

SOUTH AYRSHIRE LOCAL DEVELOPMENT PLAN



Planning and Enterprise

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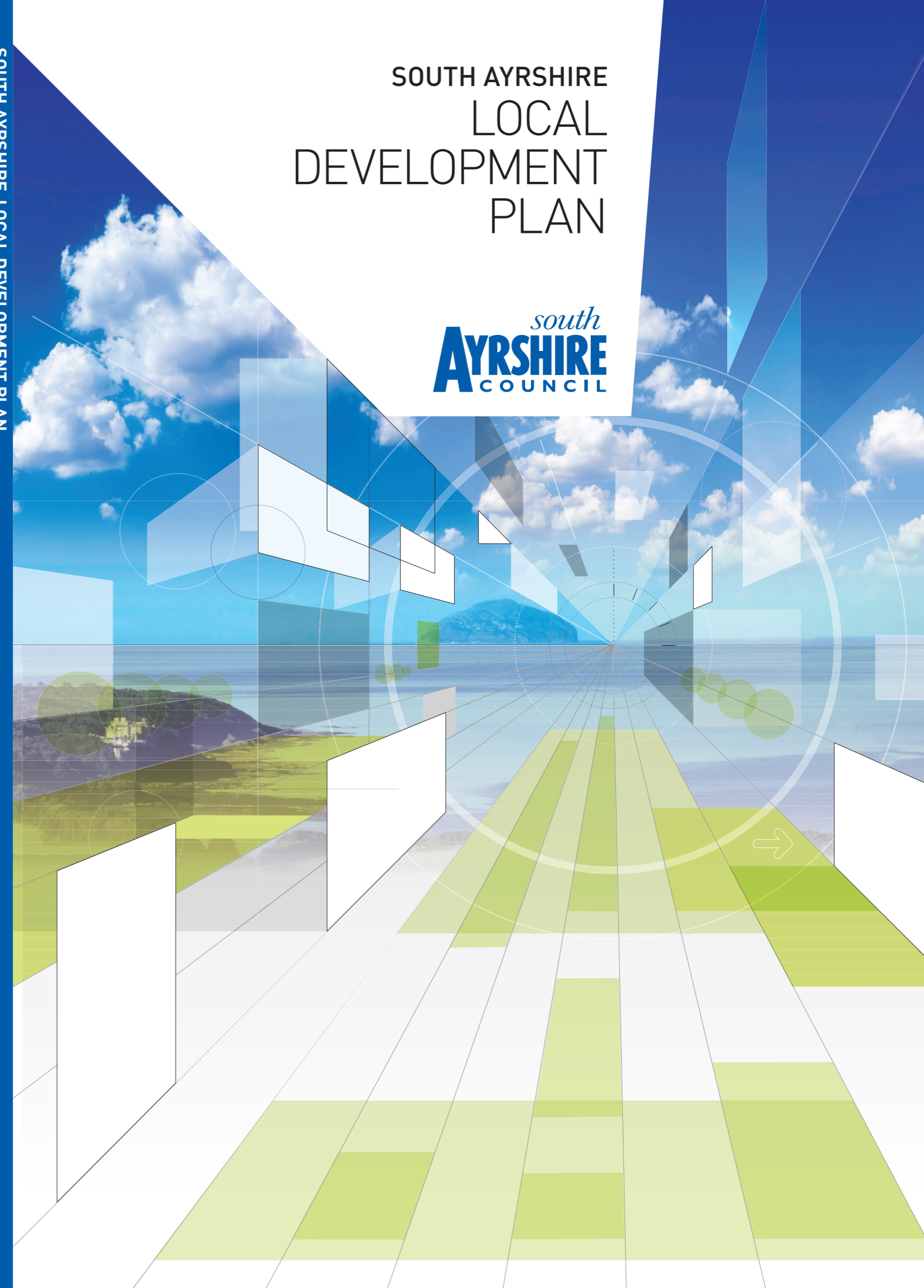
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SOUTH AYRSHIRE LOCAL DEVELOPMENT PLAN



Growing our economy in an outstanding natural environment

Foreword and vision statement by Councillor Bill Grant



The effect of the plan on different groups in society was also assessed by a full equalities impact assessment.

A cross-party group of councillors, called the Local Development Plan Board, was set up to oversee the making of the plan. The board was involved in the process from the outset, including agreeing the vision, structure, policies and land releases.

The plan will not be a fixed document: we will review it and monitor how effective it is. Under government requirements, we have to replace it at least every five years.

The plan is not meant to be a document simply for developers or property professionals: we hope the wider community will use it too. It was drawn up after considering the many comments received from various interested people and the public on the Main Issues Report which was published in May 2010. We consulted on the proposed plan in autumn 2012, whereby the public was invited to comment on a draft plan. In considering the feedback from this, we did not make major changes to the plan. Scottish Ministers examined our plan between November 2013 and June 2014, and concluded that it was suitable for adoption without fundamental changes to content of the plan. The Plan was formally adopted in October 2014.

As Council Portfolio Carrier for Economic Development, Tourism and Leisure (including planning) and Chairperson of the Local Development Plan Board, I am delighted to present to you the new Local Development Plan (LDP) for South Ayrshire. This document is the first of the new kind of development plan we (South Ayrshire Council) have produced under the new planning system introduced by the Planning etc. (Scotland) Act 2006. The plan is one of the most significant documents we have published. It sets out how we expect South Ayrshire to be developed over the 10 years from the plan's adoption and gives a broad idea of how much growth there will be in the area over a further 10 years, and whereabouts that growth will be.

It aims to:

- provide the right conditions to help regenerate South Ayrshire's town centres and keep them vibrant, while conserving their historic character;
- encourage renewable-energy developments without damaging the landscape and countryside;
- promote tourism while protecting the coastline and the other assets on which tourism is based; and
- help the development of Glasgow Prestwick Airport and the area's seaports, as well as support the principles of sustainable development.

In line with Scottish Government guidance, the plan is clear, proportionate and map-based. It provides a long-term 'vision' for South Ayrshire, which recognises that the area's high-quality natural environment and cultural heritage are some of its economy's main assets. The vision aims to make the most of sustainable economic growth that is supported by sound social and environmental objectives. The plan contains a spatial strategy, which details the policies and proposals for developing and using land that aim to deliver the vision. Once the plan has been adopted, it will supersede the current development plan, which consists of the approved Ayrshire Joint Structure Plan 2025 and the adopted South Ayrshire Local Plan, and provide a framework against which we will consider all development proposals.

South Ayrshire is blessed with a rich natural and cultural heritage, boasting beautiful rural landscapes, an outstanding scenic coastline, historic towns and villages, important nature conservation sites and attractive, well laid-out parks and open spaces. The plan tries to strike a balance between growing South Ayrshire's economy and protecting those important environmental assets on which it is founded.

The plan hopes to guide development and investment to appropriate places, through the use of policies covering the spatial strategy, the green belt, the coast, sustainable development and the consequences of development for infrastructure and public services, as well as more specific policies relating to economic development, communities (including housing, town centres and shops), environment and climate change and transport. Among other things, the plan provides land for business and industry as well as a range of sites for over 2000 new houses. We will publish more details about the policies, together with master plans, where necessary, and ways of securing contributions from developers in separate supplementary guidance. A schedule of land that we own that is affected by policies and proposals in the plan is set out in appendix A to this main document.

The plan was shaped by the Strategic Environmental Assessment and Habitats Regulation appraisal, which looked at the effect of policies and proposals on the environment generally and European protected nature conservation sites in particular, and how they could be altered to reduce that effect, if necessary.

2 Contents

Local Development Plan

Spatial Strategy 3

Spatial Strategy	3
The Coast	4
Sustainable Development	4
Delivering Infrastructure	5
Greenbelt	6
Greenbelt Map	7

Settlement Maps 8

Economic Development 17

Tourism	17
Business & Industry	18
Office Development	19
Ports	19
Glasgow Prestwick Airport	20
Newton-on-Ayr	22
Heathfield	24
Development Opportunities	26
Galloway & Southern Ayrshire Biosphere	26

Communities 27

General Retail	27
Town Centres	28
Local Centres & Small Settlement Town Centres	31
Maintaining & Protecting Land for Housing	32
Residential Policy within Settlements, Release Sites & Windfall Sites	33
Rural Housing	34
Affordable Housing	35
Gypsy & Traveller Accommodation	35
Telecommunications	35
Belleisle & Rozelle estates	36
Craigie estate	36
Open Space	38
Community Facilities	38

Environment & Climate Change 39

Environment Map	39
Galloway and Southern Ayrshire Biosphere Map & Galloway Forest Dark Sky Park Map	40
Landscape Quality	41
Landscape Protection	41
Woodland & Forestry	41
Preserving Trees	42
Central Scotland Green Network	42
Water Environment	42
Flooding & Development	43
Agricultural Land	44
Air, Noise & Light Pollution	44
Minerals & Aggregates	45
Low & Zero Carbon Buildings	46
Renewable Energy	46
Wind Energy	47
Historic Environment	48
Archaeology	49
Estates	49
Natural Heritage	50
Waste Management	51
Dark Skies	51

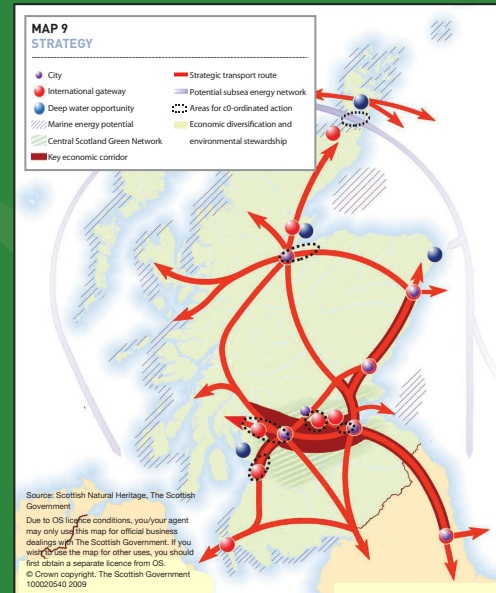
Transport 52

Land Use & Transport	52
Rail Investment	53
Developing Roads	53
Public Transport	53
Freight Transport	54
Town Centre Traffic Management	54
Outdoor Public Access & Core Paths	55

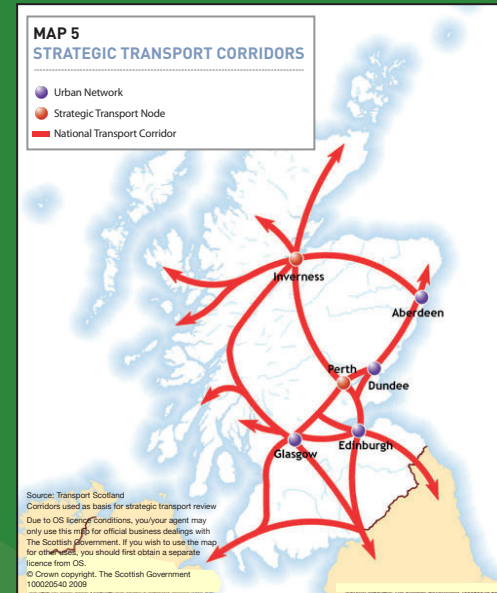
Appendices 56

Appendix A - Schedule of Council Owned Land	56
Appendix B - Coastal Development Guidance	57
Appendix C - Glossary	58
Appendix D - Proposed Housing Release Sites	64

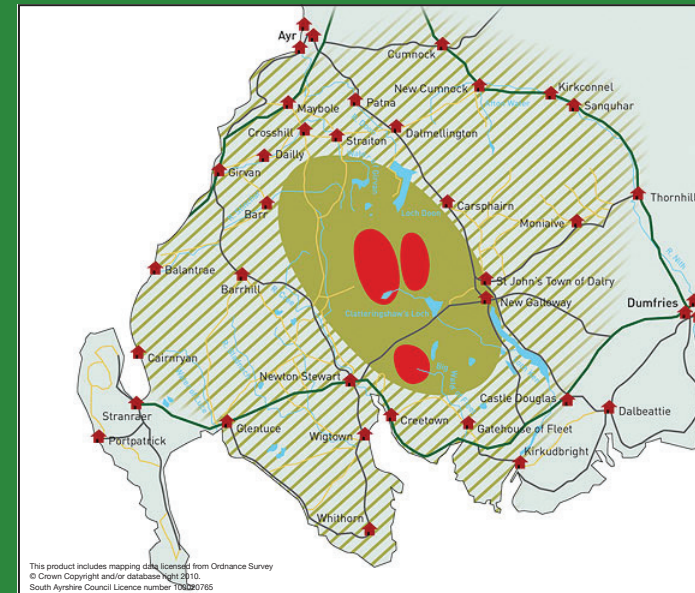
National Planning Framework 2



National Planning Framework 2



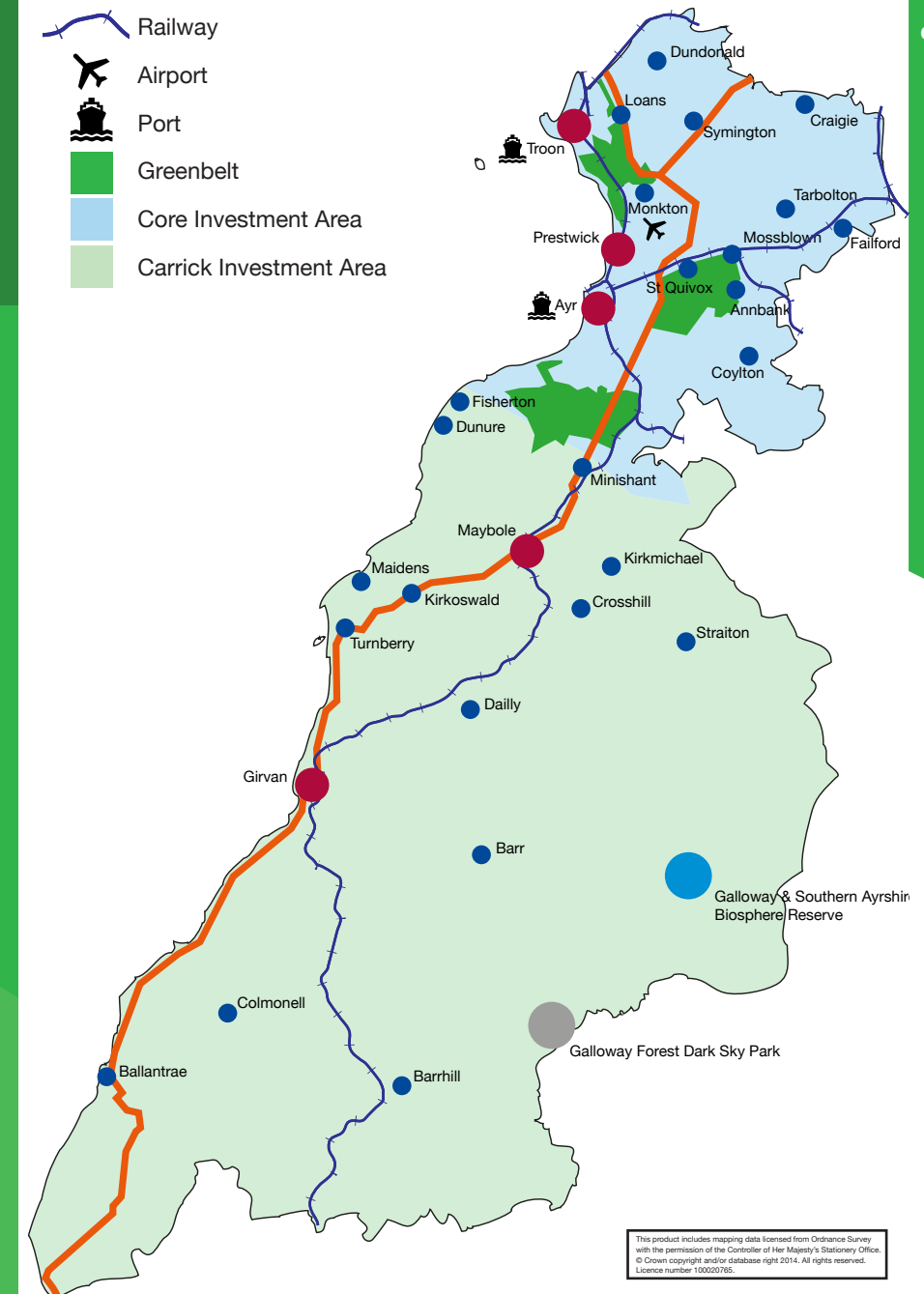
Galloway and Southern Ayrshire Biosphere Reserve



LDP Spatial Strategy Map

Map Key

- Core Investment Towns
- Settlements
- Strategic Road Network
- Railway
- Airport
- Port
- Greenbelt
- Core Investment Area
- Carrick Investment Area



LDP policy: spatial strategy

We developed the spatial strategy by reflecting on spatial priorities set out in regional and national strategies, including the National Planning Framework, the Council's corporate vision, and the Ayrshire Joint Structure Plan. Mapping those priorities underpinned the spatial strategy and outlined the Council's priorities for future development. These are expressed in three different areas: "Core Investment Towns", which include the largest population groups, with the widest range of amenities and infrastructure already in place; "Core Investment Area", which includes smaller communities, which are well served by a good transport network, and access to amenities and employment opportunities; and the "Carrick Investment Area", which includes small settlements, and a diverse rural economy, focussing on environmental quality. We recognise the relationship between South Ayrshire and other urban centres in Ayrshire and the central belt, by promoting connectivity, strong cultural assets and economic growth through housing development.

The LDP is sensitive to short, medium and long-term changes in the economy. However, we will continue to monitor the environment, town centres and the role of Glasgow Prestwick Airport, to be able to respond to future change.

The location of new housing sites aligns with the LDP strategy, providing a generous housing land supply to meet local needs and future demand. Housing sites were chosen in the north of South Ayrshire to increase the choice and variety in the housing land supply, minimise the impact on infrastructure and development costs for developers; to support local communities; to avoid direct competition with existing strategic housing allocations; and to select the most environmentally suitable housing sites.

We will support development that encourages sustainable economic growth, improves the quality of the environment and creates sustainable communities. We will direct development to the most environmentally suitable places with the best infrastructure. We will assess all development against the priorities set out in the spatial strategy (as below) and LDP policy: sustainable development. We will not support development outwith the boundaries of settlements (towns and villages), except where we believe

it can be justified because it will benefit the economy and there is a need for it in that particular area and in line with the spatial strategy.

Core investment towns

We will encourage development within the core investment towns (Ayr, Prestwick, Troon, Maybole and Girvan) if:

- it promotes and enhances the viability and vitality of town centres;
- it promotes the Ayr Renaissance project;
- it helps regenerate Girvan town centre as a rural service centre;
- it helps regenerate Maybole town centre as a rural service centre and improves the environment of the town centre, following the building of a Maybole bypass;
- it promotes the 'Major Redevelopment of South Carrick' project;
- it is made up of new housing development on allocated housing sites and land within the housing land supply;
- it promotes and improves the economic potential of Ayr and Troon ports; and
- vacant, redundant or brownfield land will be regenerated.

We will direct development proposals for major commercial or industrial development or community amenities to the core investment towns.

Core investment area

We will encourage development within the core investment area if:

- it results in new housing at allocated housing sites (shown in the settlement maps);
- it promotes the sustainable economic growth of Glasgow Prestwick Airport, the Enterprise Zone, other airport- related industry and infrastructure;
- it promotes rural diversification and tourism;
- it results in the non residential re-use of a substantially intact building, which will benefit the local environment; and

- it promotes and improves the environmental quality and range of amenities within town centres.

We will not support proposals for residential development outwith existing town and village boundaries, except where in compliance with LDP policy: rural housing.

Carrick investment area

Within the Carrick investment area we will encourage development if:

- it results in new housing at allocated housing sites (shown in the settlement maps);
- it promotes rural diversification and tourism;
- it results in the non residential re-use of a substantially intact building, which will benefit the local environment;
- it promotes the Galloway and Southern Ayrshire Biosphere and Galloway Forest Dark Sky Park; and
- wind farm developments are directed to preferred wind farm search areas.

Transport

To help deliver the spatial strategy, the LDP will support:

- improved rail services and facilities throughout Ayrshire and between Ayr and Glasgow;
- improvements to strategic and local road networks;
- a Maybole bypass;
- promoting, safeguarding and developing public transport networks, accessibility and cycling and walking networks;
- the provision of a park and ride facility at Dutch House Roundabout, Monkton.

LDP policy: the coast

We will support proposals that protect the foreshore from development. Development within the wider coastal area will have to be in line with the coastal strategy map, and protect or improve the scenic and environmental quality of the area. The coastal strategy map defines the characteristics of the coastal areas in South Ayrshire. This is intended to serve as a planning policy framework for the coast, taking account of the sensitive environment while also making sure that there are appropriate opportunities for economic development, recreation and tourism.

