

EAST AYRSHIRE COUNCIL

NORTHERN AREA LOCAL PLANNING COMMITTEE: 27 APRIL 2001

**00/0711/OL: PROPOSED FORMATION OF SERVICED RESIDENTIAL SITE
INCLUDING REMOVAL OF FORMER RAILWAY EMBANKMENT AND PROVISION
OF ROADS AND SERVICES INCLUDING IMPROVEMENT TO A71 JUNCTION
(AMENDED APPLICATION)
AT LOW GREENBANK – PHASE 3, EAST MAIN STREET, DARVEL
BY MR A PATERSON**

EXECUTIVE SUMMARY SHEET

1. DEVELOPMENT DESCRIPTION

1.1 This is an outline application for the formation of 22 serviced residential plots, including the partial removal of the former railway embankment and the provision of roads and services. The proposal involves the formation of a main access road running from the south-east corner of the site to the north-east with public open space and eight plots to the east of this access road. To the west of the access road the proposal includes a cul-de-sac which, together with the main access road, services the remaining 14 plots. There is also a foul water pumping station proposed which is to be accessed from the western end of the cul-de-sac. It is proposed that the existing footpath over the viaduct be re-aligned down the embankment and tied into the proposed new footway and back up to the existing high level footpath.

2. RECOMMENDATION

2.1 It is recommended that the application be approved subject to the conditions on the attached sheet.

2.2 It is further recommended that Planning Consent should not be issued until a formal Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 has been satisfactorily concluded by the Solicitor to the Council with the applicants. Such an Agreement shall secure the details referred to in Section 8 above.

3. SUMMARY OF ANALYSIS

3.1 As is indicated in para 5.2 of the report, the application is considered to be contrary to the Ayr County Development Plan. Therefore, given the terms of Section 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 the application should be refused unless material considerations indicate otherwise. As is indicated in Section 6 of the report, there are material considerations relevant to this application. It is considered that the weight that should be attached to those material considerations should be greater than that given to the Ayr County Development Plan due to the age of that plan. Accordingly the proposal is considered to be acceptable, but that the grant of planning permission should be withheld until the appropriate Section 75 Legal Agreement covering the following matters has been concluded.

(a) plot ratio, (b) landscaping, (c) range of materials to both houses and hard surfaces, (d) dwelling unit separation, (e) phasing of development of the site.

Alan Neish
Head of Planning and Building Control

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 & Building Control

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 Local Planning Committee under the scheme of delegation because it is subject to objections and it is a larger application which accords with the East Ayrshire Local Plan (Finalised with Modifications) and is of area significance.

2. APPLICATION DETAILS

2.1 **Site Description:** The application site is within the urban boundary of Darvel and is bounded to the south by the properties on John Morton Crescent, to the west by the Glen Water and the properties on Glen Crescent and to the east by a ridge of high ground and agricultural land. The site is approximately 2.8 hectares in area and includes the existing railway embankment. There is a small access road which runs along the south of the site, along the banks of Glen Water under the viaduct and into a relatively flat field which forms the northern area of the site. Along the top of the existing railway embankment and Glen Water viaduct runs a footpath which links between Kirkland Road and the road to the east of Darvel's urban boundary which leads to the cemetery.

2.2 **Proposed Development:** This is an outline application for the formation of 22 serviced residential plots, including the partial removal of the former railway embankment and the provision of roads and services. The proposal involves the formation of a main access road running from the south-east corner of the site to the north-east with public open space and eight plots to the east of this access road. To the west of the access road the proposal includes a cul-de-sac which, together with the main access road, services the remaining 14 plots. There is also a foul water pumping station proposed which is to be accessed from the western end of the cul-de-sac. It is proposed that the existing footpath over the viaduct be re-aligned down the

embankment and tied into the proposed new footway and back up to the existing high level footpath.

3. CONSULTATIONS AND ISSUES RAISED

3.1 West of Scotland Water have indicated that there is a public sewerage system to which a connection may be made. The developer should satisfy himself by site investigation if necessary, that relative levels are such as will allow the development to be connected at a reasonable gradient. The developer must make a separate application to West of Scotland Water to connect to the public sewerage system. A totally separate drainage system will be required. Sustainable Urban Drainage Systems should be employed on the surface water drainage system.

