding residential properties.

4.22 The proposed building will reduce the privacy, it will cast a shadow, and ruin the attractive outlook of adjacent residential properties. They insist that a

suitable and attractive boundary fence to be erected to prevent vandalism, intrusion and people loitering in the evening.

The design and layout of the proposed development will be dealt with at the detailed stage and amenity issues such as impact on privacy, overshadowing and visual impact on adjacent residential properties will be addressed at that stage. A continuous boundary fence is proposed around the curtilage of the site which will help to secure the site, details of which will be submitted at the detailed stage.

4.23 The building would be a danger to their property in the event of a fire.

If the proposed building is suitably designed and sited it is not envisaged that it will endanger adjacent residential properties in the event of a fire.

4.24 There will be a tremendous amount of noise associated with the activities within school and pupils entering and leaving the school at various times in their properties. They have a young family and an appropriate amount of peace and quiet is necessary.

There is already 2 existing schools on site and the use of the facilities also by community groups. It is not envisaged that the new campus will substantially affect the level of noise and disturbance associated with the schools which already exists on this site.

4.25 The school lighting along the evenings should not affect adjacent gardens.

This matter can be addressed at the detailed stage when detailed plans of the siting and design of the building are available.

4.26 The bus stance access should be restricted after school hours so it is not used by people using the football pitches or for skateboards, roller blades or bikes all evening.

It is envisaged that the proposed campus will be enclosed by a high boundary fence around its curtilage, which would help to prevent unauthorised access during certain times.

4.27 There will be a loss of privacy as the gardens of Nos. 16 and 24 Beech Avenue will be overlooked and the school will be looking into their windows.

Details of the siting and design of the proposed building will be dealt with at the detailed stage and as such these issues will be addressed at that time.

4.28 The proposed school will seriously affect the visual and recreational impact of the residents of the Grange Estate. It will cause TV interference.

Refer to response to 4.27.

4.29 Distress will be caused by noise caused by construction and normal school activities - bells, pupils accessing the school, buses plus delivery vans all through the day.

There is already 2 existing schools on site where there is already certain level of noise and disturbance and it is considered that the new school campus will not substantially increase what already exists on site. It is acknowledged that there will be some noise and disturbance during construction works however this will be short-term in nature.

4.30 The proposed footprint of the building is indicated, although there is no indication of height of the building and its design.

This is an outline application and these details will be dealt with at the detailed stage. The applicant has indicated that in the supporting statement that the building will be no higher than 4 storeys. Given the levels of the site and the close proximity to housing, a building no higher than 3 storeys in height is considered more acceptable with variations in storey height.

4.31 There will be significant noise and the intrusion of floodlighting from the proposed sports pitches. It seems likely that this will extend to late evenings and will be unacceptable to local residents.

No details of the floodlighting of the all weather pitch has been submitted at this outline stage. This matter will be addressed at the detailed stage. Careful siting and design of the floodlights will minimise its impact on adjacent residential properties.

4.32 There should be designated access for pedestrians and would prefer access for deliveries and refuse collection to be far away from 16 Beech Avenue.

This matter will be dealt with at the detailed stage. The proposed site layout should be designed to minimise potential conflicts between pedestrians/cyclists and vehicular traffic.

4.33 There should be sufficient parking and dropping off areas.

This matter will be dealt with at the detailed stage. It is recommended that sufficient parking and dropping off areas should be provided within the school curtilage.

5. ASSESSMENT AGAINST DEVELOPMENT PLAN

5.1 Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of this application, the development plan comprises the Approved Ayrshire Joint Structure Plan and Adopted East Ayrshire Local Plan (EALP).

Approved Ayrshire Joint Structure Plan (AJSP)

5.2 There are no relevant policies to assess the proposed development within the Ayrshire Joint Structure Plan.

Adopted East Ayrshire Local Plan (EALP)

5.3 Policy CS1 is supportive of the proposed development as it states that it will respond positively to changing needs and demands for community and educational facilities. Wherever possible, existing facilities will be retained and improved and support and encouragement will be given to all other community facility and public service organisations to maintain and improve the services they provide.

The proposed development does not raise any policy issues as it is sited within the curtilage of the existing Grange Academy and Annanhill Primary School. The new facility will provide new educational and community facilities for the local community.

5.4 Policy TLR8 presumes against development on safeguarded areas of public and private recreational or amenity open space and undeveloped land. The creation of all-weather sports facilities and the layout of new playing fields are considered appropriate development on existing areas of maintained amenity or recreational open space. Policy TLR9 permits development on private and public recreational or amenity open space where the retention or enhancement of the facilities can best be achieved by the redevelopment or part of the site and where the development would not adversely affect the overall sporting, recreational and amenity value of the site. The policy also allows alternative provision of equal community benefit and accessibility can be made available within close proximity to the site.