The coastal strategy map aims to improve the Central Scotland Green Network by:

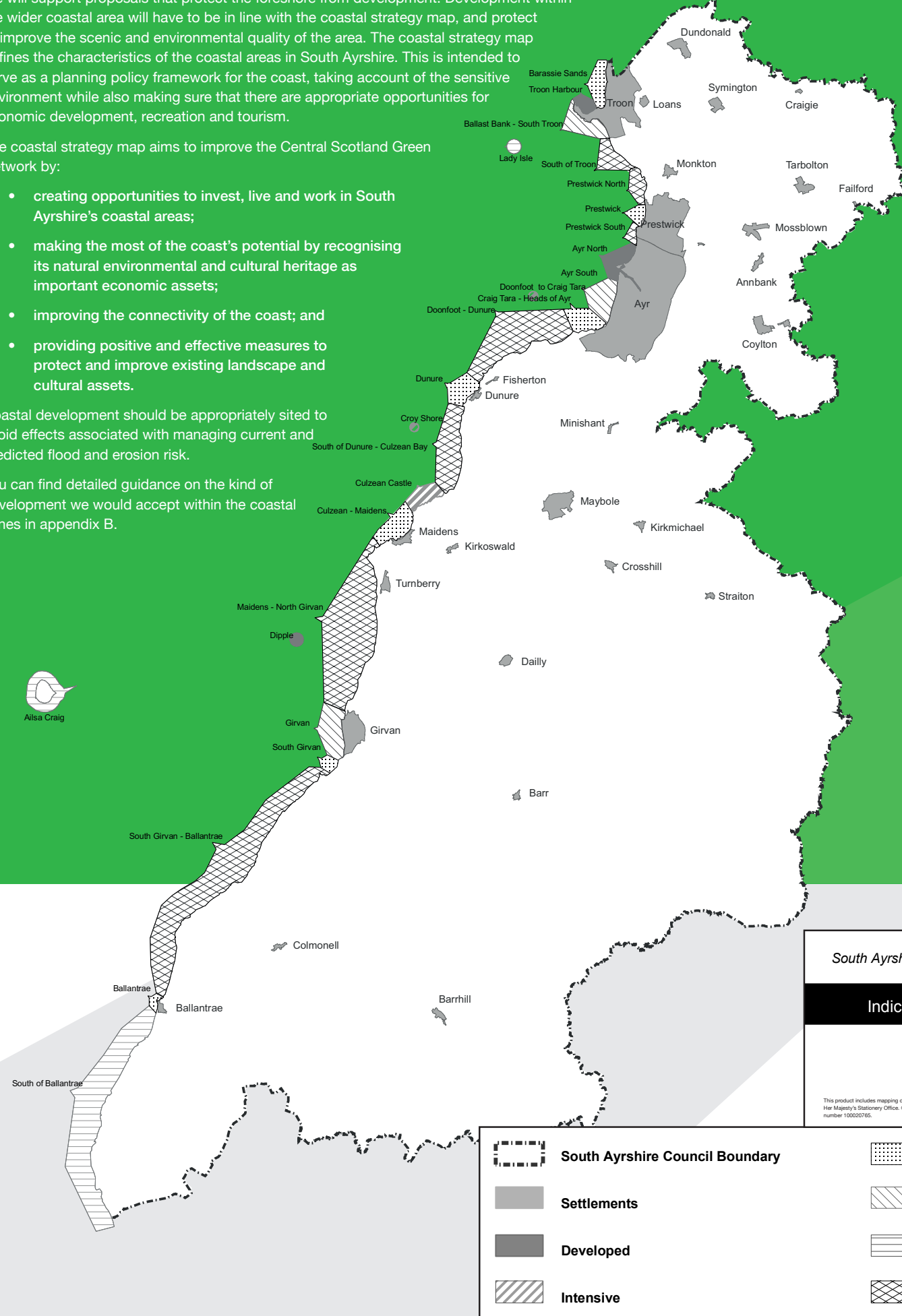
- creating opportunities to invest, live and work in South Ayrshire's coastal areas;
- making the most of the coast's potential by recognising its natural environmental and cultural heritage as important economic assets;
- improving the connectivity of the coast; and
- providing positive and effective measures to protect and improve existing landscape and cultural assets.

Coastal development should be appropriately sited to avoid effects associated with managing current and predicted flood and erosion risk.

You can find detailed guidance on the kind of development we would accept within the coastal zones in appendix B.



Ailsa Craig



South Ayrshire Local Development Plan

Indicative Coastal Strategy

south AYRSHIRE COUNCIL

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	South Ayrshire Council Boundary		Partly Developed
	Settlements		Recreation & Tourism
	Developed		Remote
	Intensive		Undeveloped

LDP policy: sustainable development

We will support the principles of sustainable development by making sure that all development meets the following standards.

- Is appropriate in terms of its amenity impact, layout, scale, massing, design and materials in relation to its surroundings.
- Is designed to maximise energy efficiency through building siting, orientation and materials.
- Respects the character of the landscape.
- Respects, protects, and where possible, enhances natural, built and cultural heritage resources.
- Helps mitigate and adapt to the effects of climate change.
- Protects peat resources.
- Is appropriate to the local area in terms of road safety and effect on the transport network.
- Contributes to an efficient use of public services, facilities and infrastructure.
- Has sustainable urban drainage and avoids increasing (and where possible reduces) risks of or from all forms of flooding.
- Supports, and, where possible, improves the Central Scotland Green Network.
- Does not have a negative effect on air and water quality.
- Is not within Health and Safety Executive safeguard zones if this would lead to increased risk or danger.
- Is designed in a way that helps prevent crime.
- Wherever possible, is in an accessible location, with opportunities for the use of public transport, and other sustainable transport modes including cycling and walking.
- Includes the use of micro-renewables, wherever appropriate and feasible.



LDP policy: delivering infrastructure

Where a development, either on its own or in association with other developments, will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, we will require the developer to meet or contribute to the cost of providing or improving such facilities or infrastructure.

We will expect all new development proposals to include:

- a) all on-site infrastructure which is directly related to the proposed use and is required to allow the effective operation of the proposed use; and
- b) measures to ensure the provision of any off-site infrastructure which is necessary as a result of the development, in order to avoid putting an extra burden on the existing community.

If appropriate, we may consider individual applications collectively when assessing off-site infrastructure requirements.

Securing infrastructure

If a developer has to provide infrastructure as part of the development proposal, or has to pay for infrastructure, to allow us to offset the effect of the development, we will use one or more of the following methods to achieve this:

- appropriately worded conditions (including suspensive conditions) attached to planning permissions;
- the payment of commuted sums, either immediately before we issue planning permission, or at such other dates as may be agreed: and
- appropriate legal agreements, including under section 75 of the Town and Country Planning (Scotland) Act 1997 (as amended).

All such requirements will be related in nature, scale and kind to the proposed development. Any section 75 agreements will accord with the requirements of Scottish Government Circular 3/2012: Planning Obligations and Good Neighbour Agreements. We will produce supplementary guidance setting out in more detail how we will operate this policy.

Viability

If we need a contribution from the developer towards the cost of infrastructure, or to offset the impact of the development, we will take into account the viability of the development in determining the amount and/or timing of such contributions. Contributions will be waived or reduced only in exceptional circumstances (for example, where there are exceptional development costs; the development would bring particular economic, social or environmental benefits; or where the development would enable some other desirable outcome to take place) and it will be for developers to demonstrate that such circumstances apply, including through the provision of the necessary financial information. We will set out in more detail in the supplementary guidance how viability issues will be considered in the context of developer contributions.

Developer contributions

Proposals for all forms of development will be expected to contribute to the provision or improvement of off-site transport or other infrastructure, where the need is shown to exist.

In addition, proposals for housing development will be expected to contribute to:

- affordable housing (in accordance with LDP policy: affordable housing and its supporting supplementary guidance);
- educational facilities (in accordance with supplementary guidance which we will produce); and
- open space and play equipment (in accordance with LDP policy: open space, our existing Supplementary Planning Guidance on Open Space and Designing New Residential Developments, our Open Space Strategy and Audit, and the new supplementary guidance to be produced as part of the local development plan.)

The new supplementary guidance that we will produce will set out in detail all instances when we will ask for contributions from developers, including how the amount we expect them to contribute will be calculated. In addition to the housing release sites identified in this plan, contributions may be required in association with windfall sites.”



We consulted with the Planning Forum in producing the proposed LDP. Outcomes of the consultation shaped the spatial strategy and the LDP.

LDP policy: green belt

We will only support development within the green belt if it is of a high design quality and a suitable scale and form, and it:

- contributes to the economic and environmental sustainability of existing green belt uses;
- is associated with agriculture, including the reuse of historic buildings;
- has horticultural (or directly related) uses;
- has recreational use that needs a green-belt setting;
- is required at the proposed location to provide essential infrastructure; and
- protects, promotes and develops green networks and opportunities for access to the countryside.

We will not support proposals for housing development within the green belt, except where in compliance with LDP Policy: rural housing.

If a development would not normally be consistent with green-belt policy, we may still consider it appropriate either as a national priority or to meet an established need if no other suitable site is available.



VEHICLE CATAMARAN FROM TROON (summer only)
Larne 2 hrs



Spatial Strategy



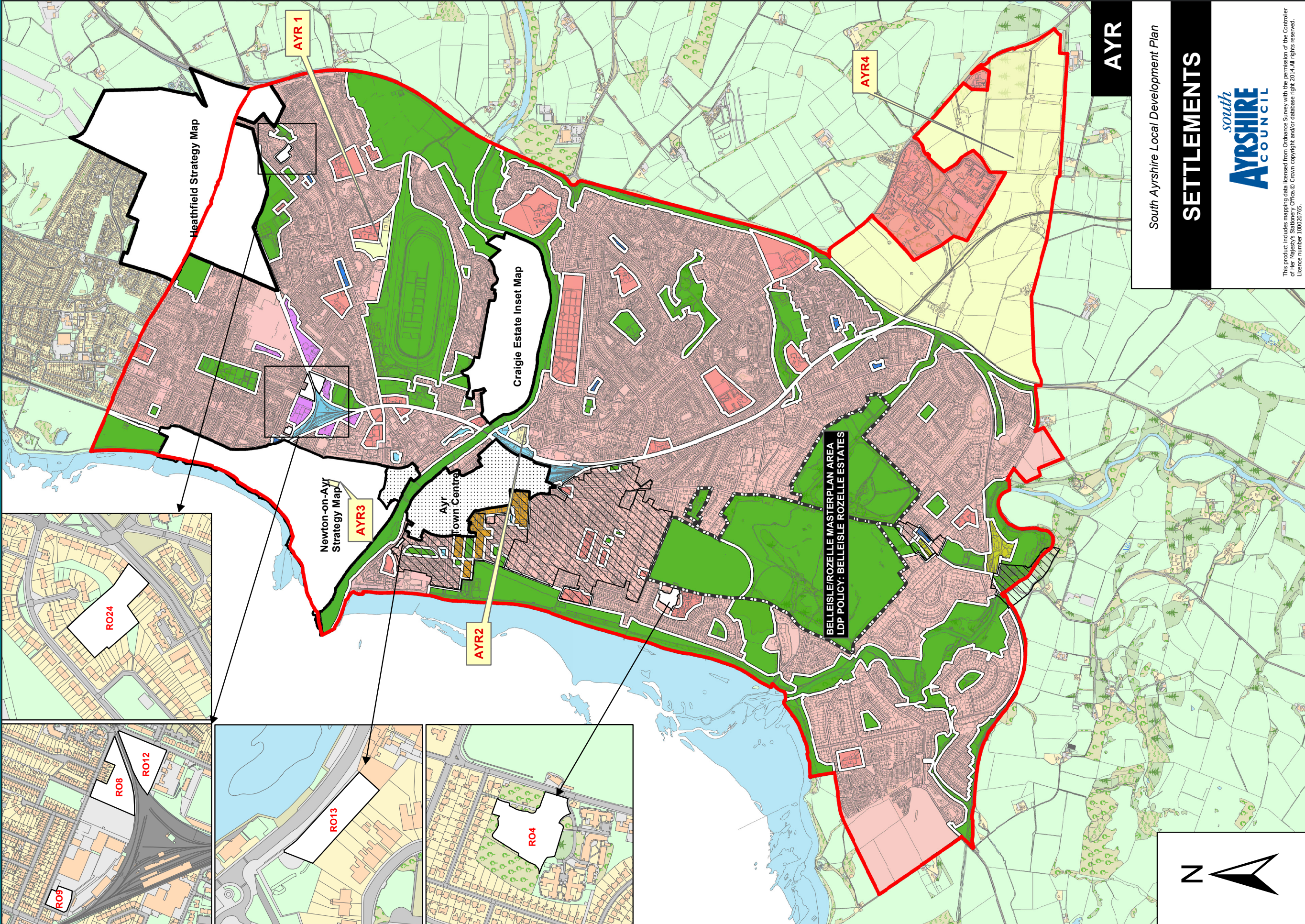
South Ayrshire Local Development Plan

LOCAL DEVELOPMENT PLAN GREENBELT



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Land-Use Description	Land Use Characteristics	Relevant LDP Policy
SALDP Housing Allocation Site	All new LDP housing sites and South East Ayr.	LDP Policy: Maintenance and Protection of an Effective Housing Land Supply
Predominantly Residential Area	Existing residential areas and consented or zoned Housing release sites (except South East Ayr and LDP sites). Will include some small scale non-residential uses, where located within predominantly residential areas.	LDP Policy: Residential Policy within Settlements, Release Sites and Windfall Sites
Transport	Includes transport infrastructure such as train and bus stations and car parks. Glasgow Prestwick Airport and the Ports of Ayr and Troon are covered by other designations.	LDP Policy: Public Transport LDP Policy: Land Use and Transportation
General Industry Area: Commercial/ Business Area	Comprising large scale business/ office uses and light industrial use.	LDP Policy: Business & Industrial Opportunities
General Industry Area: General Industry	Comprising general industry, workshop, small scale/ancillary office, business use, storage and distribution uses.	LDP Policy: Business & Industrial Opportunities
General Industry Area: General Industry and Distribution	Comprising general industry, storage and distribution. Some ancillary office, workshop and business uses may also operate within these industrial areas.	LDP Policy: Business & Industrial Opportunities
General Industry Area: Light Industry	Comprising light industrial uses and small scale storage and distribution. Ancillary office/business activities may also operate within these industrial areas.	LDP Policy: Business & Industrial Opportunities
Port Related (Sea Ports at Ayr and Troon)	Heavy engineering, sea freight storage/distribution and passenger shipping facilities.	LDP Policy: Ports
Open space	Open space, beaches, tree belts, green corridors and play areas. Includes leisure facilities located within areas of open space.	LDP Policy: Open Space
Community Facility	Includes schools, public halls, libraries, community centres, cemeteries and sports halls.	LDP Policy: Community Facilities
General Retail	Identified retail areas outwith Ayr, Prestwick, Troon, Maybole and Girvan town centres. Includes local centres and small settlement town centres, which may also incorporate non-retail local facilities.	LDP Policy: General Retail LDP Policy: Local Centres & Small Settlement Town Centres
Significant leisure/recreation/tourism	Whilst these uses may have associated open space, this designation identifies that the use of the land also contains significant leisure/recreation/tourism facilities (including tourist accommodation), which are the focus of the use of the land. Smaller leisure/recreation/tourism uses, or such uses which are located outwith identified settlement boundaries, should still be protected under the relevant LDP policy, even though they may not be specifically designated for this purpose.	LDP Policy: Tourism
Conservation Area	Designated Conservation Areas.	LDP Policy: Historic Environment



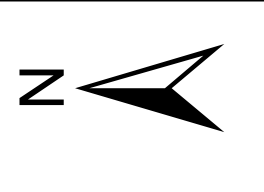
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South Ayrshire Local Development Plan