Noted. The applicant's agent has advised that it is intended that a Sustainable Urban Drainage System will be employed for the surface water drainage scheme should ground conditions be suitable for such a design. Contact will be made with West of Scotland Water and SEPA at an early stage in the detailed design process.

3.2 SEPA have stated that there is no objection to the proposal on the understanding that the foul drainage is connected to the public sewer. The applicant should consult with West of Scotland Water in this regard. The emergency overflow from the proposed pumping station will require the Agency's consent in terms of the Control of Pollution Act 1974 and any application received in this regard will be advertised to allow public comment. SEPA requests that any planning permission granted includes a condition requiring the applicant to treat surface water from the site in accordance with the principles of the Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland (CIRIA, March 2000). In addition, SEPA agree with the general findings and conclusions of the detailed flood risk assessment submitted by the applicant.

Noted. Conditions relating to connections to the public sewer can be attached to any grant of planning permission. A note to the applicant will advise them to contact both SEPA and West of Scotland Water regarding surface water drainage.

3.3 The Roads Division have stated that the proposals for the development which involve extending the site boundary to include access from George Young Drive and purchase of land for sightlines along East Main Street are largely satisfactory. There remain however some points which require clarification:

(i) It is stated that the movement of material from the railway embankment will mostly take place within the site. It is expected that no more material be removed from the site other than that which would be expected from a normal building development. If further material movement is being proposed then a condition should be attached which addresses how it is to be disposed.

(ii) A significant amount of traffic calming features have been included in the plans however, the exact spacing of such features will require to conform to the Roads Guidelines. This however, need not be addressed at this stage but may be amended at construction consent stage where either modifying the features or providing additional items can satisfy the traffic calming requirements.

(iii) The parking facilities for visitors appear to be adequate given the proposed size of houses. If house sizes were to be increased, as can happen on plotted developments, then no increase in visitor spaces would be required. An increase in parking would however be required for resident parking within curtilage if house sizes were to be proposed at the 4 bedroom level.

(iv) The proposed footpath over the viaduct will not be suitable for adoption by the Roads Division as the gradient becomes excessive adjacent to the road cutting. This gradient would also preclude the use of the path as a cycle track.

Conditions relating to the movement of materials off site and parking facilities and can be attached to any grant of planning permission.

3.4 The Scottish Rights of Way Society have not responded at the time of writing.

Whilst this route is considered by many to be a formally recorded Right of Way, this is not the case. If evidence were to be gathered and a formal application made for Recording of the route then it is probable on the basis of past use that it would be Recorded as a Right of Way. Consequently references through this report to a Right of Way are made in respect of a route not formally recorded.

3.5 Darvel and District Community Council are concerned about the proposed development and are of the view that the application should be refused on grounds similar to those submitted in opposition to the original plans, currently subject to appeal before the Scottish Executive.

In particular the Community Council wish to emphasise their huge concern at the environmental impact of the proposal to move soil of the former railway embankment to a site within a water catchment area so close to the Glen Water. The Community Council also reiterate their objections to the previous application relating to the concerns of neighbouring residents, the loss of a right-of-way and general concern about the "land engineering" implications of the proposals.

In 1992 permission was granted for partial removal of the embankment and formation of a track. This has not been implemented. It is considered that the privacy of existing houses would be maintained by careful siting and design of houses within each plot.

The site is identified as a high quality housing site and is within the urban boundary of Darvel, both as noted in the East Ayrshire Local Plan (Finalised Version with Modifications).

With regard to rights of way, the walking route is actually being maintained through the proposed development and connecting to the high level footpath at either side of the site.

A detailed flood risk assessment report was submitted by the applicant. Both East Ayrshire Roads Division and SEPA were consulted on this assessment with neither raising any objections to the general findings and conclusions. Precise design details of flood mitigation measures will be required to be submitted at consideration of full planning permission.

4. REPRESENTATIONS

(5 letters of objection were received including Darvel & District Community Council with 13 letters received in support including 1 petition with 32 signatories).

4.1 Right of Way

There is a right of way which is to be radically altered which will make it more difficult for people to use. This leads to the local cemetery and many of the citizens of Darvel find it convenient to use this Right of Way. In addition, other groups eg. Ramblers have used this route for almost 100 years to Loudoun Hill which is a lovely scenic walk. There is also concern about the safety aspect of removing part of the embankment which currently forms a walkway.