The proposed development does not conflict with Policies TLR8 and TLR9 as the existing pitch and grass area will be replaced by two

grassed pitches, one all weather synthetic floodlit pitch, and a grass or all weather synthetic sevens pitch more suited to primary school use.

6. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

6.1 The principal material considerations relevant to the determination of this application are the consultations received and the representations received which are detailed in Sections 3 and 4 of the report and NPPG11 Sport, Physical Recreation and Open Space.

Consultation Responses and Representations Received

6.2 None of the statutory consultees have raised any issues that would warrant refusal of this application.

6.3 It is considered that the objectors' concerns regarding the proposed traffic measures and road safety have not been echoed by the Roads Division. They believe that the traffic signals will improve traffic movement during peak times and the pedestrian crossing facilities will improve the safety for pupils and other pedestrians crossing in this location.

The impact of the development on adjacent residential properties in terms of siting and design of the proposed building will be dealt with at the detailed stage. Concerns regarding noise and disturbance from school activity are not of sufficient merit in the consideration of this application as two schools already exist on site and extensive community use occurs.

NPPG11 Sport, Physical Recreation and Open Space

6.4 All playing fields and sports pitches for school use or other public, private or voluntary organisations are potentially significant for their sporting value and for their value to the local community and the environment. This potential is only fulfilled where they are properly maintained and managed there should be a presumption against redevelopment of playing fields or sports pitches. Given the changing work patterns, increased interest in health and fitness, the continuing sporting, recreational and amenity value of school playing fields planning permission should not be granted for their alternative use.

The development is proposing 3 sports pitches in total, two grass and one synthetic floodlit pitch. Sportscotland have acknowledged the potential increase in the quality of provision, however they have recommended the provision of a further grass pitch or all weather synthetic pitch more suited to primary aged children. The

requirements of Sportscotland can be met by attaching a condition to the grant of planning consent and as such their requirements can be adequately accommodated within the application site.

7. FINANCIAL AND LEGAL IMPLICATIONS

7.1 There are no financial implications for the Council in the determination of this application.

7.2 Legal implications arise as the application requires to be notified to the Scottish Ministers under the provisions of the Town and Country Planning (Notification of Applications)(Scotland) Direction 1997 because the Council has an ownership interest in the site and the application has been the subject of a substantial body of objection.

8. CONCLUSIONS

8.1 As indicated at Section 5 of the report, the application is considered to accord with the policies of the Adopted East Ayrshire Local Plan. Therefore given the terms of Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997, the application should be approved unless material considerations indicate otherwise.

8.2 As indicated at Section 6 of the report there are material considerations relevant to this application. The concerns of the objector are noted however they are not considered to be of sufficient weight to justify a recommendation of refusal. Their concerns regarding road safety have not been supported by the Roads Division. The consultees have not raised any adverse comments. It is considered that the proposed development will bring considerable benefits to the wider community, replacing existing schools with a modern purpose-built campus to meet the future educational and community needs of East Ayrshire. The proposed development will also result in an increase in the quality of provision of sports pitches which will not only benefit pupils of the new campus but the wider community.

8.3 Details of the exact layout, design and height of the proposed development will be considered at the detailed stage.

9. RECOMMENDATION

9.1 It is recommended that the application should be approved subject to the conditions indicated on the enclosed sheet and that the issuing of the planning decision route be withheld until the application has been

referred to and cleared by the Scottish Ministers under the Town and Country Planning (Notification of Applications)(Scotland) Direction 1997.

Alan Neish
Head of Planning, Development and Building Standards

31 January 2005
(PC/MMM)
FV/AN

LIST OF BACKGROUND PAPERS

1. Application Form and Plans.
2. Statutory Notices/Certificates Consultation Responses.
3. Consultation Responses.
4. Letters of Representation.
5. Approved Ayrshire Joint Structure Plan.
6. Adopted East Ayrshire Local Plan.
7. PAN 55: The Private Finance Initiative and Planning Process.
8. NPPG11: Sport, Physical Recreation and Open Space.

Anyone wishing to inspect the above papers please contact Pamela Clifford on 01563 576798.

Implementation Officer: Alan Neish

041238OL

EAST AYRSHIRE COUNCIL

TOWN & COUNTRY PLANNING (SCOTLAND) ACT 1997

04/1238/OL

Site of Proposal: Grange Academy and Annanhill Primary School
Beech Avenue
Grange Terrace and Irvine Road
KILMARNOCK KA1 2EN

Nature of Proposal: Proposed Secondary School, Primary School and Special School with Community Facilities, Traffic Calming, Signalling and Pedestrian Crossing

Name & Address of Applicant: Atkins Consultants Ltd
Clifton House
Clifton Place
GLASGOW G3 7YY

Name & Address of Agent:

DPOs Reference: PC/MMM

The above OUTLINE application should be granted subject to the following conditions:-

1. The proposed development shall be carried out in accordance with the application form and plans submitted on 15 December 2004 and the Transport Assessment dated December 2004.