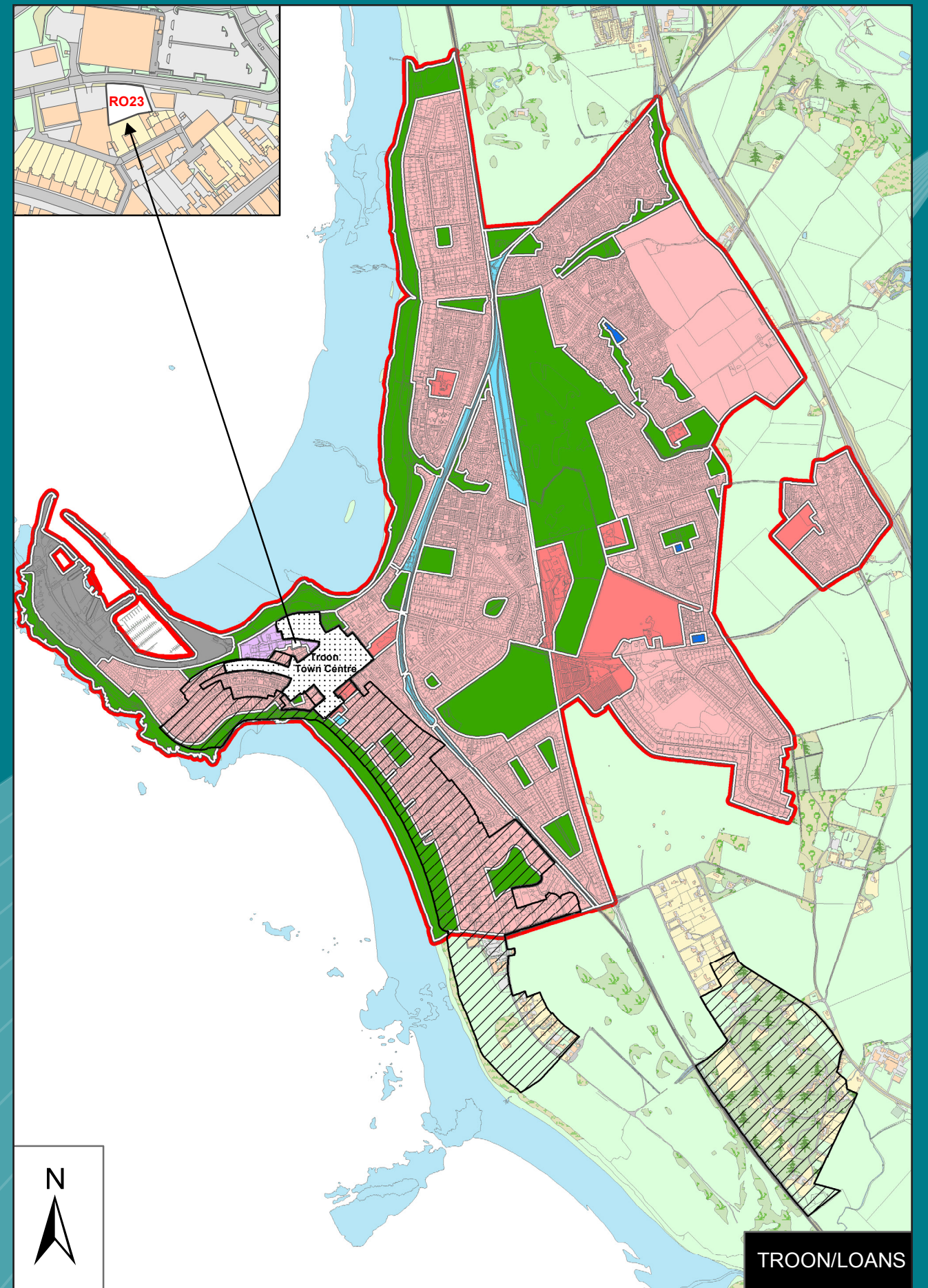
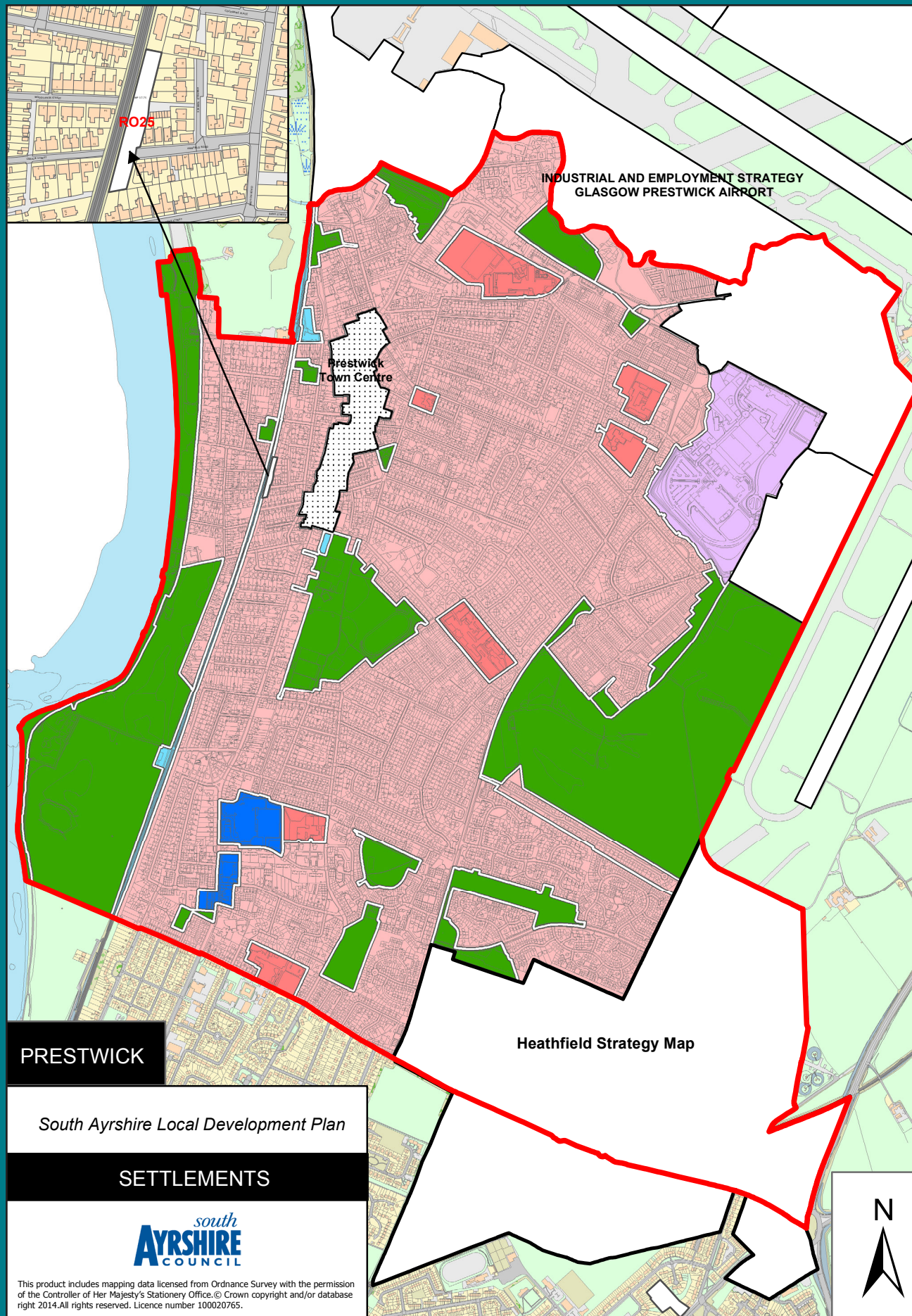
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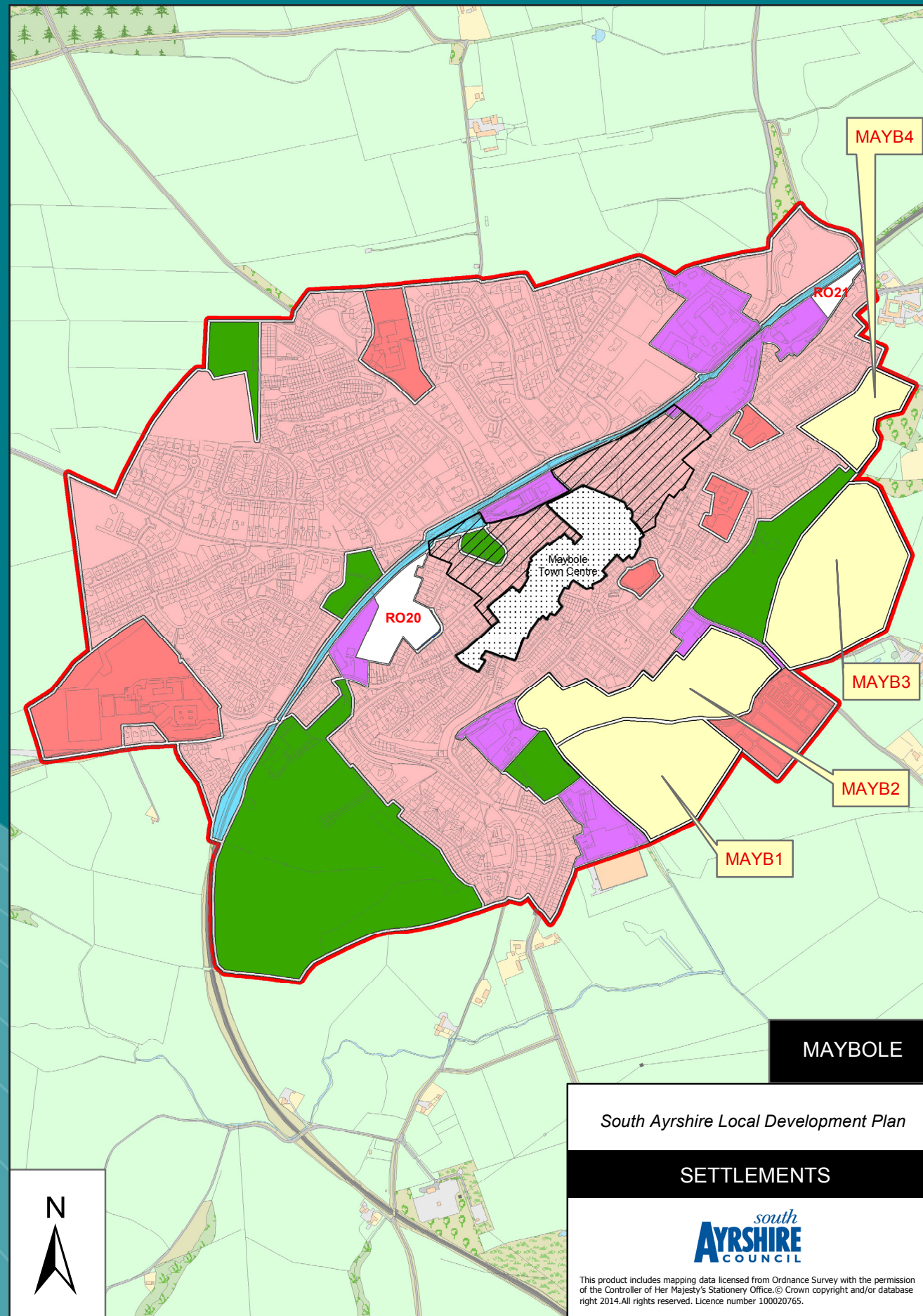
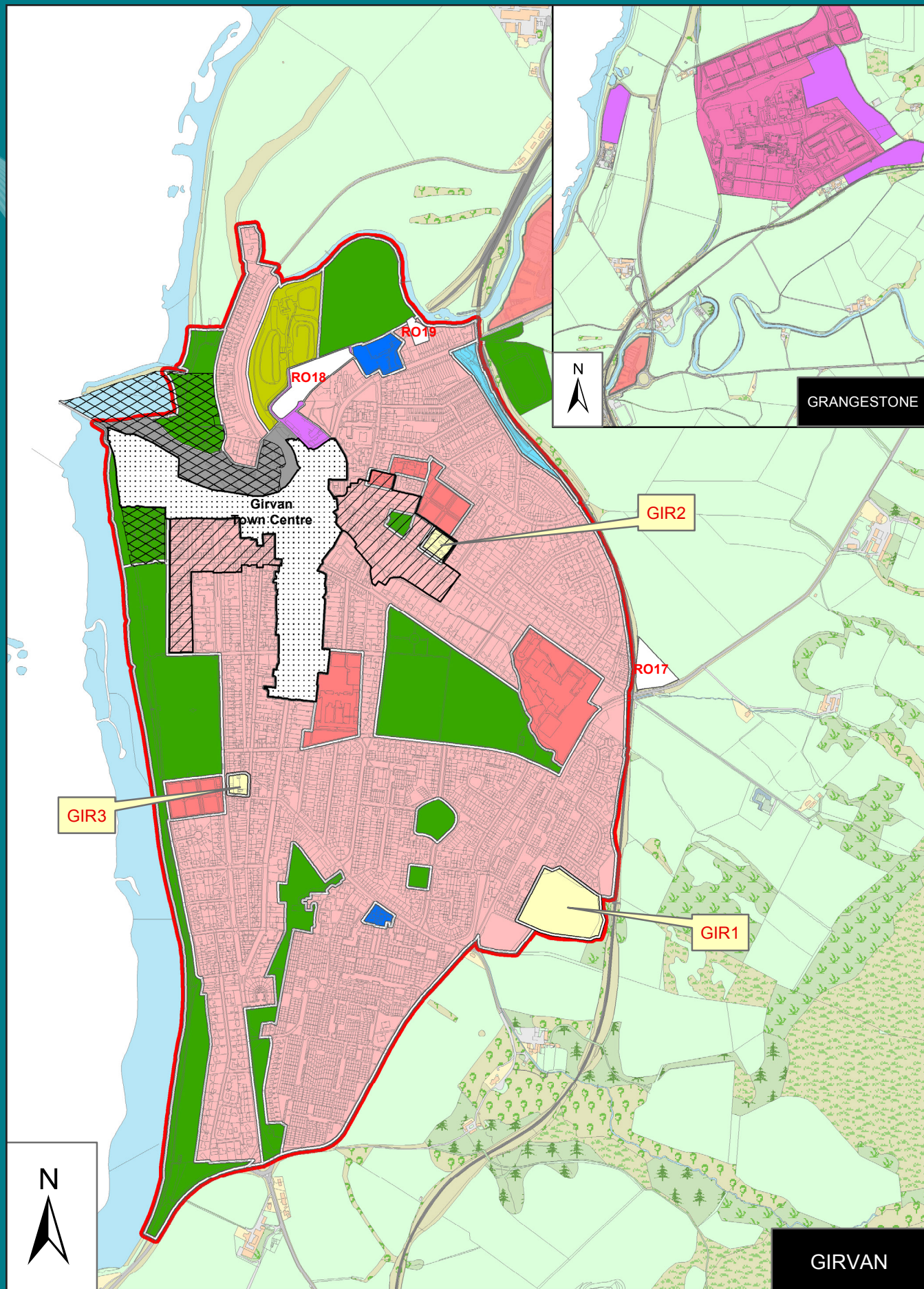


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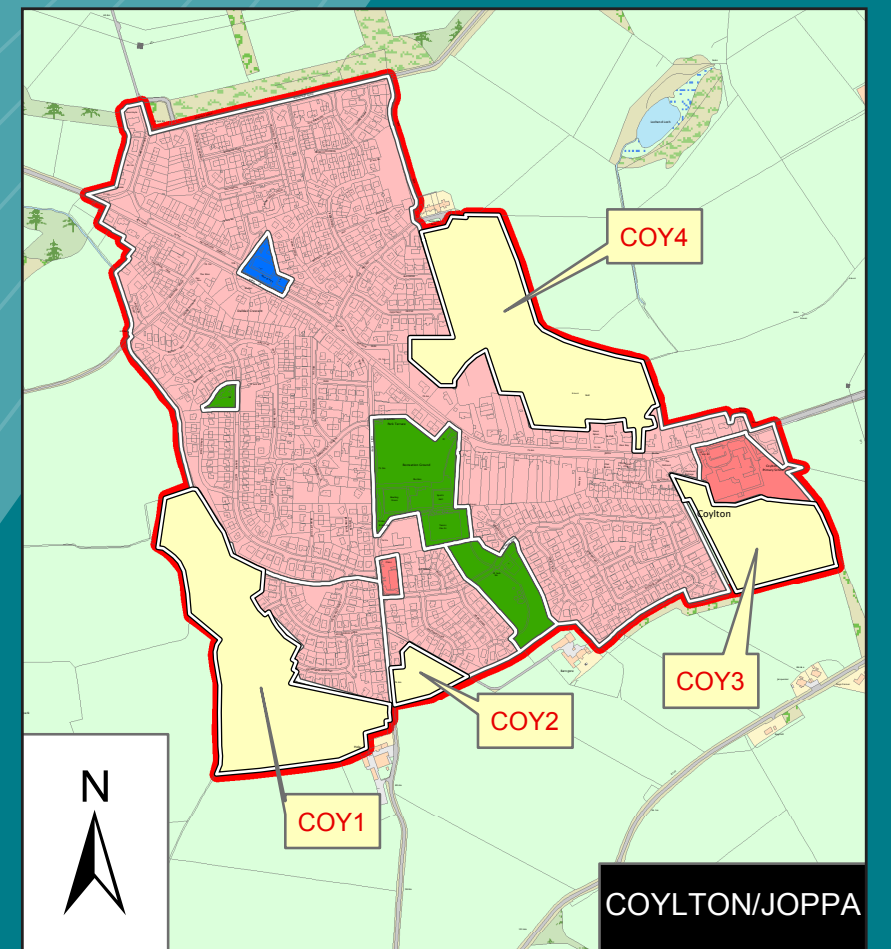
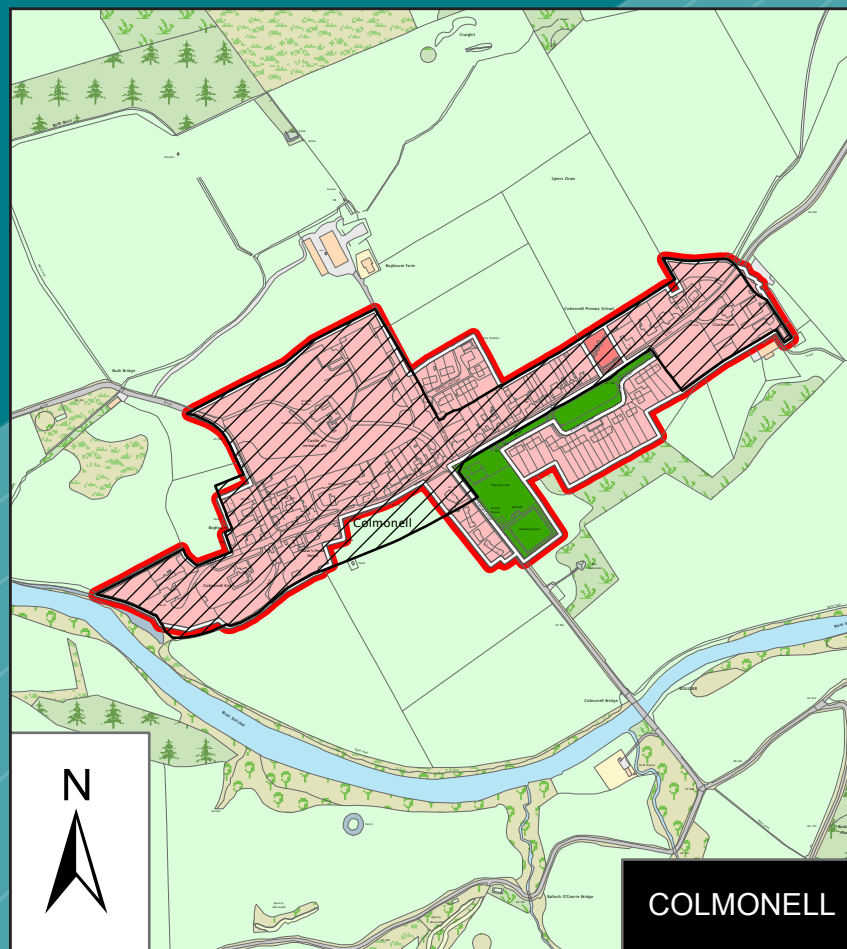
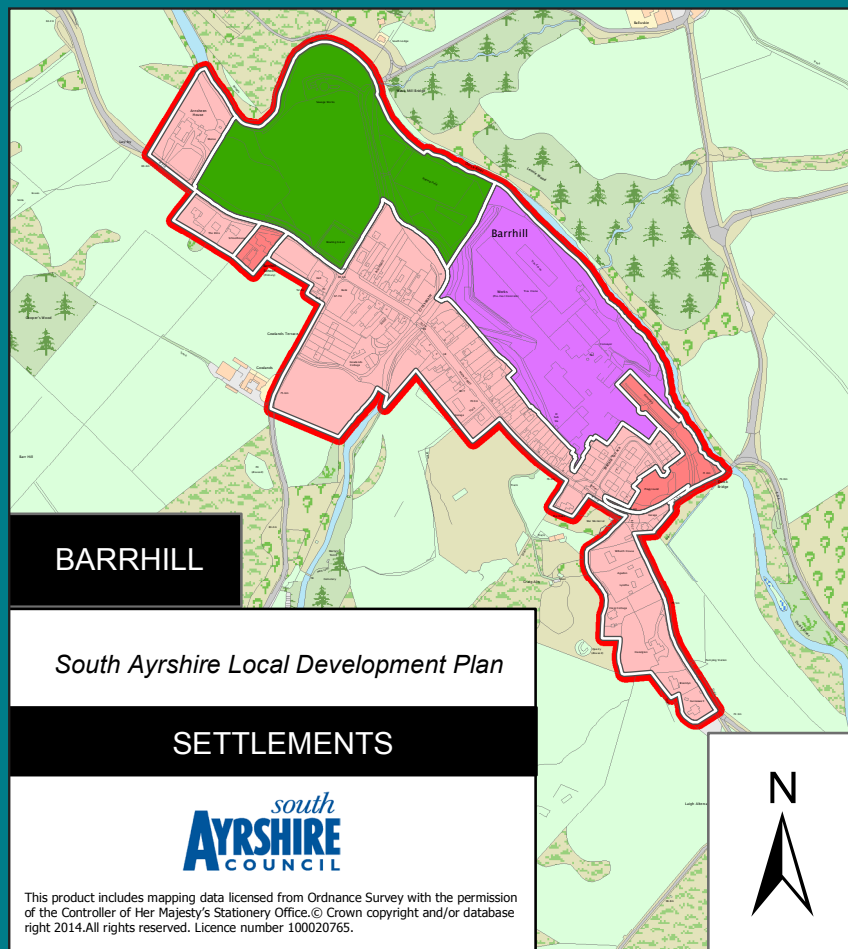
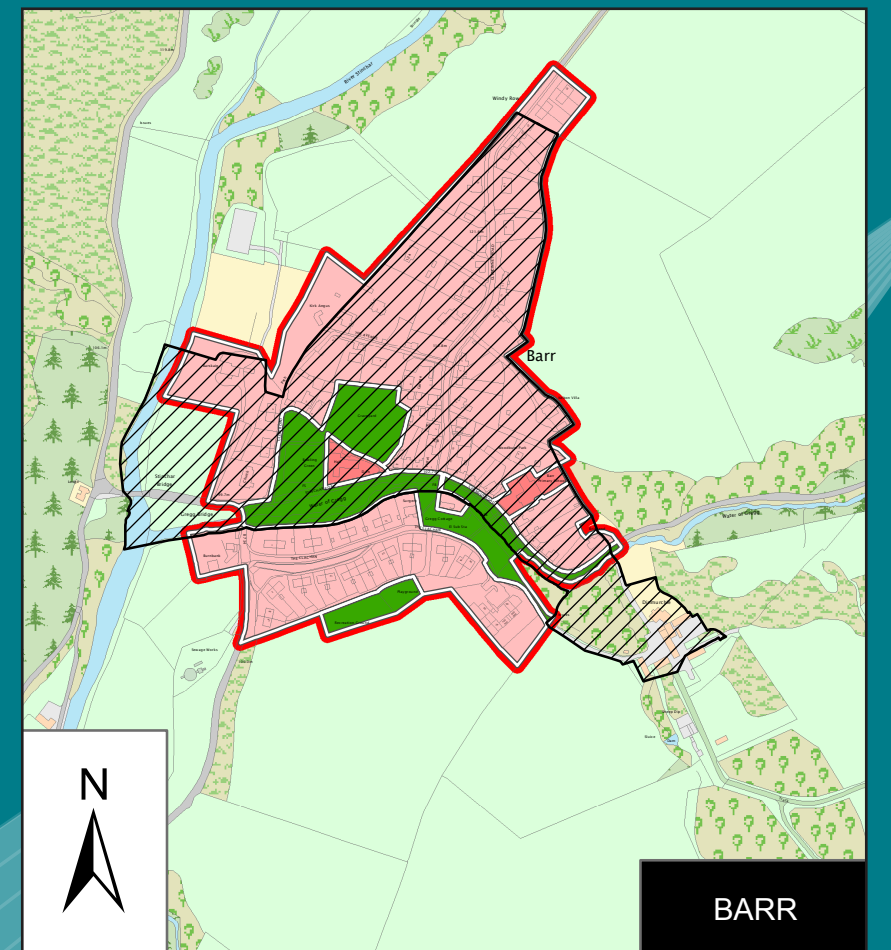
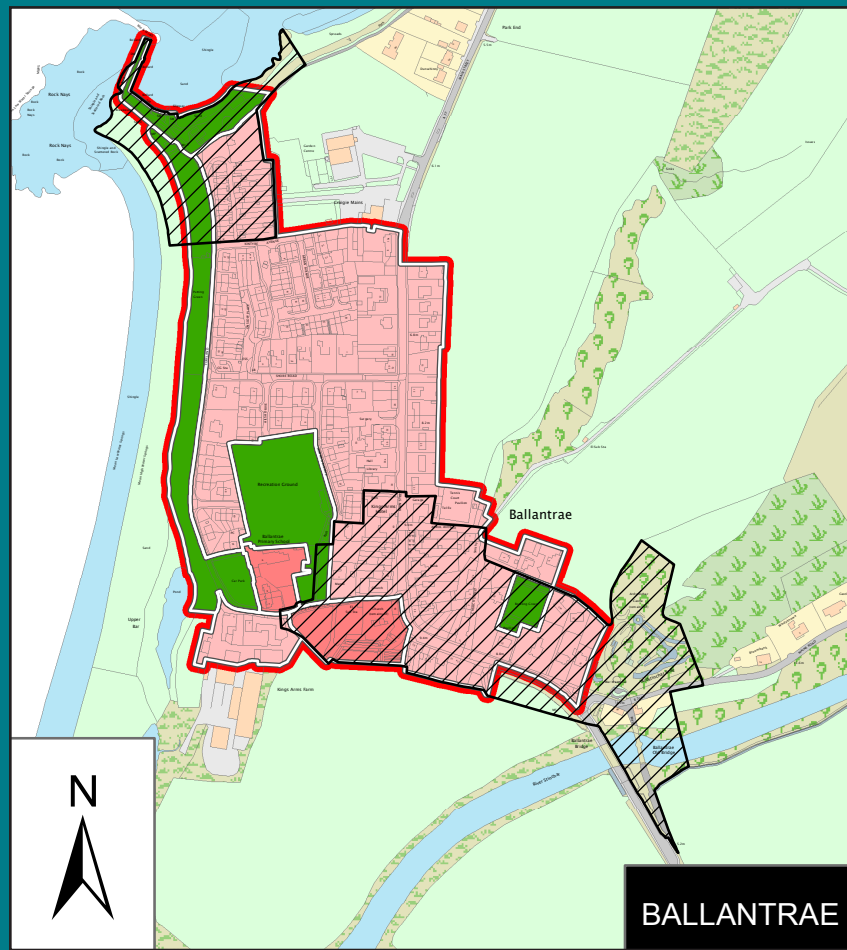
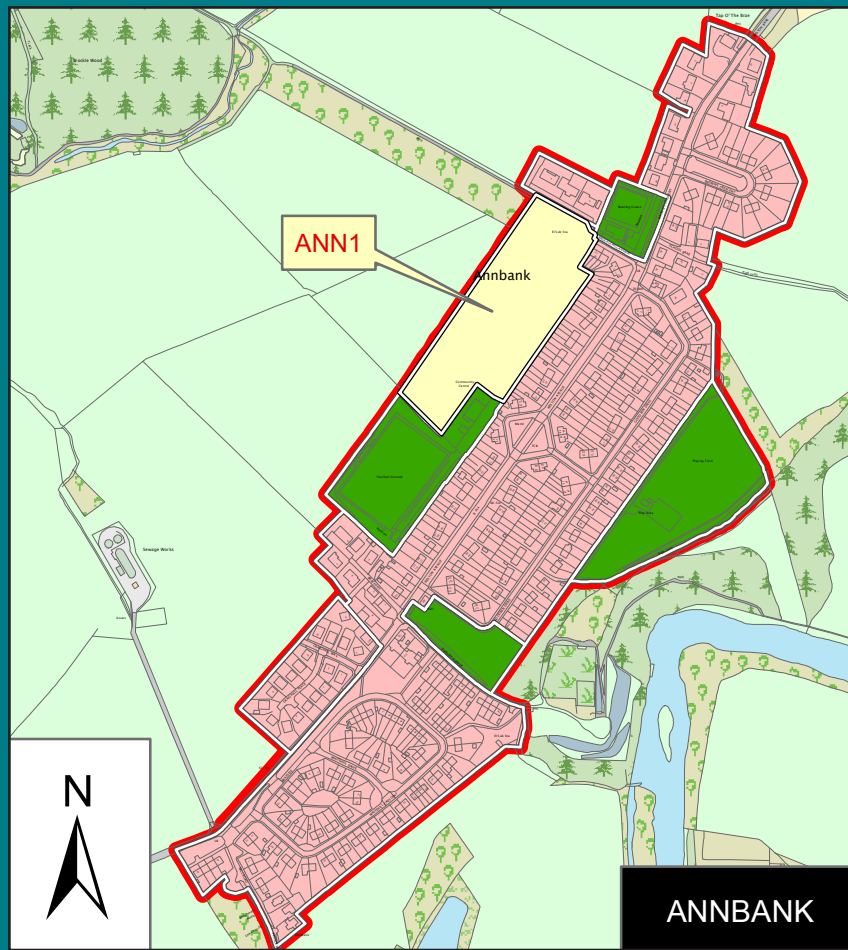