As noted in paras 3.4 and 3.5 above, it is proposed that the existing footpath over the viaduct be re-aligned down the embankment and tied into the proposed new footway and up to the existing high level footpath.

4.2 Amenity

This is a site of natural beauty and a place of local esteem over the generations which is being exploited. The area is a beautiful greenfield site which is to be altered to the detriment of all the residents of Glen Crescent who have no wish to see a country scene, of many years standing, destroyed. It is a particularly lovely part of the town, a town in which it would appear that every green corner is to be used up for dwellinghouses. Surely there is more to a town than merely houses.

The Government has already instructed local authorities to utilise brownfield sites first. Can the Council verify their position on this matter?

The site is identified as forming part of the Housing Land Supply in the East Ayrshire Local Plan (Finalised with Modifications) and it is a High Amenity Housing Site. This site, which is part of the effective housing land supply, is also identified in the Local Plan as being likely to commence prior to 31 March 2005 in order to meet the steady demand for new housing within the town of Darvel. It is considered that, since there is only a partial removal of the embankment to accommodate access and grading for the right of way, the existing sense of enclosure is unlikely to be detrimentally affected. In addition, there is a significant amount of vegetation and screening already on site along the boundary with Glen Water and the applicant proposes further trees and soft landscaping along the length of the viaduct.

4.3 Viaduct

Has an unequivocal guarantee been given that the listed building, namely the viaduct, will be under no threat whatsoever?

This application does not involve any works to the viaduct.

4.4 Foul Water Pumping Station

The noise from this plus any foul smells will be an additional environmental feature affecting the residents of Glen Crescent. This station was not acceptable for the last application so why should it be so this time? There is no guarantee that this will be effective 100% of the time. Can it not only be confirmed, but made illegal, for any noise or smell to emanate from this source? If it was sited at either the east or north end of this development then only those who intend to reside there would be involved.

West of Scotland Water were consulted on this proposal and provided the following comments in respect of the foul water pumping station.

- 1. The only noise generated normally is from the electric pumps, which is barely discernible within the station compound.**
- 2. There may be some smell within the compound but it is unlikely to affect any properties directly adjacent to the station. There will obviously be an increase of odour if the pumps or pump well are being cleaned.**
- 3. The pumping plant and valves are contained within chambers with sealed covers. The associated control gear has individual kiosks and the station itself is surrounded by a 2m high facing brick wall (finish to match the new houses).**

In general the houses across the Glen Water will face no more inconvenience than if it were a Scottish Power sub-station at that location.

The previous application was not refused due to the foul water pumping station but because it was considered that the development, as previously proposed, would be detrimental to the visual amenity of the area.

4.5 In view of all the recent news concerning flooding presently and expectedly in the future, does the Council consider this a most appropriate site? Its proximity to the Glen Water and also its low lying nature makes this doubtful. Unfortunately, if the worst should happen and flooding takes place then John Morton Crescent and the Main Road are prime areas for inclusion as the cutting away of part of the embankment makes this almost certain.

As noted previously in response to para 3.5 above, the applicant submitted a detailed flood risk assessment which has been considered by both the Roads Division and SEPA. No objections were raised to the general findings and conclusions of the report although design details of flood mitigation measures will require to be submitted at consideration of full planning permission.

4.6 Pollution

The proposal may create the possible threat of further pollution to the Glen Water due to run-off pollutants from this proposed development.

Both West of Scotland Water and SEPA were consulted on the proposal. Neither consultees had any adverse comments on the application at this stage. The sewage pumping station's emergency overflow will require consent in terms of the Control of Pollution Act 1974.

4.7 Removal of Soil

A tremendous amount of earth and rubble requires moving, has all aspects of its transference been made available to the public – and, in compliance with the law, are all the necessary monetary commitments to the authorities been established and open to public scrutiny? The fact that there will be hundreds of tons of waste soil dumped on agricultural land is a major concern, as this could be environmentally disastrous.