REASON To ensure that development is carried out in accordance with approved details.

2. The indicative layout plans submitted with this application are for information purposes only and shall not be treated as forming part of the issued planning permission with the exception of the position of the proposed access from Beech Avenue to the re-developed Grange Academy and access to the redeveloped Annanhill Primary School from Grange Terrace.

REASON The approval is in outline only.

3. Before any development commences on the site, the further approval of the Planning Authority shall be obtained in respect of the under mentioned matters hereby reserved.

- (a) The layout of the site;
- (b) The size, height, design and external appearance of the proposed buildings;
- (c) The means of drainage and sewage disposal;
- (d) Details of the access arrangements;
- (e) The provision for open space and associated maintenance arrangements;
- (f) The provision for car parking;
- (g) The boundary walls/fences to be erected;
- (h) The landscaping of the site and associated maintenance arrangements;
- (i) Existing and finished site levels/floor levels;
- (j) The grass and synthetic sport pitches and floodlights.
- (k) Design and exact siting of the traffic signalisation and signalised pedestrian crossing facilities.

REASON The approval is in outline only.

4. Details to be submitted under Condition 3 (a) and (b) above shall ensure that the proposed building is no more than 3 storeys in height and shall include variations in storey height especially when in close proximity to residential properties. Its design and siting shall minimise its impact on adjacent residential properties in terms of overlooking, overshadowing and light pollution. The site layout shall be designed to minimise potential conflicts between pedestrians/cyclists and vehicular traffic.

REASON The proposed development is adjacent to residential properties and such a requirement is necessary to minimise the impact on residential amenity and visual amenity.

5. Details to be submitted for approval under Condition 3 above shall include the following:-

- (a) A bus drop-off to be provided within the school curtilage;
- (b) Appropriate parking and drop-off and pick-up facilities to be provided within the school curtilage;
- (c) A service yard to be provided within the school curtilage;
- (d) Staff car parking to be provided within the school curtilage;
- (e) Cycle parking of one space per 25 staff and pupils to be provided within the school curtilage;

All the above matters shall be implemented prior to the use of the new school campus. Any interim arrangements for the provision of the above matters during

demolition of the existing buildings shall be approved by the Planning Authority and implemented within a timescale to be agreed by the Planning Authority.

REASON In the interests of road safety.

6. Details to be submitted for approval under Condition 3(d) above, to provide for an access to the re-developed Grange Academy access at the junction between Beech Avenue and Birch Place by means of a roundabout. The proposed access and roundabout shall be operational prior to any development on site.

REASON In the interests of road and pedestrian safety.

7. Details to be submitted for approval under Condition 3 above to provide for vehicular and pedestrian access to the new Annanhill Primary School from Grange Terrace and pedestrian access from the existing pathway on Irvine Road.

REASON In the interests of vehicular and pedestrian safety.

8. No development shall commence on site until traffic signals shall be operational at the junction between Irvine Road and Beech Avenue. The traffic signals shall contain all necessary infrastructure required for connection to the 'Scoot' traffic signal system.

REASON To prevent queuing of traffic during school peak periods.

9. Prior to the use of the new school campus a pelican or puffin crossing shall be operational at the junction between Irvine Road and Grange Terrace.

REASON To allow ease of access by pedestrians.

10. Details to be submitted for approval under Condition 3 above, traffic calming measures to be provided along Beech Avenue and Grange Terrace. The traffic calming measures shall be operational prior to use of the school campus.

REASON To slow down traffic in the interests of road and pedestrian safety.

11. The proposed finishing times of the proposed primary school and secondary school shall be separated by a 30 minutes time slot.

REASON To spread the traffic demand and reduce the peak parking accumulation at the end of the school day.

12. Prior to the commencement of any development on site the applicant shall submit for approval a method statement indicating the proposed routing of construction traffic, details of an off-site holding area to be provided for delivery vehicles which come during those times when construction traffic is not permitted in the vicinity of the existing school and the erection of signs on the approaches to the site directing vehicles to the holding area and indicating times when construction traffic is not permitted in the vicinity of the existing school. All measures arising from the method statement shall be implemented prior to the commencement of any development on site.

REASON To prevent construction traffic accessing the site through residential areas and during times when it is not permitted in the vicinity of the existing school in the interests of road safety.

13. A supplementary Traffic Assessment may be required to be submitted for approval by the Planning Authority if any of the details submitted for approval under Condition 3 above result in changes in the details of the Transport Assessment approved under this consent. All measures arising from this supplementary Traffic Assessment shall be implemented prior to the use of the new school campus.