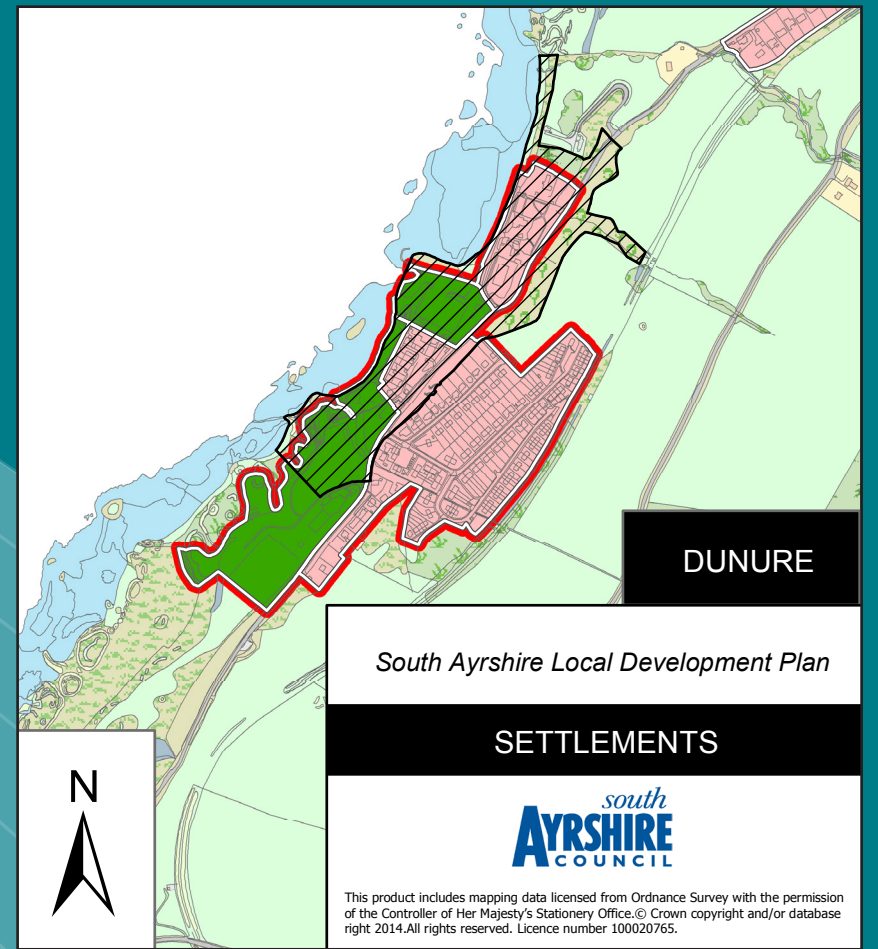
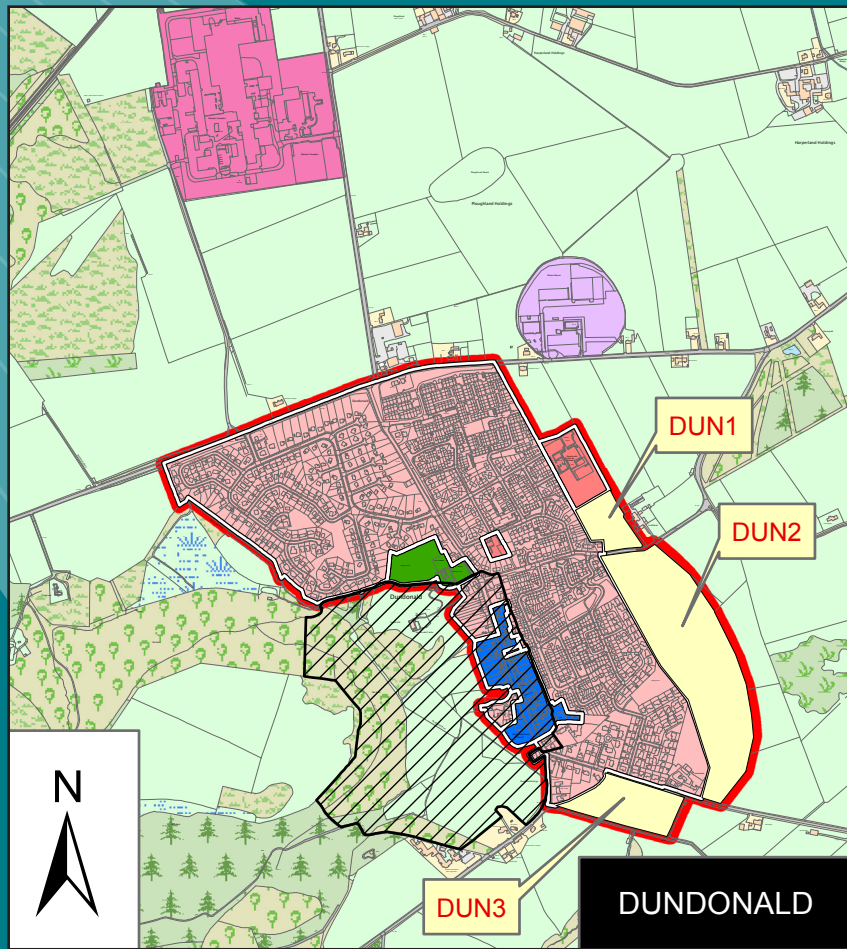
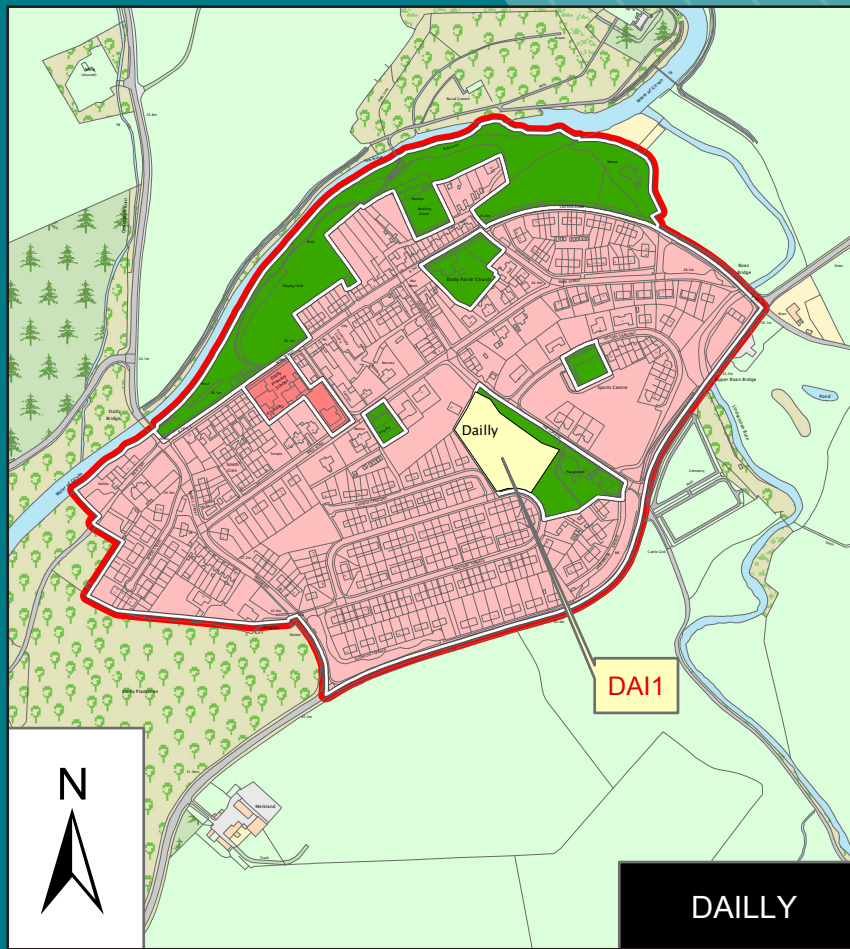
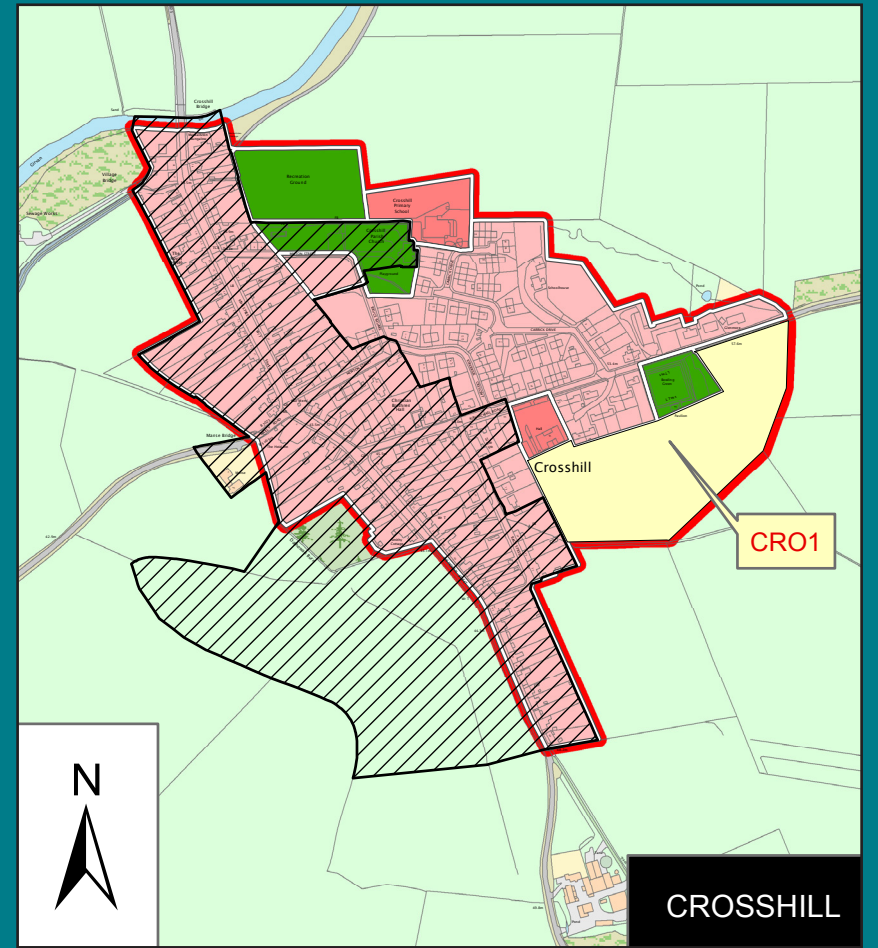
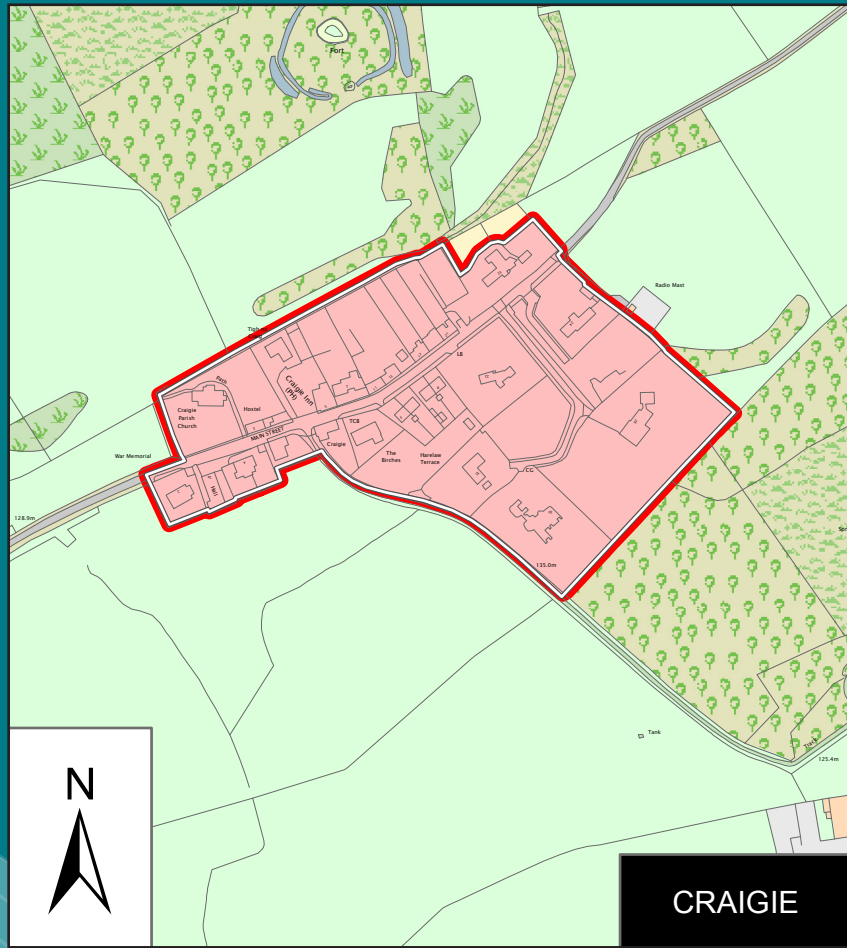
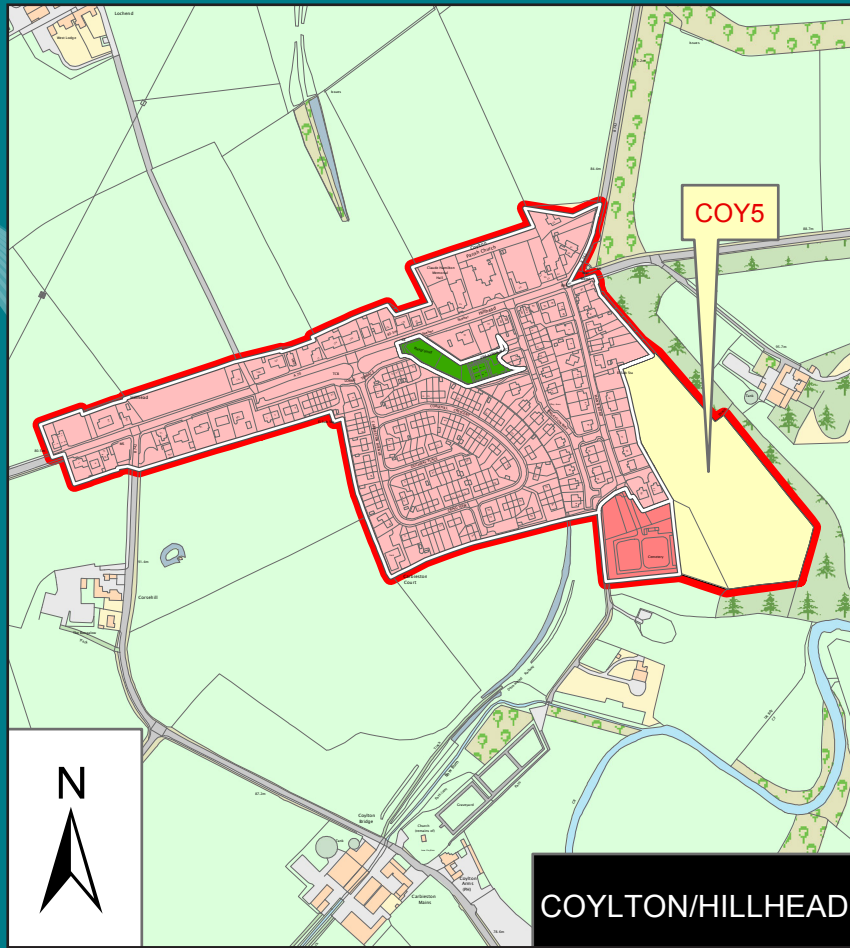
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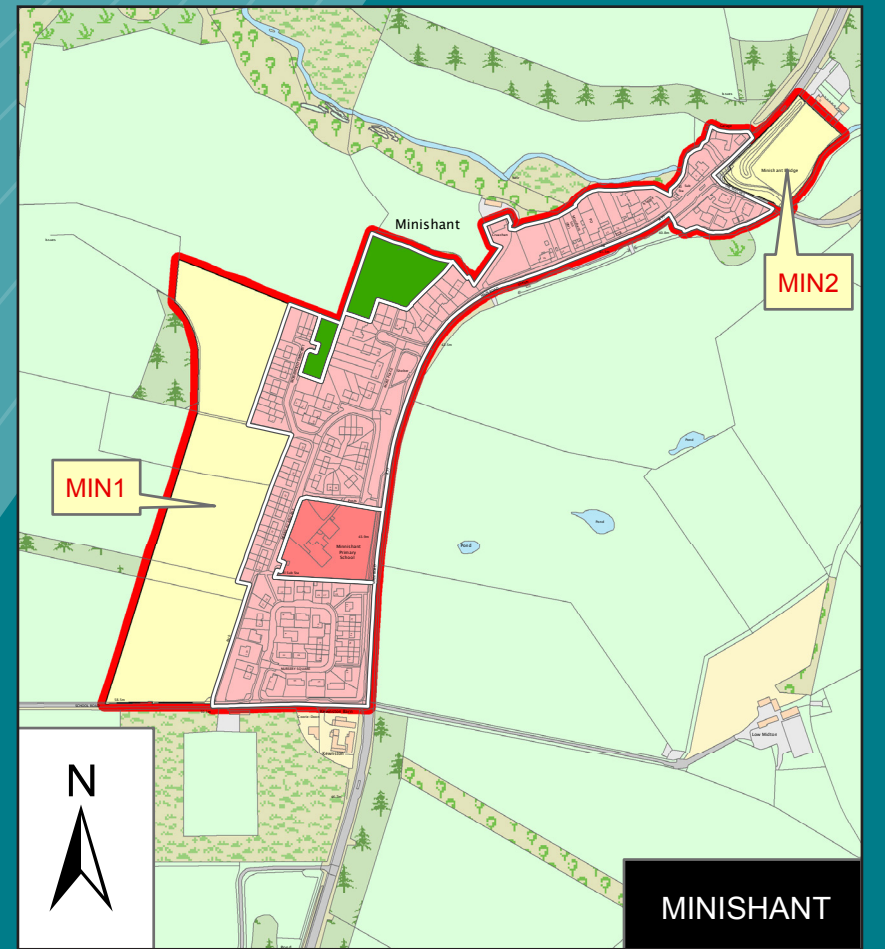
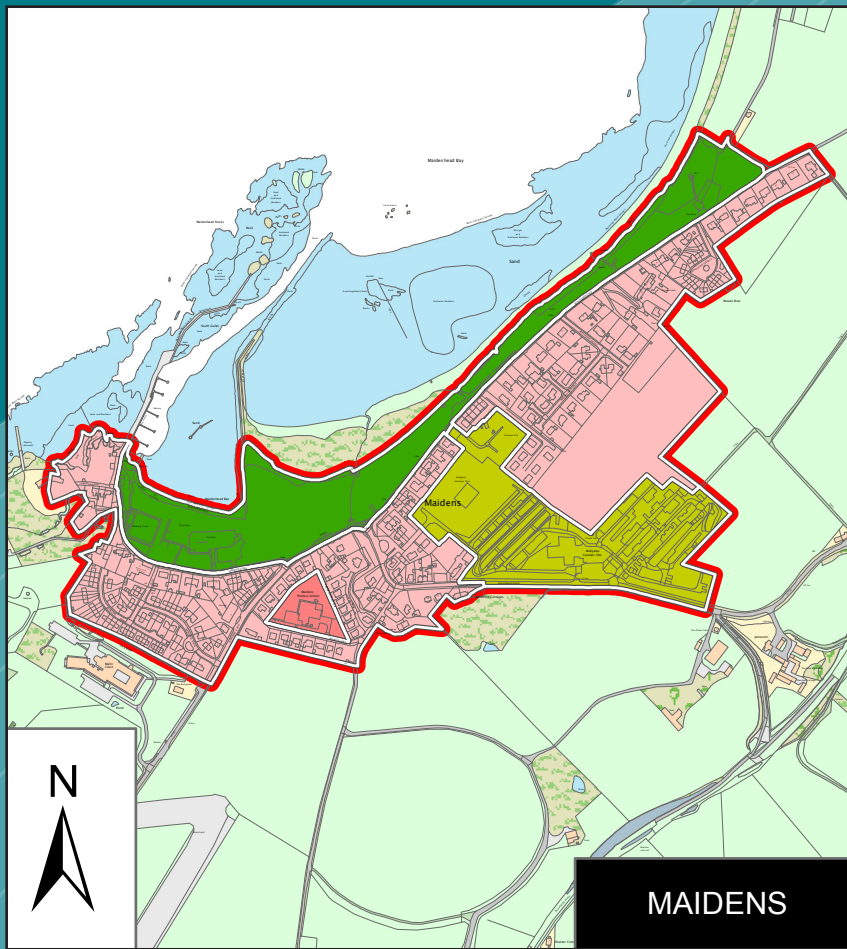
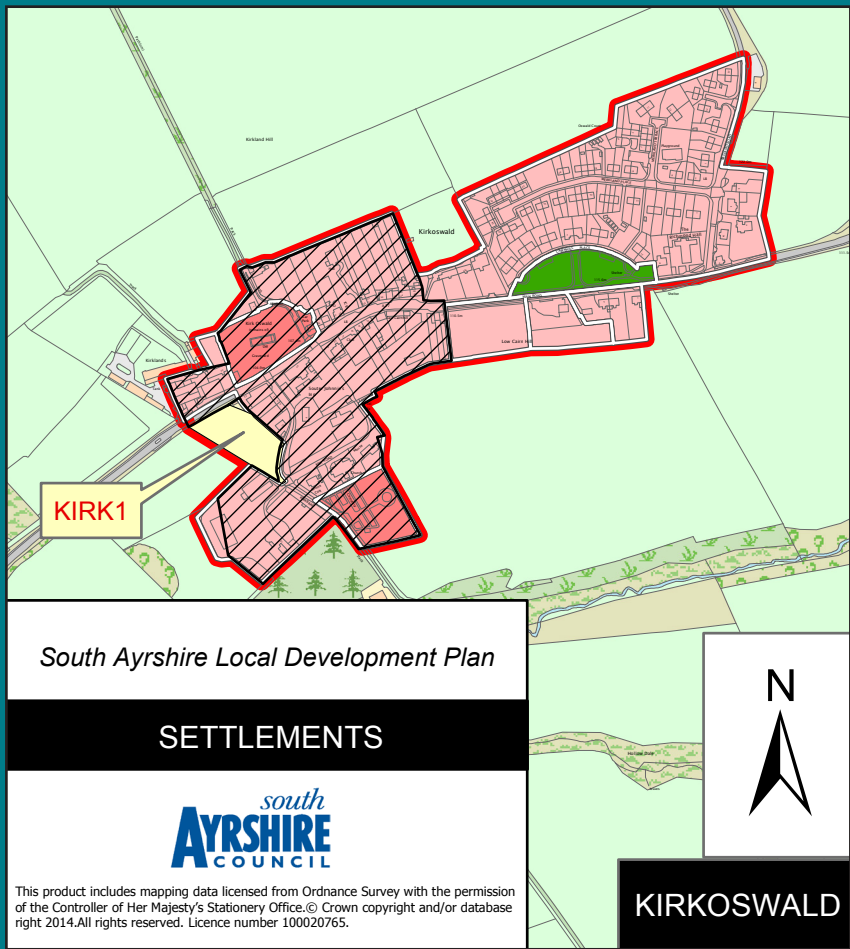
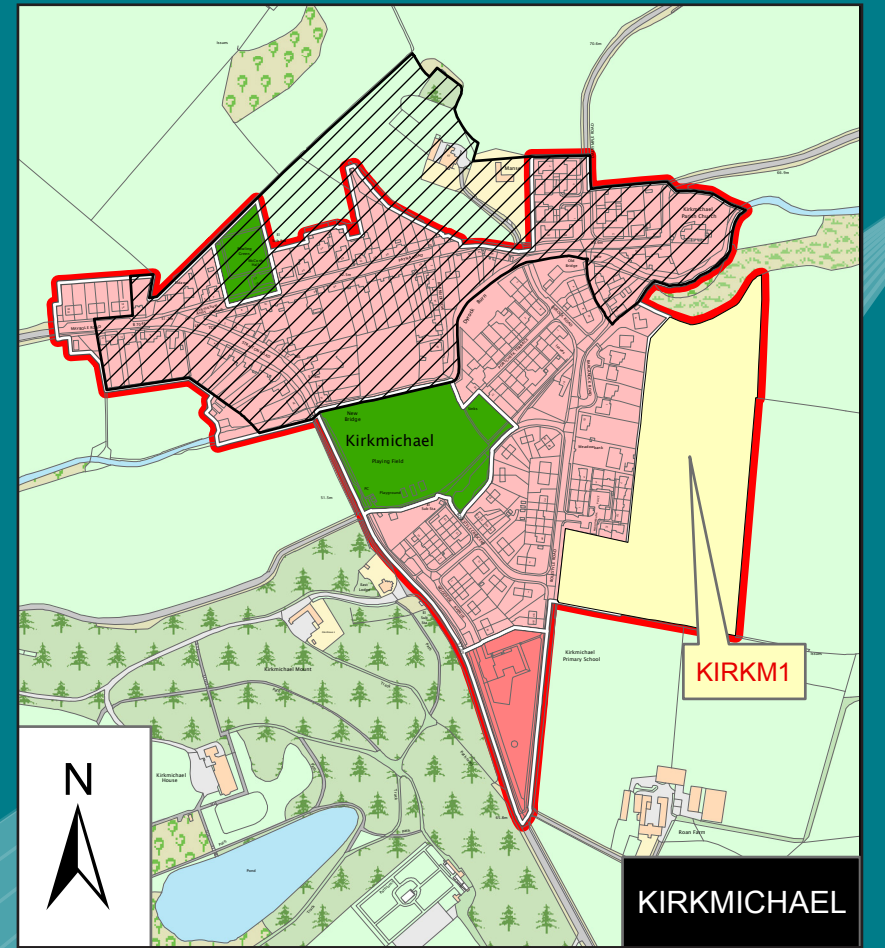
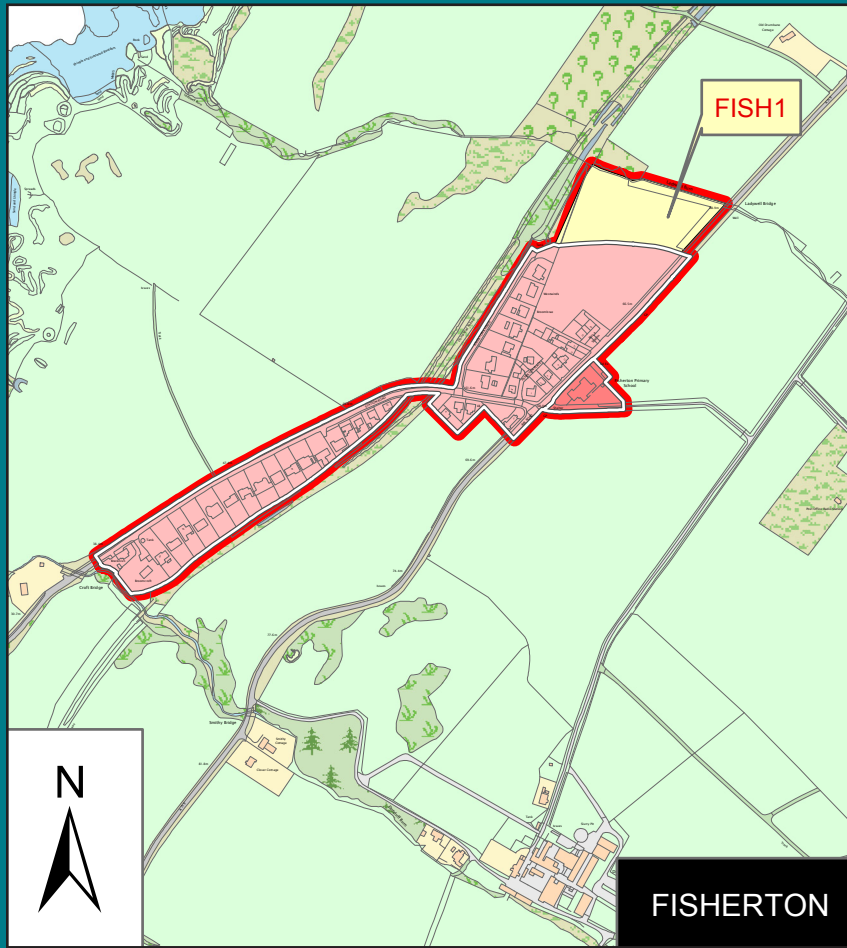
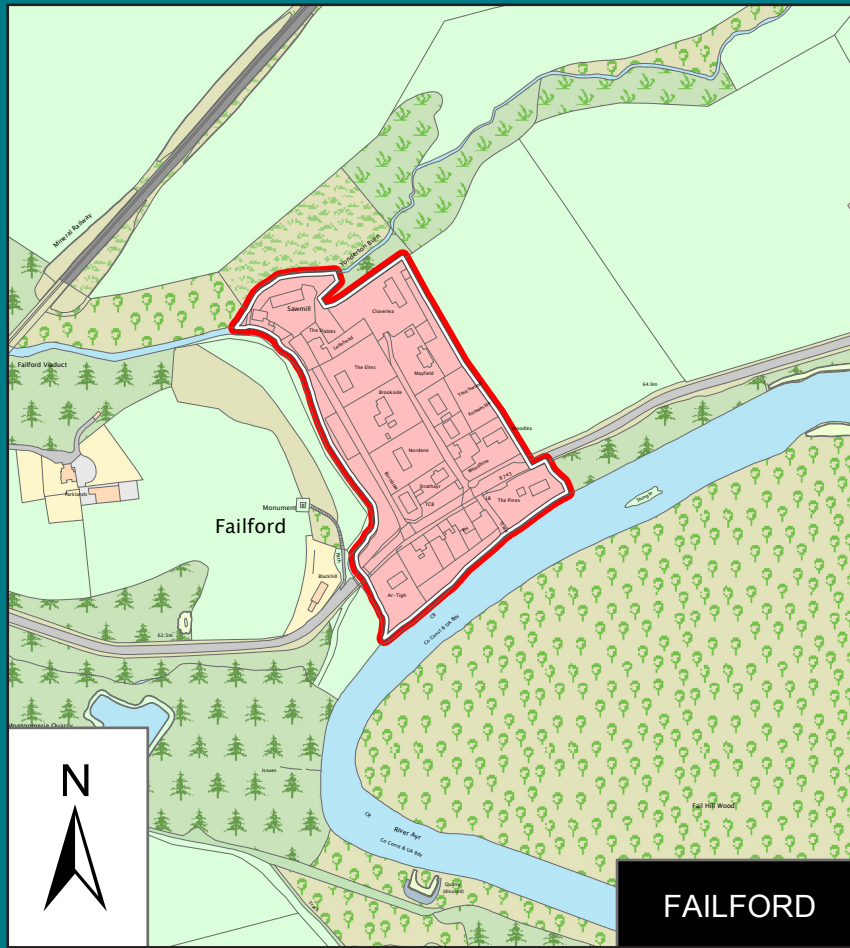