The initial cutting of the embankment will be moved to land further north of the application site. It is proposed to infill the area identified on the submitted plans and cover with topsoil and grass seed. Further removal of material either within or off the site can be subject to a condition which requires details to be submitted prior to works commencing. It should be noted that there will be significantly less soil to be taken off site as the majority of the embankment remains in situ unlike the previous application which incorporated an additional 9 plots. Compliance with any other legislation relating to movement of soil is not a relevant planning consideration. Determination of this application must be restricted to those issues within the remit of Planning. It should also be noted that

Building Control do not have a remit regarding removal of the railway embankment.

4.8 Disruption

The proposed removal of the banking leading up to the viaduct and the attendant noise and disturbance of the whole building process is unacceptable.

It is accepted that there will be some noise and disturbance as a result of any construction work, this being the case to different degrees with most development. Nevertheless, it is not within the remit of Planning to refuse any application solely as a result of this.

4.9 Human Rights

Would the Scottish Executive verify if any of the residents rights as a citizen of Europe and the Common Market of Europe have not been infringed? Many aspects of this procedure appear to be highly controversial, from a European point of view. Can I be assured that the people of Darvel have been properly served legally? Twice before the will of the people has been up-held by the authorities, must we simply go on until we are seen to fail?

The applicant has the right to submit a new application even though there is an existing application subject to an appeal. Only one previous application has been refused on this site (ref: 96/0333/OL). Objectors have the right to be represented at a hearing into any planning application at the relevant Local Planning Committee. Objectors are notified of this opportunity in advance of the Committee. It is then the decision of the elected Members following consideration of the application details and the hearing.

4.10 In support of the application, the following issues have been raised:

- (i) A residential development such as this can only add to the equity value of the village as a whole which in turn benefits each and every home owner;
- (ii) This would be a great opportunity to assist many local businesses who supply the applicant's business and associated businesses ranging from shops, cafes, video rentals etc who would benefit from new people in the town;
- (iii) This application should be looked on favourably as the residents of Glen Crescent – whom it is believed were the main objectors to the previous application – can only be deemed very selfish with their claim 'it would spoil their view' as in fact most of it is shrouded by trees anyway.
- (iv) This proposal will bring essential road improvements to the A71 junction, primarily in respect of a properly constructed pavement on the northern side of the A71

west of George Young Drive. This will reduce the currently high risk of an accident and increase the safety for pedestrians.

- (v) The eventual occupation of 22 residential properties will bring some much needed regeneration into Darvel which has, over recent years, been permitted by the local authorities to slide into a desperate state. Additional housing could be a lifeline for many of the shops left in Darvel and may cease the ever-increasing boarded-up buildings along the sorry looking Main Street. Long term local employment will benefit by an associated positive contribution to the economy, in shops and local businesses, and by increasing the numbers of children for school and nursery facilities.
- (vi) The land has been included in the Local Plan for housing and, considering the added benefits of the traffic calming and pedestrian access, the Council should approve this application.
- (vii) Approval of this application would allow the applicant to complete road works and provide street lighting within the existing development at Low Greenbank which would enhance the area.
- (viii) This development would give local tradesmen much needed work for the next few years.
- (ix) The applicant's previous developments have added 'character' to the Darvel area and have brought new residents into the Valley to assist in preventing its further economic decline and also adding additional funds to the Local Authority's Council Tax receipts.
- (x) If something isn't done soon for the people of Darvel, the remaining population, like the businesses, will get up and leave; then it definitely will resemble a ghost town. As children grow older and have families of their own they have to leave the town. Surely in the future this will lead to closure of schools and families as there will no longer be any young families bringing up children in Darvel. All that will be left will be an ageing population of small minded people whose children and grandchildren will all have moved away to find good homes and jobs.
- (xi) The viaduct and buildings on the site are simply an attraction to vandals and their removal could only improve the area. With regard to the loss of heritage, if the young population are all going to leave the town who will be here to appreciate that heritage, which, many of them have chosen to vandalise anyway.

Noted, however property values, the benefit to local tradesmen and the implications for Council Tax income are not valid planning considerations.

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 Ayrshire Joint Structure Plan, the Adopted Ayr County Development Plan (1953) and Darvel Town Map (1964).

5.2 The Ayr County Development Plan is now considerably out of date. Nevertheless, within this Plan the site is identified as agricultural. Consequently it is considered that this application is contrary to the Ayr County Development Plan.

6. ASSESSMENT AGAINST OTHER MATERIAL CONSIDERATIONS

6.1 The other principle material considerations relevant to the determination of this application are the East Ayrshire Local Plan (Finalised Version with Modifications) (EALP), the planning history of the area/adjacent properties and the various representations.