REASON The application is in outline only and to allow Planning Authority control over the development of the site.

14. Before any work commences on site, details of a Sustainable Urban Drainage System and its maintenance following installation shall be submitted to and approved by the Planning Authority in writing. The Sustainable Urban Drainage System shall thereafter be installed on site prior to the use of the new school campus.

REASON To ensure that adequate drainage is provided.

15. The development hereby approved shall be undertaken without detriment to neighbouring residential properties by virtue of noise, dirt or general disturbance.

REASON In the interests of amenity and to prevent such established amenity being adversely affected.

16. No construction work, site clearance or preparation works shall take place before 08.00 hours and after 17.00 hours on Mondays to Fridays, 08.00 am to 1.00 pm on a Saturday nor at any time on Sundays.

REASON In the interests of residential amenity.

17. No materials other than top soil shall be brought onto the site for the purposes of infilling or upraising ground levels without the prior written consent of the Planning Authority.

REASON In order to control the development of the site and materials used in making up of ground levels.

18. The developer of the site shall ensure that adequate and continuing measures are taken to ensure that roads and footpaths adjoining the site are maintained free from mud and other material carried from the site by construction and any other vehicles.

REASON In the interests of road safety and the amenity of the area.

19. Details to be submitted under Condition 3(j) above shall provide for the provision of 3 full-sized sport pitches one of which to be an all-weather synthetic sports pitch. One additional smaller sized pitch should be provided to accommodate its use by primary aged children. The proposed sports pitches shall be laid out for use within 6 months of the new school campus. Any variation in the timescale for implementation should be agreed in advance with the Planning Authority.

REASON To ensure adequate provision of sports pitches to allow sporting and recreational use.

20. No development shall commence on site with the exception of site investigative works until a remediation scheme to deal with the contamination arising on site has been submitted to and approved in writing by the Planning Authority. The scheme shall contain details of proposals to deal with contamination to include:-

- i) The nature, extent and type(s) of contamination on the site.
- ii) A site specific risk assessment of all relevant pollutant linkages.
- iii) Remediation measures to treat/remove contamination to ensure the site is fit for the use proposed.
- iv) Measures to deal with unsuspected contamination discovered during construction works.
- v) Condition of the site on completion of de-contamination measures.

Before the use of the school campus the measures to de-contaminate the site shall be fully implemented as approved by the Planning Authority.

REASON In the interests of public safety.

21. On completion of the remedial works approved under the terms of Condition 18 above, and prior to the use of the school campus, the developer

shall submit a report which shall be approved in writing by the Planning Authority confirming that the works have been carried out in accordance with the remediation plan.

REASON In the interests of public safety.

22. Details to be submitted under Condition 3(g) above shall provide for a continuous high boundary fence around the curtilage of the site.

REASON To deter pick-up/drop-off in the surrounding streets, to minimise congestion and void safety hazards and in the interests of security of the school and adjacent residential properties.

23. Notwithstanding the submitted information and prior to the commencement of development on site a School Travel Plan shall be submitted for the approval of the Planning Authority and all measures arising from that shall have been implemented on site prior to the use of the new school campus.

REASON To reduce traffic levels and congestion around the school site, improve health of staff and pupils and improve the environment of the school and surrounding area.

NOTES:-

1. It is recommended that the applicant makes early contact with Transco (Tel 0141 418 4084) prior to any commencement of works on site as two gas pipes require to be cut off prior to demolition of the existing buildings.
2. Prior to the commencement of development on site, the applicant should satisfy him/herself as to the suitability of the site for construction purposes.
3. The developer shall make early contact with the Scottish Environment Protection Agency and Scottish Water to confirm their request to utilise a Sustainable Urban Drainage System (SUDS) with regard to surface water. These Authorities require this development to be drained in accordance with the recommendations contained in the CIRIA manual on SUDS.
4. The Council does not currently have a general agreement with Scottish Water in relation to the maintenance of public SUDS. Proposals for site specific agreements which may require to involve the developer or other third parties will be considered within the overall framework recommended in the design manual for SUDS published by CIRIA.
5. The applicant shall make early contact with Scottish Water, 35 Glenburn Road, Prestwick, KA9 2NS regarding connecting to the public sewerage

system and to ascertain if diversion or protection of the existing public sewer is appropriate.

**DUE TO ORDNANCE SURVEY REGULATIONS AND COPYRIGHT
THE MAP IS AVAILABLE FOR VIEWING AT THE COUNCIL'S
PLANNING OFFICE IN KILMARNOCK. FOR INFORMATION ON
VIEWING PLEASE CONTACT (01563) 576790.**