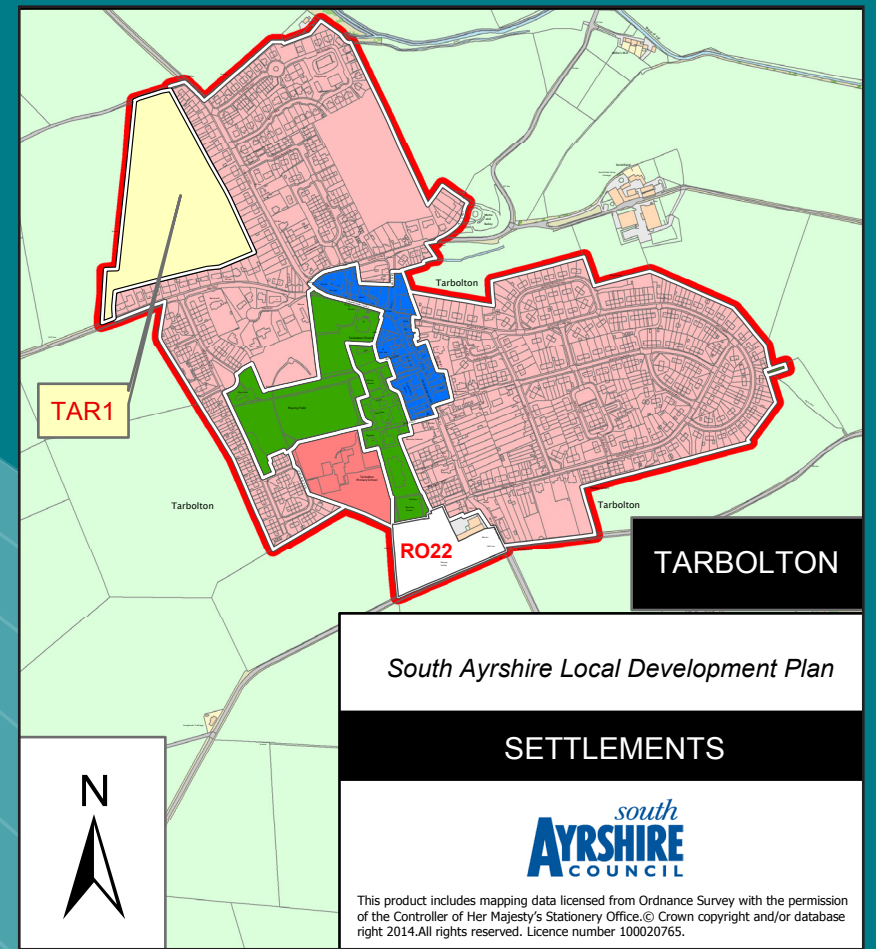
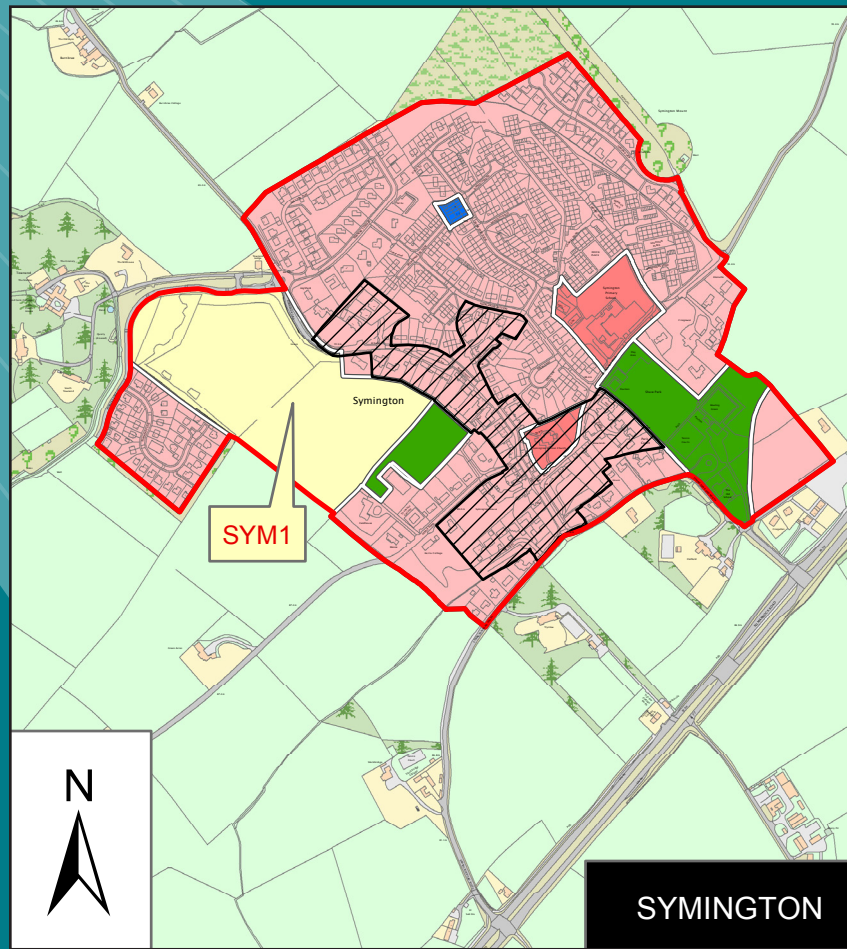
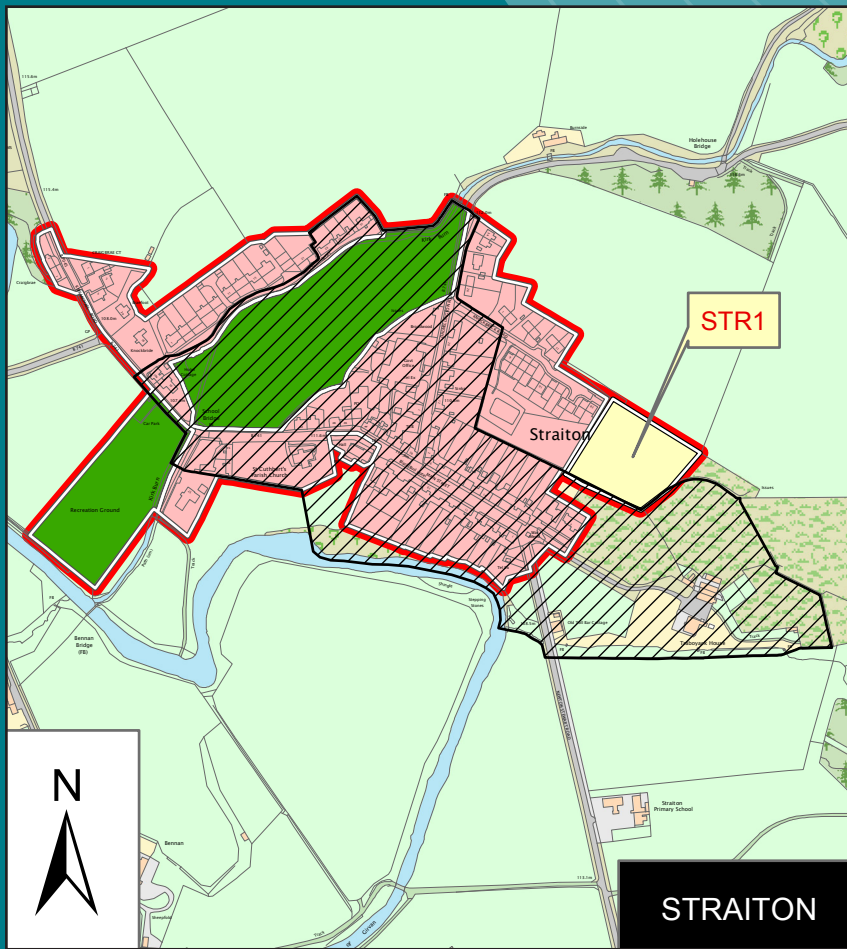
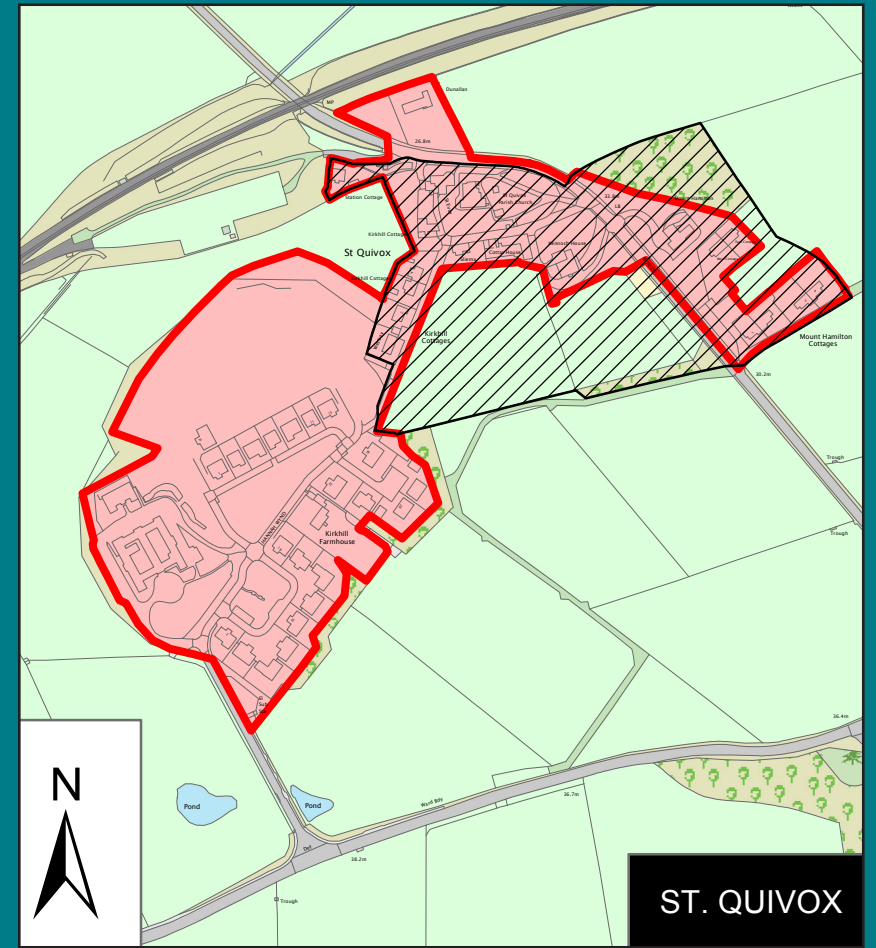
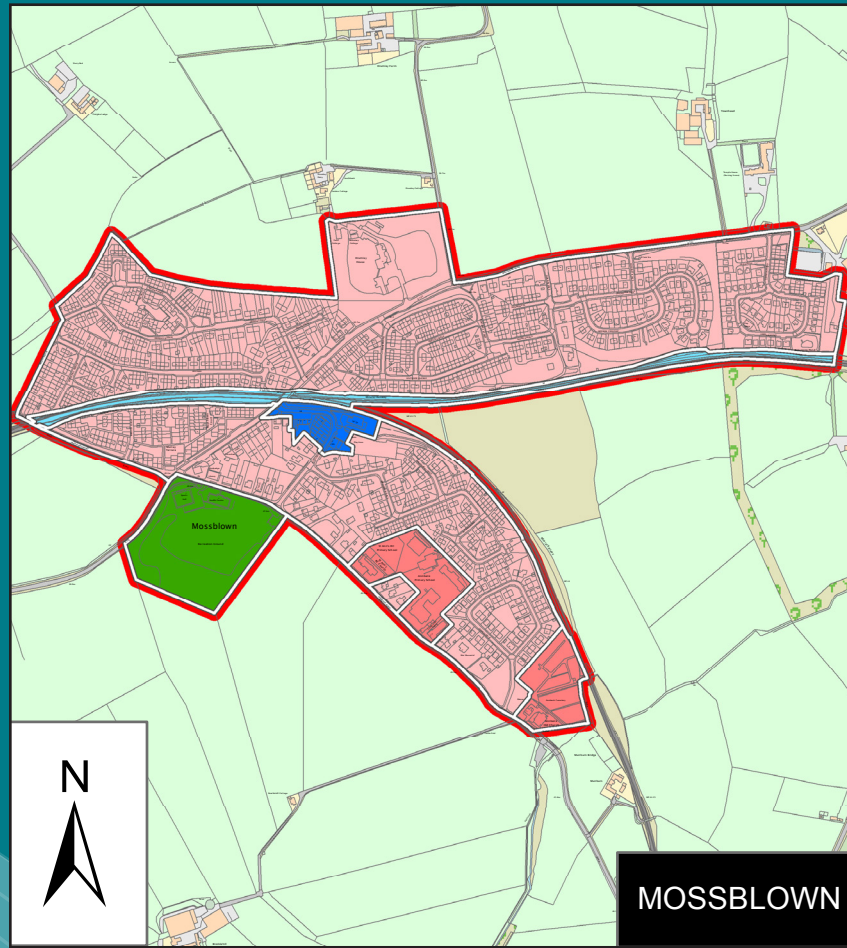
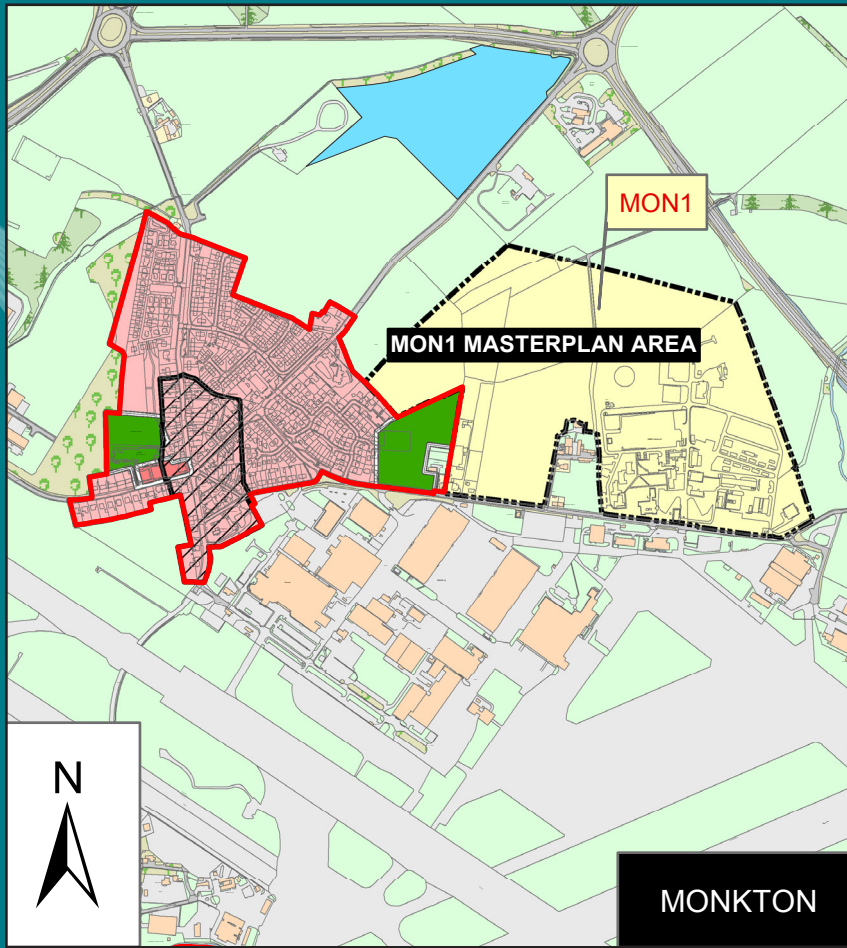