6.2 As stated above, the Adopted Ayr County Development Plan is considerably out of date and therefore it is considered appropriate that greater weight should be attached to a more recent expression of policy. The Council has agreed that the EALP should be considered a prime material consideration.

The site is now located within the urban boundary of Darvel in the EALP (Finalised Version with Modifications) and is specifically identified as a high amenity residential development site with a capacity for 31 houses. The Council have not received any objections regarding the inclusion of this site in the EALP. Policy RES11 states that the Council will require the provision of high amenity housing on such sites identified as appropriate for such purposes in the Local Plan. Agreements under Section 75 of the Town and Country Planning (Scotland) Act 1997 will be requested in respect of these sites to protect their use for high amenity housing. The current application, although only in outline, does identify the plot layout to form 22 dwellings. The proposal is therefore in accordance with the principle of the Local Plan. A Section 75 Agreement can be sought in respect of this site prior to any development.

6.3 The potential development of this site has been the subject of ongoing consideration since the late 1980's. It was identified in 1993 by the Reporter following the Public Inquiry into the Finalised Kilmarnock and Loudoun District Plan, as a site suitable for housing and one which, if additional sites were required, should be considered for inclusion in the local plan. The site was subsequently included in the Consultative Draft East Ayrshire Local Plan as a site where residential development would be supported by the Council and incorporated into the Finalised Version. An outline application submitted in 1996 for a residential development was determined by the Council in April 2000 and was refused as it was considered that the proposed development would be detrimental to the visual amenity of the area.

Following this decision an appeal was lodged with the Scottish Executive which is currently being sisted awaiting the outcome of this current application.

It is considered that the new proposal is an improvement on the previous application since the majority of the viaduct is unchanged. In addition to reducing the number of units from 31 to 22, the applicant has also included areas of landscaping along the length of the viaduct and the eastern boundary of the site. There is an existing tree belt along the boundary with the Glen Water and, as a result, it is considered that development of the site will not detrimentally affect the amenity of any existing housing nearby.

6.4 It is considered that the proposal can be supported in terms of the impact on the amenity of the area and adjacent properties. The application site is also physically contained to the north and east by natural features which would restrict any future expansion into open countryside. It is accepted that the existing sense of closure provided by the embankment would change to a degree as a result of the proposed works. In 1992 permission was granted, but not implemented, for partial removal of the embankment and formation of a track. It is considered that the privacy of existing houses will be maintained by careful siting and design of houses within each plot. In addition, the Glen Water runs between the proposed site and the rear of the properties on Glen Crescent and therefore, it is not considered that this relationship would be detrimental to the existing properties.

7. FINANCIAL & LEGAL IMPLICATIONS

7.1 Should approval be agreed, a Legal Agreement Under Section 75 of the Town & Country Planning (Scotland) Act 1997 will require to be prepared and recorded in the Register of Sasines. The Agreement should contain provisions covering the matters referred to in Section 8 of this report with a view to securing a high amenity housing site.

8. CONCLUSIONS

8.1 As is indicated in para 5.2 above, the application is considered to be contrary to the Ayr County Development Plan. Therefore, given the terms of Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 the application should be refused unless material considerations indicate otherwise. As is indicated in Section 6 above, there are material considerations relevant to this application. It is considered that the weight that should be attached to those material considerations should be greater than that given to the Ayr County Development Plan due to the age of that plan. Accordingly the proposal is considered to be acceptable, but that the grant of planning permission should be withheld until the appropriate Section 75 Legal Agreement covering the following matters has been concluded.

(a) plot ratio, (b) landscaping, (c) range of materials to both houses and hard surfaces, (d) dwelling unit separation, (e) phasing of development of the site.

9. RECOMMENDATION

9.1 It is recommended that the application be approved subject to the conditions on the attached sheet.

9.2 It is further recommended that Planning Consent should not be issued until a formal Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 has been satisfactorily concluded by the Solicitor to the Council with the applicants. Such an Agreement shall secure the details referred to in Section 8 above.