South Ayrshire Local Development Plan

SETTLEMENTS

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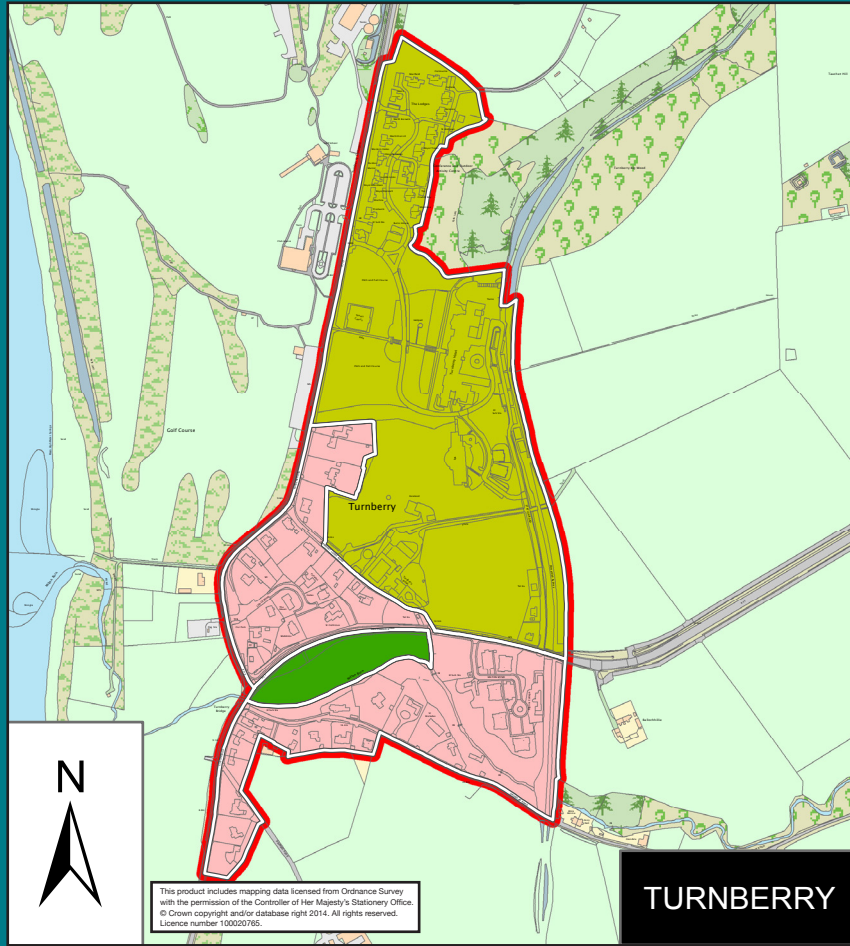


South Ayrshire Local Development Plan

SETTLEMENTS

south
AYRSHIRE
COUNCIL

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Map not to scale.

Tourism

Tourism is very important to South Ayrshire and employs around 11% of the population. We are committed to promoting sustainable tourism development and will make sure that new development makes the best use of the area's environmental and natural assets, which support local and rural economies.

LDP Policy: Tourism

We will look favourably on proposals which will provide or improve tourist and leisure facilities and we will support keeping and improving existing significant leisure, recreation and tourist facilities.

We would aim to keep large-scale commercial leisure developments to the town centres of Ayr, Prestwick, Troon, Girvan and Maybole. If there is no alternative site in or next to a town centre, we may accept developments outside existing centres but still within settlements if there is convenient and regular public transport and the developer can show that there would be no negative effect on the vitality or viability of a town centre.

We will encourage proposals for tourist accommodation which are in accordance with LDP policy: the coast and which would improve the standards and appearance of self-catering or touring caravan and camping sites, and we will normally allow new sites to be developed (or existing sites to be expanded) as long as:

- a. all new accommodation is for holiday use only;
- b. the development has suitable screening and is appropriate in terms of the landscape setting and design; and
- c. the development is not isolated or scattered.

We will protect existing golf courses and will encourage the development and improvement of golf facilities. We will not usually allow development which we consider may negatively affect the status of Turnberry and Royal Troon as venues for the Open Championship.

When considering applications for planning permission, we will take account of the Ayrshire and Arran Tourism Strategy.



Business and industry

South Ayrshire's main industrial and employment areas have traditionally been centred on Ayr, Prestwick, Troon, Maybole and Girvan. The local development plan will continue to recognise traditional manufacturing and processing, while developing a strong association within the aerospace-related and high-technology industries. For the purposes of this policy "business and industry" means uses within Classes 4 (Business), 5 (General industrial) and 6 (Storage/distribution) of the Use Classes (Scotland) Order 1997. In relation to proposed office uses regard will also have to be had to LDP policy: office development.

LDP policy: business and industry

We will support the development of business and industrial sites and locations, including expanding existing business, as shown on the settlement maps and other strategy maps.

We will support proposals for new business and industrial development at the sites shown on the settlement and strategy maps and land which is allocated for or already has industry that employs people. However, we will also support business and industrial proposals outwith these areas if:

- a. the developer can show their proposal has an economic benefit; and
- b. the site is in an area which has direct access to the public road or rail network (or both) within the core investment towns, the core investment area, or the Carrick investment area.

All business and industrial proposals have to show that the development meets the other relevant requirements of the local development plan.

We will consider non-industrial development within industrial areas if it meets the following conditions.

- a. The site must be within a settlement boundary, as defined in the local development plan.
- b. The site must not be developed in a way that fragments a larger industrial area or cuts links between industrial users in that area.
- c. If it is a residential development, future residents would not be negatively affected by business or industry in the area.
- d. The developer must satisfy us that the land or premises are unlikely to be used for industry or business in the future.
- e. The proposal, in every other way, complies with the local development plan.

We will not accept proposals for industrial development which would have unacceptable levels of air or noise pollution.

There is specific guidance relating to industrial areas in the settlement maps, and the strategy maps for Glasgow Prestwick Airport and the Heathfield and Newton areas. We will support proposals for industrial uses within industrial areas in line with the guidance in the local development plan maps.



Office development

We are concerned that there should be a supply of office floorspace which can meet the needs of modern businesses and will encourage the development of new floorspace in appropriate locations.

To support town centres, we prefer office development to be based in town centres or on the edge of town centres. However, industrial or business parks around Ayr, Prestwick and Troon may also be suitable locations for offices, particularly where developers can show there is a need. Office uses that fall within Class 4 (Business) of the Use Classes (Scotland) Order 1997 will also be considered under LDP policy: business and industry.

Ports

We recognise the importance of seaport facilities as an important part of the South Ayrshire economy and want to protect them and their role.

While economies of scale have reduced activity at the smaller harbours, they are still considered to have potential for leisure, recreation and tourism – especially with small-scale pleasure boats and yachts.

LDP policy: office development

Office development (as defined under Class 2 of the Use Classes (Scotland) Order (1997)) will be directed to the peripheral retail area of town centres, small settlement town centres and local centres as identified on the relevant maps.

We will also support class 2 and class 4 office uses related to the operation of Glasgow Prestwick Airport, the aerospace industry and the renewables industry if they are in line with the airport strategy map and there is an operational or locational need. LDP policy: Glasgow Prestwick Airport gives guidance on which office use at the airport would be acceptable.

LDP policy: ports

We will support proposals that promote keeping and continuing the development of port and harbour facilities at Ayr, Troon, Girvan, Ballantrae, Dunure, and Maidens. Any development must protect or improve biodiversity, marine water quality and cultural heritage assets.

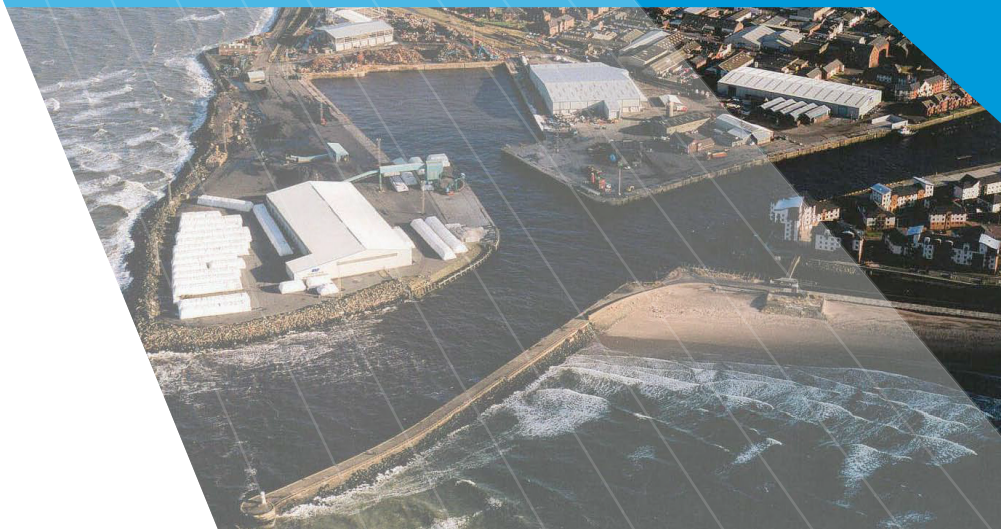
We will not support development that would negatively affect the operation of the ports.

New development at ports should not adversely affect surrounding land use, particularly residential use. We will encourage any measures when developing ports that lessen the effect on surrounding areas.

Expanding Ayr and Troon ports

We will support proposals for expanding the ports of Ayr and Troon if developers can show that their plans will not have a significant negative effect on the environment, including on surrounding land uses.

We will support operations, including moving, handling and storing materials and equipment relating to renewable energy developments, at Ayr and Troon ports, if developers can show that this will not have a significant negative effect on the environment, including on surrounding land uses.



Glasgow Prestwick Airport

Glasgow Prestwick Airport (GPA) is an international gateway for Ayrshire and Scotland and has a major effect upon the Ayrshire economy with potential for future growth. We recognise its significance and future potential and want to encourage future growth at the airport, in line with the aims of the Scottish Government and as set out in National Planning Framework (NPF) 2.

LDP policy: Glasgow Prestwick Airport

We will protect land for runway-related development and will look favourably on proposals which:

- a. are directly concerned with the operational requirements of the airport;
- b. can show they need a location with direct access to the runway; or
- c. are a logical extension to existing activities in the airport.

Development proposals must not have a negative effect on the environment or infrastructure of the airport.

We will favourably consider development which would expand the terminus facilities if it is directly concerned with the airport's requirements.

To decide how any proposal would affect public safety, we will get the views of the Civil Aviation Authority when considering planning applications.

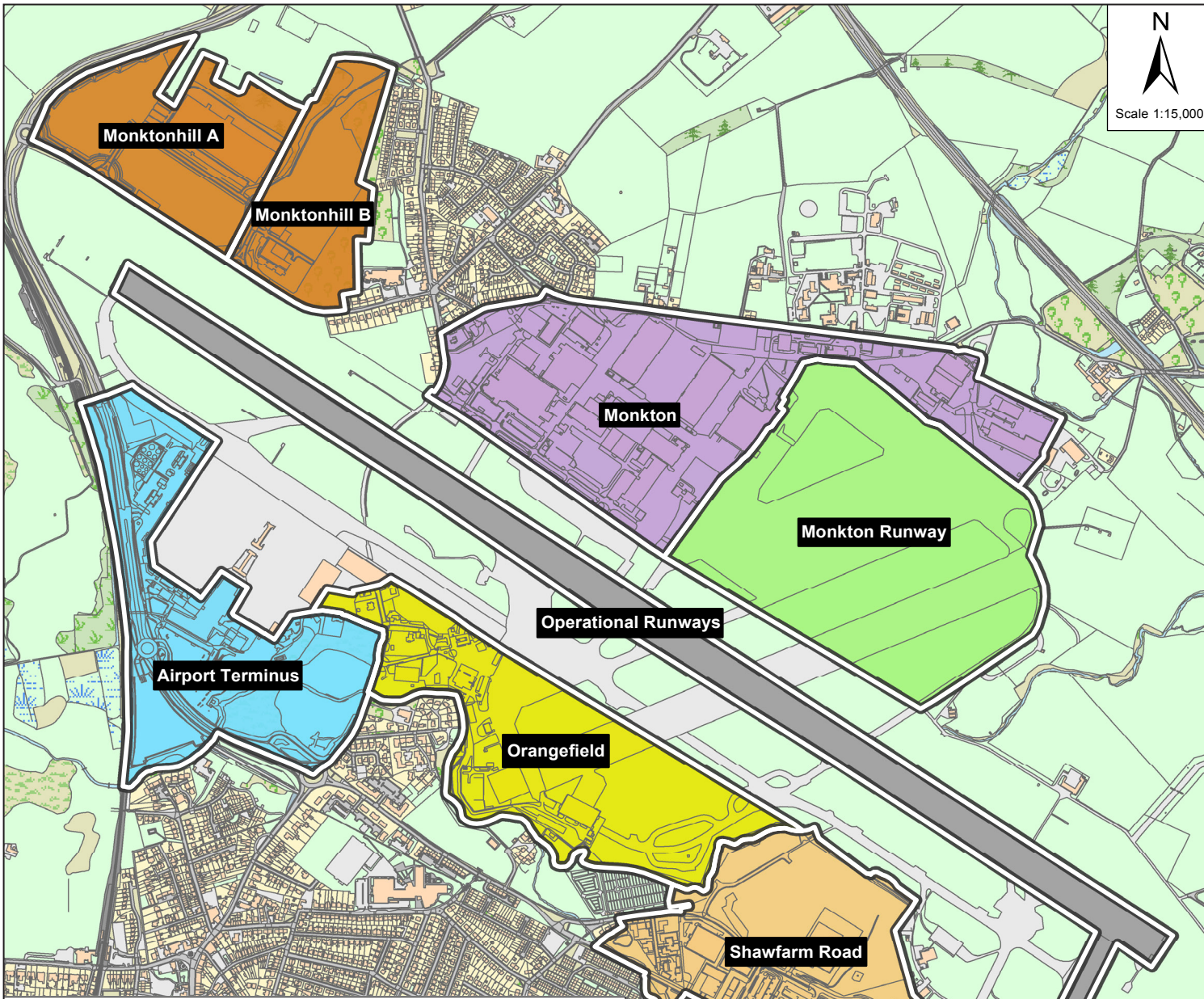
To protect the current operation of the airport, and any associated industrial or office use, and make sure of the airport's future economic stability and growth, development proposals must be in line with the preferred uses shown in the Glasgow Prestwick Airport strategy map. In line with LDP policy: office development, proposals for new office development must satisfy us that the proposed location is essential for office use. We will not allow new office development at the airport in areas where there is a risk of flooding, unless developers can show us there are no other suitable locations, including those which utilise existing buildings.

When assessing development proposals that affect surface access arrangements to the airport, we will consider the airport's surface access strategy.

We will support renewable energy or low-carbon technology manufacturing or servicing at the airport, as long as it does not compromise the operational functionality of the Airport, or the aerospace uses surrounding the airport.

We will take account of the Prestwick Enterprise Area when considering development proposals at Glasgow Prestwick Airport.





South Ayrshire Local Development Plan

Site	Preferred Use
Operational Runways	To be retained as operational runways
Airport Terminus: Airport Terminus Facilities	The site will be safeguarded and promoted for airport terminal facilities
Monkton: Airport Related	Airport and runway related industries are preferred although some light industry, storage and distribution or business uses may also be acceptable where linked to airport activities.
Shawfarm Road and Freeport: Airport Related	The site will be safeguarded for aerospace*, defence and marine development. Alternative industrial uses will not generally be permitted.
Orangefield: Runway Freight	The site will be safeguarded and promoted for runway/runway freight use.
Monktonhill A: Airport Related	The site will be safeguarded for aerospace*, defence and marine development. Alternative industrial uses will not generally be permitted.
Monktonhill B: Airport Related	The site will be safeguarded for aerospace*, defence and marine development. Alternative industrial uses may be permitted, where they do not restrict, fragment or otherwise harm the operation of Monktonhill A, as a favoured location for aerospace, defence and marine development.
Monktonhill Runway, Monkton: Runway Related	The site will be safeguarded and promoted for runway related industrial development
Glenburn Bing: Runway Freight	The site will be safeguarded and promoted for runway freight uses or other runway-related uses.

GLASGOW PRESTWICK AIRPORT STRATEGY MAP

Newton-on-Ayr

The Newton area of Ayr makes a valuable contribution to the local economy of South Ayrshire. There are a number of small workshop premises for new-start businesses and small companies, which are an essential part of the overall economic well-being of South Ayrshire.

While the role of Newton as an industrial area is important, the relatively low land values and loss of housing has, in some cases, resulted in low levels of investment in building maintenance and not enough people to support activities and facilities. We hope that a flexible approach to promoting the area's potential will help stop this decline and reaffirm Newton as a lively and viable area.

LDP policy: Newton-on-Ayr

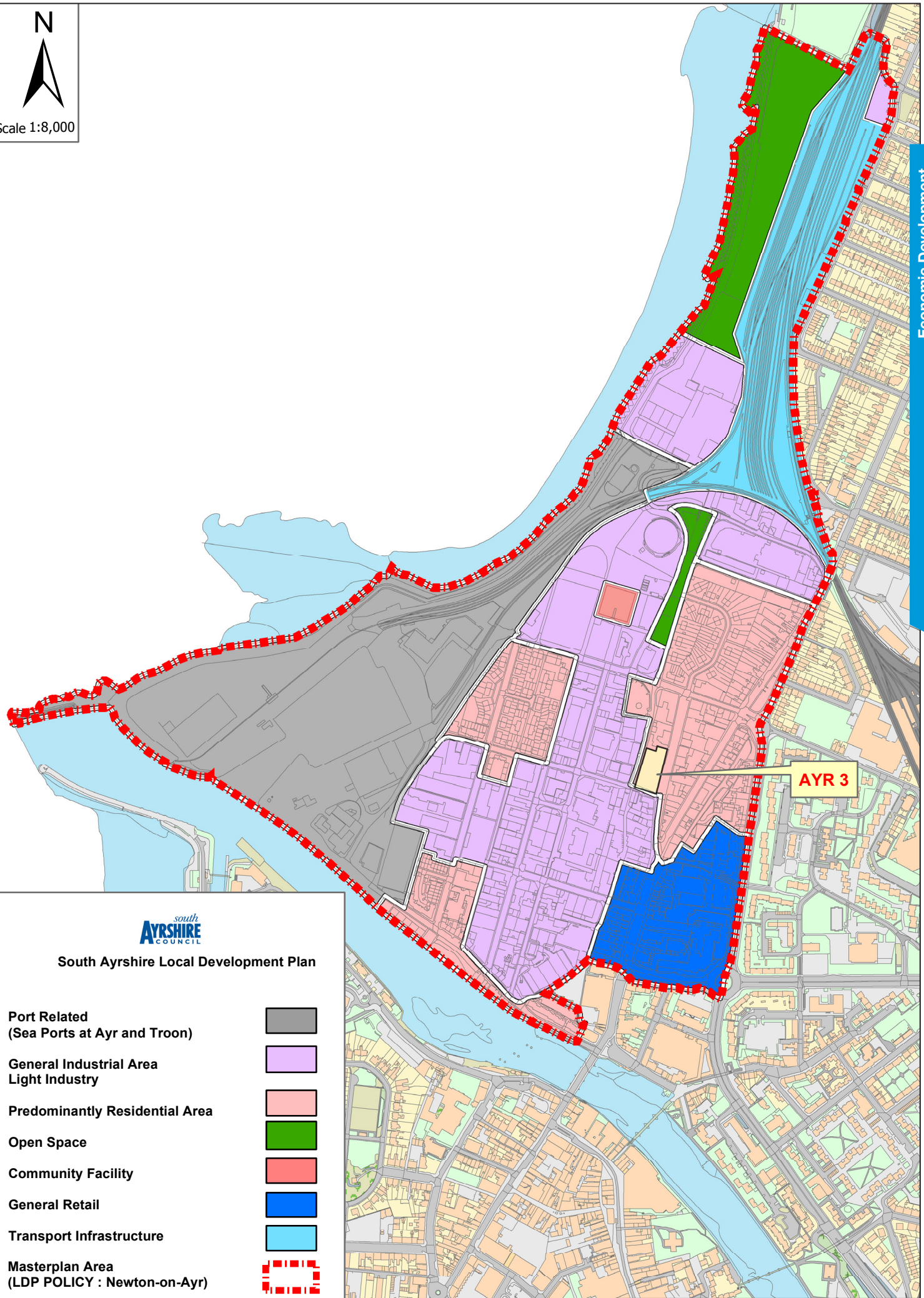
We will support a flexible approach to promoting Newton's potential to adapt to changing business and property needs, without affecting the area's existing use and character, by doing the following.

- a. Preparing a master plan to manage future development within Newton, relating to the Port of Ayr, industrial uses within Newton and future residential uses.
- b. Making sure that development proposals within the Newton area are in line with allocated land use, as identified in the Newton-on-Ayr strategy map or as may be altered by the preparation of the Newton master plan.
- c. Supporting existing industry and business which have a mix of skills and services, serving the wider economy.
- d. Supporting the continued development and expansion of the Port of Ayr, in line with LDP policy: ports. Large-scale port activities, coal and wind turbine movements and scrap operations will continue as an important part of the port's work, and we will protect them from development that is unrelated to how the port works. Equally, the port operator should try to minimise the effect on surrounding commercial and residential uses within the Newton area.
- e. Supporting retail development where the developer can show that the proposal serves trade customers only, or where premises are located along Main Street and New Road. We may accept limited levels of sales (that is, only a small proportion of the business, 20% being used as a guide) where the developer can show that the main part of the business will remain viable.
- f. Supporting proposals for residential developments next to existing residential areas and where the developer can show that the development will not cause significant harm to the local environment or cause unacceptable disturbance to residential properties. Any proposal that involves industrial/business land must comply with LDP Policy: business and industry.













Scale 1:8,000



South Ayrshire Local Development Plan

- Port Related (Sea Ports at Ayr and Troon) 
- General Industrial Area Light Industry 
- Predominantly Residential Area 
- Open Space 
- Community Facility 
- General Retail 
- Transport Infrastructure 
- Masterplan Area (LDP POLICY : Newton-on-Ayr) 

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Heathfield

The Heathfield area of Ayr and Prestwick is valuable to the economic diversity of South Ayrshire. We aim to manage and co-ordinate development in the area to make sure that there is an appropriate mix of uses which supports Ayr and Prestwick town centres.

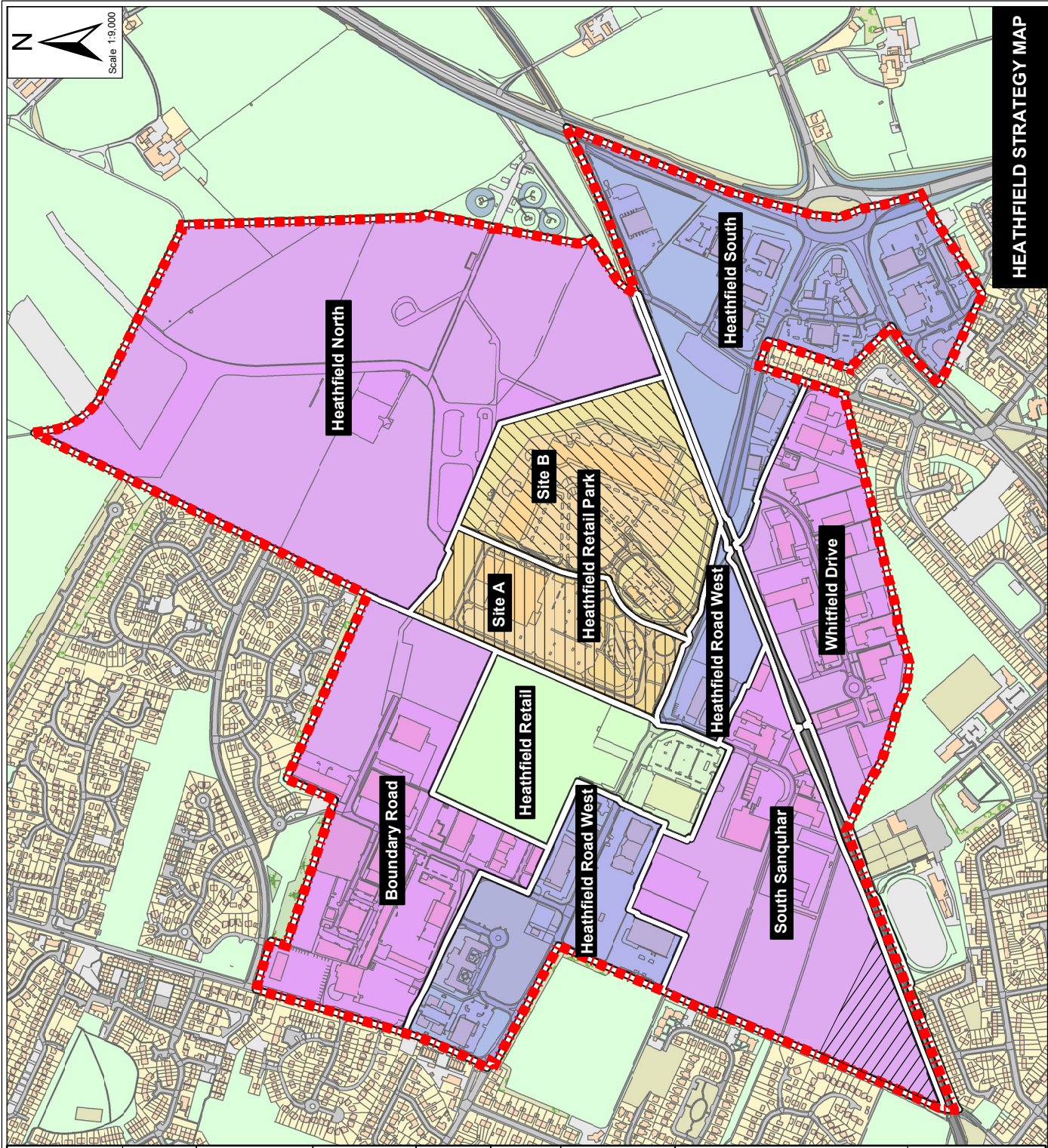
LDP policy: Heathfield

Development at Heathfield will be in line with preferred uses for the area, as identified in the Heathfield strategy map.

Government guidance says future leisure development should be in the town centre, or at the edge of the centre, rather than outside it. We will use the 'sequential approach' when choosing locations for all leisure uses. However, we will support leisure and tourism facilities at Heathfield that do not harm existing commercial activities or the local area.

We will not allow development within the public safety zone which significantly increases the number of people in that zone at any given time. In areas next to the public safety zone we will consider public safety as a 'material consideration' (a relevant planning matter) when deciding planning applications. In the wider local area we may have to consider public safety further because of potential height restrictions imposed by the Civil Aviation Authority.





HEATHFIELD STRATEGY MAP

South Ayrshire Local Development Plan	
Location	Preferred Uses
Heathfield North: General Industry	General industry, workshop, small scale/ancillary office, business use, storage and distribution uses
Heathfield Road West: Commercial/ Business use	Large scale business/ office uses and light industrial use will be supported. Office (not primarily open to visiting member of the public), computer research and development, micro engineering, biotechnology, light industry and sale/display of motor vehicles.
Heathfield South: Gateway Business	Office (not primarily open to visiting member of the public), computer research and development, micro engineering, biotechnology, light industry and sale/display of motor vehicles, roadside facilities including hotels, restaurants and petrol filling stations.
Whitfield Drive: General Industry	General industry, workshop, small scale/ancillary office, business use, storage and distribution uses
Boundary Road: General Industry	General industry, workshop, small scale/ancillary office, business use, storage and distribution uses
South Sanquhar: General Industry	General industry, workshop, small scale/ancillary office, business uses, storage and distribution uses. The Council is supportive of the development of a new football stadium for Ayr United at South Sanquhar. Within the hatched area, residential development will be supported.
Heathfield Retail Park: Retail	Site A will be restricted, predominantly, to the sale of food goods. The non-food goods sold within Site A will be restricted to DIY, furniture, floorcoverings, electrical, gardening goods, car and bicycle parts and those goods shall not occupy more than 10% of the gross floorspace. Site B will be restricted to the sale of DIY, furniture, floorcoverings gardening and electrical goods. There will be a presumption against subdivision of any unit within the Retail Park. Proposals for additional retail floorspace will be considered against LDP Policy: General Retail.
Heathfield Retail	Proposals for retail development in the Heathfield area, which adjoin and integrate with the existing Heathfield Retail Park, as defined on the Heathfield Strategy Map, and which satisfy LDP Policy: General Retail, will be given preference, subject to the proviso that the sale of goods will be restricted to DIY, furniture, floor coverings, electrical and gardening goods.

Development opportunities

While promoting, developing and regenerating vacant or redundant sites will help to meet the overall objectives of the local development plan, redeveloping and reusing certain sites is of particular significance. The following section of the plan considers this in more detail.

Galloway and Southern Ayrshire Biosphere

Galloway and Southern Ayrshire is confirmed as a location for a UNESCO biosphere reserve because of its unique combination of special landscapes and wildlife areas, rich cultural heritage and communities that care about their environment and culture and want to develop it sustainably. The boundaries of the Biosphere Reserve are shown on the map on page 40.

LDP policy: development opportunities

We will actively encourage development on brownfield, vacant and derelict sites instead of greenfield sites.

To strengthen the vitality and vibrancy of all town centres, we will encourage the redevelopment of town-centre brownfield sites over other potential sites outside of town centres, where the proposed use is in keeping with town centre uses.

Redeveloping these sites offers an opportunity to achieve the best sustainable economic growth, so we will prepare a redevelopment opportunities schedule which will identify specific sites and suitable uses for those sites.

LDP policy: Galloway and Southern Ayrshire Biosphere

We will support development that promotes the aims of the biosphere and shows an innovative approach to sustainable living and the economy, and supports improving, understanding and enjoying the area as a world-class environment.



General retail

We will take a 'sequential approach' to encourage new investment in town centres and make sure retail centres continue to be viable. Exceptionally, and subject to meeting a range of criteria, new out of centre locations that are accessible by a range of transport modes may be considered where all other options have been proven unacceptable.

Wholesale warehouses are classed as storage and distribution, and the policies relevant to them are included in the industrial section of the LDP. All other retail formats are classed as shops.

LDP policy: general retail

Sequential approach

We will guide new retail, commercial and leisure investment, sequentially, to the following locations.

- a. Town centres (particularly core investment towns)
- b. Edge of town centres
- c. Other commercial centres identified in the LDP (particularly Heathfield Retail Park)
- d. Locations outside of town centres that are or can be made easily accessible by a choice of transport

Retail outside of the town centre

We will only consider locations outside of town centres if the development proposed is less than 1000 square metres gross floorspace or where there are no other sites that would suit the sequential approach, and:

- a. the scale, design and access arrangements are appropriate, and there will be no significant negative effect on the vitality and viability of existing centres (a retail impact assessment will have to be carried out if the proposal is for more than 2500 square metres gross floorspace);
- b. the development site is well connected to public transport and walking and cycling networks; and
- c. where there is sufficient capacity for the proposal in quantitative terms or that the proposal would introduce choice or quality of provision that will reduce leakage of expenditure, such that it will create sufficient capacity for the proposal in the catchment area.

Agreed out of centre retail

If we agree to out-of-town centre retail proposals, the following restrictions will apply.

- a. Out-of-town centre retail warehouses will be restricted to the sale of DIY, furniture, carpets, electrical and gardening goods.
- b. Floorspace for non-food goods in out-of-town centre large food stores will be restricted to an ancillary level and the range of non-food goods sold other than household, DIY, furniture, carpets, electrical and gardening goods will be restricted to no more than 10% of the gross floorspace of the store.

Extending out-of-centre stores

We may accept a proposal to extend an out-of-town centre store if:

- a. it is a non-food store, and the extension is not more 500 square metres; or
- b. it is a food store, and the extension is not more than 1000 square metres. We will determine whether there is a need to apply the sequential test or require a retail impact assessment having regard to Scottish Planning Policy.

Retail development outwith settlements

We may accept retail development outwith a settlement if the goods to be sold are crafts or other products made or produced on site and:

- a. the development reuses a structurally sound and mainly intact traditional building or a building of local importance and will not significantly alter the outside of it, and the building is worth keeping as it would positively contribute to the local area;
- b. has no more than 1000 square metres gross floor area of sales.

Continued overleaf

General Retail (continued)



Town centres

Town centres typically have core areas where there is a collection of shops, often represented by national multiple retailers, and which is represented by the historic townscape of these areas. Away from these areas, these uses gradually fade and give way to other uses, such as residential. These areas can be described as 'peripheral' areas. All five of the town centres in South Ayrshire – Ayr, Prestwick, Troon, Maybole and Girvan – have core and peripheral characteristics.

Encouraging shops into core areas is thought to be the best way of increasing a town's liveliness and viability. However, there may be scope for a range of other town centre uses, such as cafes and restaurants, especially where shoppers would use them, they may attract more visitors and would make a positive contribution to the environment and townscape.

In peripheral areas, there is scope for an even wider range of development, such as residential and tourist, which may encourage a broader range of visitors to the town, especially during the evening. As a result, in areas where an increasing number of retail units have become vacant and they are not likely to be reused as shops, we may look at residential and tourist development positively, as long as it does not dominate the area in a way that negatively affects nearby uses. Town centre traffic management is dealt with in a specific policy within the Transport section of this plan.

LDP policy: general retail (continued)

- c. the proposal or cumulative impact of the proposal does not have a negative effect on retail provision within a settlement.

The sale of goods not made or produced on site will be restricted to 10% of the total floor area. Within the core and Carrick investment areas we will accept the sale of goods which are not made or produced on site, if those goods are produced locally or are a result of local rural diversification.

Retail development in the Heathfield area shall comply with LDP policy: Heathfield.

Within the South East Ayr Masterplan Area, as shown on the Ayr Settlement Map, shops and community facilities will be provided in a new neighbourhood centre in accordance with the masterplan for this development. In all cases, the developer must pay the cost of any infrastructure needed to service the development.

LDP policy: town centres

Core shopping areas

In a core shopping area, the ground floor of buildings should be mainly made up of shops. However, to make sure town centres continue to be lively and viable, there is scope for different uses (shown in table 1), if these:

- a. Provide added value in service provision, or meet a qualitative deficiency in service provision; and
- b. have a lot of contact with the public day-to-day;
- c. keep a full and attractive window display or appropriate 'front';
- d. do not negatively affect the vitality and viability of the shopping centre or the surrounding area; and
- e. Do not result in an undesirable concentration of uses, or 'dead fronts'.

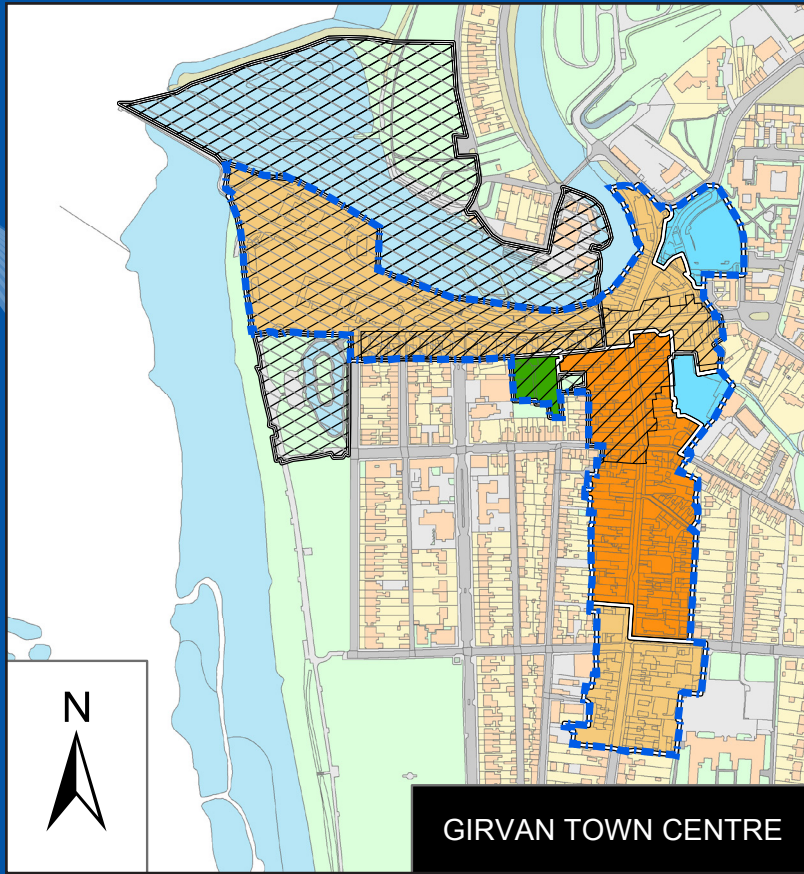
Peripheral town centre areas

We will support proposals for town centre uses and other complementary uses within peripheral town centre areas (as shown in table 1). Vacant shops may be used or redeveloped for non-town centre uses, as long as they support the character of the area and do not undermine the vitality or viability of the town centre.