**Alan Neish
Head of Planning and Building Control**

04 April 2001 (YM/MS)

FV/DVM

LIST OF BACKGROUND PAPERS

1. Application Form and Plans.
2. Statutory Form and Plans.
3. Statutory Certificates.
4. Consultation Replies.
5. Representations.
6. Finalised Kilmarnock and Loudoun District Plan.
7. East Ayrshire Local Plan (Finalised Version with Modification).
8. Ayrshire Joint Structure Plan.
9. Ayr County Development Plan.
10. NPPG1: 'The Planning System'.

Anyone wishing to inspect the above papers please contact Yvonne Mitchell on 01563 576771.

Implementation Officer: Dave Morris.

Form TP24

TOWN & COUNTRY PLANNING (SCOTLAND) ACT 1997

Application No: 00/0711/OL

Location	Phase 3 Low Greenbank East Main Street DARVEL KA17 0NB
Nature Of Proposal	Proposed Formation of Serviced Residential Site Including Removal of Former Railway Embankment and Provision of Roads and Services (inc. improvement to A71 junction) – Amended Application
Name & Address of Applicant	Mr A Paterson East Overland Cottage HURLFORD Ayrshire KA1 5JY
Name & Address of Agent	Lawrence McPherson Associates Suite 1 Beresford Court 6-8 Beresford Lane AYR KA7 2DW

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

1. The further approval of the Planning Authority shall be obtained in respect of the undermentioned matters hereby reserved. The development of each individual plot shall not commence until all these reserved matters have been approved, with the exception of those matters entirely within the other plots on the site.
 - (a) The overall site layout/the internal layout of the house plots;
 - (b) The size, height, design and external appearance of the proposed dwellinghouses;
 - (c) The means of drainage and sewage disposal;
 - (d) Details of the access arrangements;
 - (e) The provision for open space;
 - (f) The provision for car parking;
 - (g) The boundary walls/fences to be erected;
 - (h) The landscaping of the site, including the proposed trees and soft landscaping indicated on the "overall site plan".
 - (i) Finished site levels/floor levels;

(j) The grading of the retained elements of the embankment in a safe manner;

REASON The approval is in outline only.

2. Prior to the commencement of development, details shall be submitted to and approved by the Planning Authority showing the provision of steps and railings down the slopes of the embankment and also allowing for the continuation at all times of the walking route currently running along the embankment. The details shall confirm the manner of linkage to the proposed new footpath and they shall be implemented prior to the commencement of development on site such that there is no break in the availability of the walking route.

REASON In the interests of public and road safety and to maintain the existing walking route.

3. The details to be submitted further to Condition 1 above shall include full details of all measures to be taken by the developer to safeguard the application site from flooding. These details shall confirm that it is feasible to reduce to an acceptable level, the possibility of the site itself flooding. They shall also clearly preclude any possibility of the development or associated flood prevention measures causing an increased potential for flooding on land outwith the site.

REASON To ensure that any potential flooding problems caused by this proposed development are adequately addressed and mitigated.

4. The foul drainage shall be connected to the public sewer.

REASON In the interests of public safety.

5. The initial area of cutting as indicated on the plans shall provide infill for the area identified in Drawing Nos A2303/101, Rev. A and A2303/103, Rev. A. No further material comprised within the existing embankment shall be moved off or within the site until details have been submitted to and approved by the Planning Authority confirming the manner and extent of operations in that respect.

REASON In the interests of road safety and visual amenity.

6. Levels of parking throughout the proposed development shall be in accordance with East Ayrshire Roads Division's Guidelines.

REASON In the interests of road safety.

7. Notwithstanding the submitted plan and prior to the commencement of any other development on site, the visibility splay areas of 4.5m x 90m west bound and 4.5m x 80m east bound shall be provided at the junction of the access to the development with the public road with no obstruction to visibility greater than 1m in height being allowed within these areas.

REASON In the interests of road safety.

8. Prior to any development proceeding a 2m footway shall be installed to Roads Division standard from the existing junction of George Young Drive with East Main Street, to the bus terminal west of the junction.

REASON In the interests of road safety.

Notes:

1. There is a public sewerage system to which a connection may be made. The developer should satisfy himself, by site investigation if necessary, that relative levels are such as will allow the development to be connected at a reasonable gradient.

2. The applicant should contact both West of Scotland Water and SEPA with regard to the use of Sustainable Urban Drainage Systems to deal with the surface water drainage.

**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.**

AGENDA