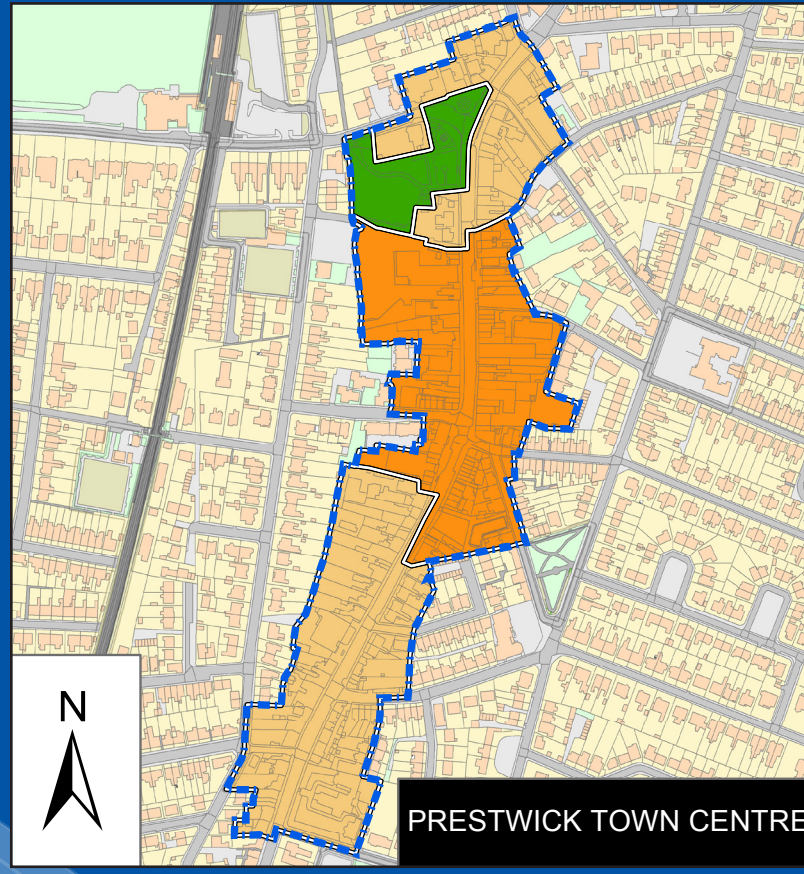
We will direct applications for amusement centres and hot-food takeaways to the peripheral areas of town centres, and we will assess their:

- a. effect on the character of the shopping centre and on surrounding uses; and
- b. effect on the character of neighbouring and surrounding land uses, especially homes and schools.

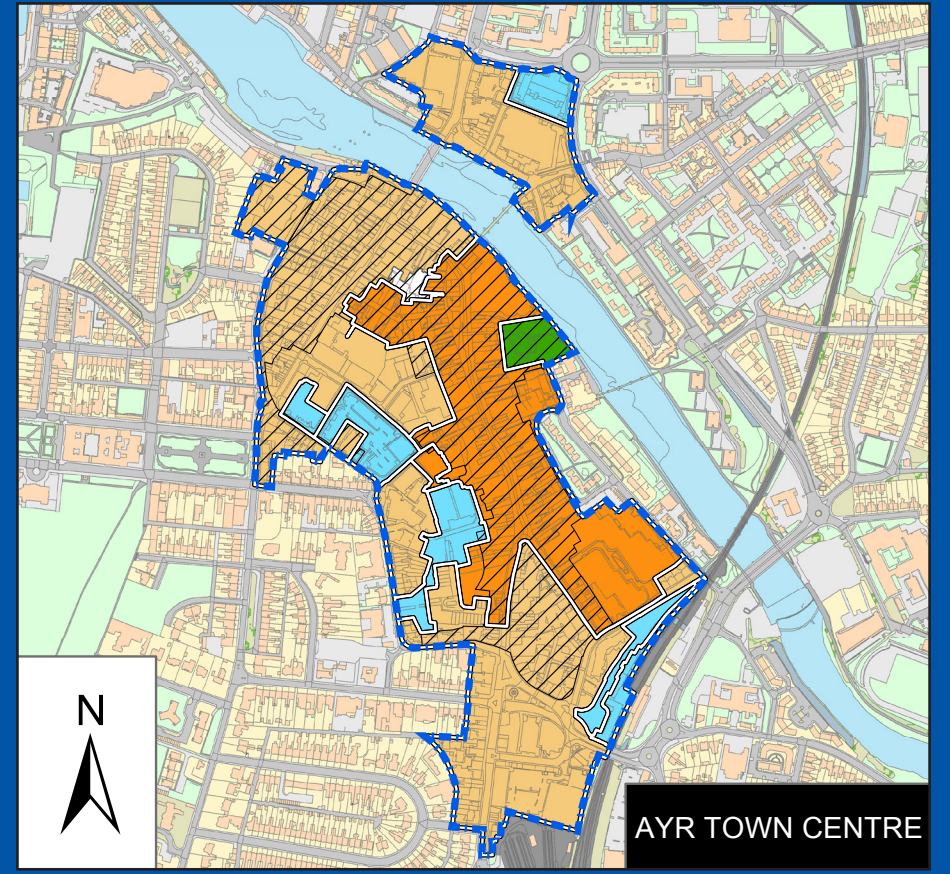
We will support the residential use of buildings, above ground floor, within all town centre areas. We will produce supplementary guidance to underline the importance of Ayr town centre and provide more detailed policies on how to protect and enhance its economic potential.



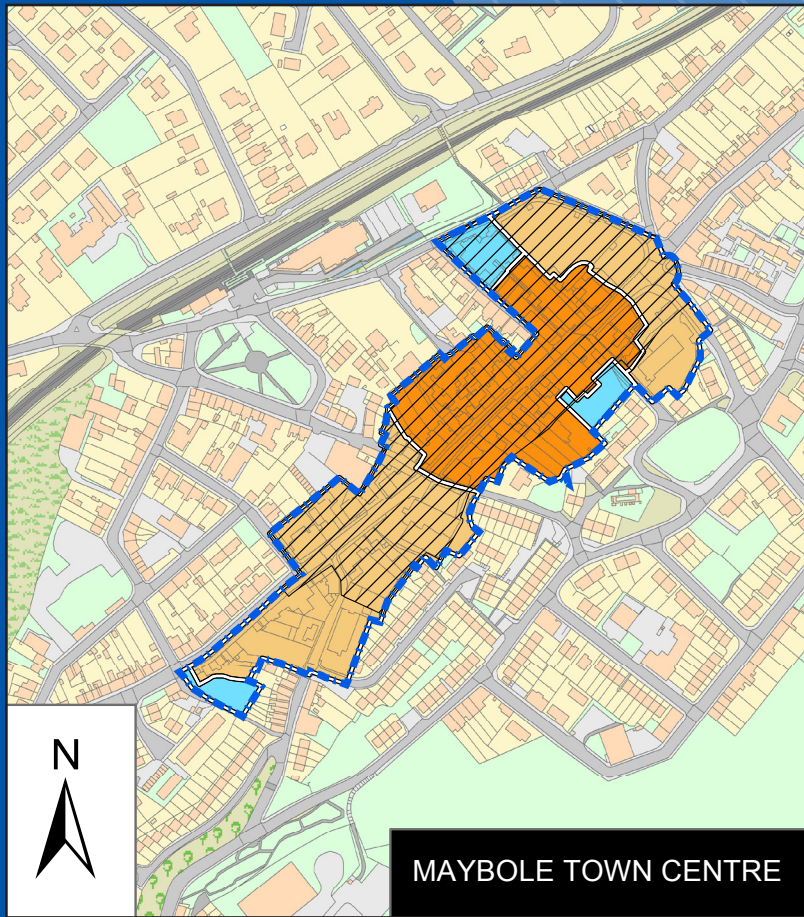
GIRVAN TOWN CENTRE



PRESTWICK TOWN CENTRE



AYR TOWN CENTRE




MAYBOLE TOWN CENTRE



TROON TOWN CENTRE


South Ayrshire COUNCIL


South Ayrshire Local Development Plan


Major Redevelopment Area 


We will support redevelopment proposals for a mix of leisure and tourist uses, within Girvan town centre at harbour area. There will be a presumption against large scale retail uses (food and non food) within the harbour re-development area. The Council will support facilities that will encourage marine based tourism.


We will work with local organisations to develop regeneration proposals for the harbour site, including marine-based activities, which strengthen links between the harbour, beach front and the town centre


Retail Periphery 

Retail Core 

Open Space 

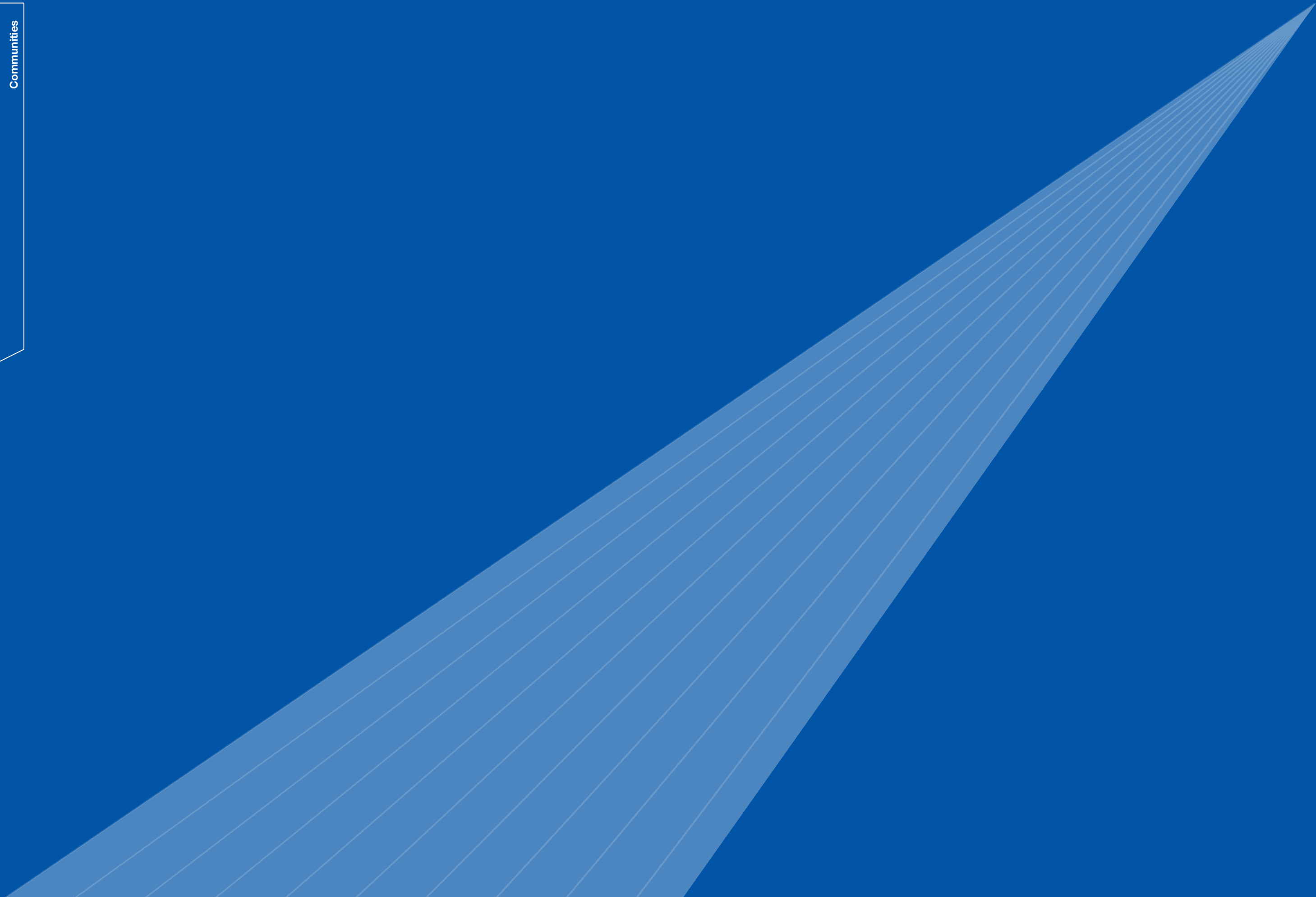
Town Centre Boundary 

Transport Infrastructure (LDP Policy Landuse and Transportation) 

Conservation Area 

TOWN CENTRES

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Local centres and small settlement town centres

Not all shops are based in town centres – corner shops and shops in neighbourhood centres and smaller settlements also serve local needs. Pubs and hotels are also valuable, commercially and to the community. We should aim to keep our local shops, pubs and hotels so that people do not have travel for goods and services. This would also help prevent areas from becoming isolated from essential facilities, especially for people who are less mobile. Many areas also suffer from not having enough of these services, and we would encourage new and appropriate retail development that meets local needs. We will be sympathetic to proposals for investment in new or existing businesses in these locations.

LDP policy: local centres and small settlement town centres

Within local centres and small settlements, particularly in town centres, we will protect pubs and hotels, shops and class 2 office developments that serve local communities.

We will direct shops and offices to local centres and small settlement town centres where they provide extra services and amenities for local communities. We will assess the effect of proposals for amusement centres and hot-food takeaways in these areas on the character and amenity of surrounding areas and, particularly, schools and homes.

We will also consider the effect of the cumulative impact of the provision of retail floorspace outwith town centres, where relevant.



Table 1

Town Centre Area	Acceptable Uses [Use Classes(Scotland) Order,1997]	Description
Core Shopping Area	1	Retail sale of goods, post office, sale of tickets, travel agent, sale of cold food for consumption off the premises, hairdressing, funeral directors, display of goods for sale, for the hiring out of domestic/ personal goods/ articles, etc. where the sale, display or service is principally to visiting members of the public.
	2	For the provision of financial, professional or any other services which it is appropriate to provide in a shopping area to visiting members of the public.
	3	Use for the sale of food or drink for consumption on the premises.
	7	Use as a hotel, boarding house or guest house or hostel where no significant element of care is provided.
	11	Use as a cinema, concert hall, bingo hall, casino, dance hall, disco, swimming bath, skating rink, gym, or are for other indoor or outdoor sports or recreation not involving firearms or motor vehicles.
	Sui Generis (Public Houses)	N/A
Peripheral Town Centre Areas	All Core Shopping Area Uses	See Above.
	4	Use as office other than Class 2, for R&D or for any industrial process which could be carried out in a residential area without detriment to amenity.
	9	Use as a house, other than a flat, whether or not as a sole or main residence, by a single person or by people living together as a family; or not more than 5 residents living together including a household where care is provided for residents; or, Use as a bed and breakfast establishment or guesthouse, where at any one time not more than 2 bedrooms are, or in the case of premises having less than 4 bedrooms 1 bedroom is, used for that purpose.
	Sui Generis (Hot food takeaway)	Sale of hot food for consumption off the premises.

Maintaining and protecting land for housing

We must provide housing sites to meet demand if we are to avoid problems of homelessness, overcrowding and people leaving the area. Housing development may also help economic development, regenerate towns and provide a wider range of housing choice.

Housing is a major use of land. Finding enough land to build enough houses to meet demand is an important part of the local development plan. To protect undeveloped countryside, and to meet national guidance, housing development should, wherever possible, be directed to existing gap sites, or to redevelopment or brownfield sites within settlements. Encouraging brownfield housing development on suitable sites will help improve and bring life to areas which may have fallen into disuse or disrepair.

We will regularly review the housing land requirements. If there is not enough land available, we may have to find suitable greenfield sites which meet the terms of national planning policy guidance. The table below sets out the housing supply target for the period of the local development plan and the new land allocation needed to meet this target. These figures take into account the housing need and demand assessment and existing housing land supply.

LDP policy: maintaining and protecting land for housing

We will ensure the maintenance of an effective five-year supply of land for housing to meet demand. Where the supply is not maintained we will seek an early review of the local development plan, and will assess any housing proposals on unallocated sites against relevant development plan policies and the criteria to be set out in supplementary guidance which we will prepare on the subject. We will encourage housing development on appropriate brownfield sites, rather than greenfield sites.

To meet current housing need and demand, residential development on sites identified in the local development plan settlement maps will be acceptable. Development on any allocated housing site must meet the supplementary guidance on local development plan housing release sites. You can find information on the indicative capacity of new housing sites, identified in this Plan, in Appendix D.

Proposals for development other than housing on land identified in the housing land supply or identified for housing development in the settlement maps will have to show they will have environmental, economic or social benefits or encourage regeneration. The proposal must also have an acceptable effect on the amenity of surrounding uses, especially residential uses, in line with LDP policy: residential policy within settlements, release sites and windfall sites.

Appendix D sets out the indicative number of houses to be built on each of the proposed housing release sites, and guidance on what could limit the release of any particular site. If a development proposes more houses than are planned for the site, the developer will have to show the proposal can provide any further infrastructure needed and will have to show there is no negative effect on the environment and complies with other local development plan policies.

Future housing growth, and the scale of growth, will be subject to future priorities, our vision and spatial strategy, and changing housing need and demand. In the period 2023 to 2033 around 6,000 new homes may be required. Housing is likely to be focussed on the completion of the strategic expansion site in South East Ayr and distributed in and around the settlements of Ayr, Prestwick and Girvan, with limited expansion in other settlements.

Housing Supply Target (for 10 year Plan period 2013-2023, plus 2 year lead-in from base year of 2011)		6,108
Plus a generosity allowance (20%)	+1,221	7,329
Less part of established supply that will become effective to 2023	-5,277	2,052
Less allowance for rural housing arising from operation of rural policies	-180	1,872
Housing shortfall requiring new land allocation		1,872

Residential policy within settlements, release sites and windfall sites

We want to make sure that all future housing is of a high quality in terms of safety, amenity, accessibility, sustainability, layout and design. These principles apply throughout the area, not just for greenfield sites but especially where development may affect established residential areas. Proposals which threaten the character of existing residential areas will be seen as not keeping to these principles.

LDP policy: residential policy within settlements, release sites and windfall sites

We will aim to protect the character and amenity of areas that are mainly residential, particularly from non-residential development which could have negative effects on the local amenity.

Within settlements, we will normally allow residential development, housing extensions, replacement houses and residential property conversions as long as:

- a. the site has adequate access for vehicles, which is separate from other property and which directly connects to the public road network;
- b. the layout, density, plot ratio, scale, form and materials of any proposed development do not detract from the character of the surrounding buildings and the local area;
- c. it does not affect the privacy and amenity of existing and proposed properties;
- d. the site does not form an area of maintained amenity or recreational open space unless it is already part of the established housing land supply;
- e. The site provides a suitable residential environment; and
- f. it provides appropriate private and public open space in accordance with the requirements of LDP policy: open space, and our open space guidelines.

We expect windfall sites to also meet the conditions above and comply with policies within the local development plan. We will particularly need to consider the effect on the landscape of windfall sites outwith existing settlement boundaries.

You can find more guidance on the design, amenity and open-space standards we expect in the supplementary guidance.



Rural housing

We support development in rural areas which supports prosperous and sustainable communities while protecting and improving the environment. Housing outside existing settlements should generally consist of:

- reusing existing buildings;
- replacement housing;
- infill development within existing clusters or groups of housing; and
- housing to meet rural business requirements.

Where possible, we would prefer to develop brownfield, derelict or degraded land than greenfield sites.

LDP policy: rural housing

In countryside areas, including green belt, we may accept the following proposals for new housing.

- a. The replacement of an existing house, as long as the development is sympathetic to the scale and character of the local area.
- b. An extension to an existing house, as long as it is sympathetic to the scale, character and proportions of the original house, which should remain the main feature.
- c. The conversion and reuse of a genuinely redundant building of traditional or local character and domestic scale for residential use if the building is largely intact, structurally sound or can be repaired or restored. The original building must remain the main feature.
- d. A home that is essential to a rural business. The developer must satisfy us, through a sound business plan, that the business is economically viable and could not be run without residential accommodation.

In countryside areas, outwith the greenbelt, we may accept proposals for new housing that are a limited extension to: an existing clearly defined and nucleated housing cluster, group of four or more houses, or small settlement, subject to an acceptable impact on the existing form and character of the cluster. We would particularly encourage the sensitive infilling of gap sites that would consolidate existing dwellings within the group.

All proposals must comply with the the policy guidance set out in the rural housing supplementary guidance.

We will aim to make sure that gardens at new or converted properties are in proportion to the size of the property.



Affordable housing

The Scottish Government enables the planning system to seek a contribution of affordable housing where there is a shortfall, by addressing the issue through the Local Development Plan. The housing need and demand assessment (HNDA) shows a significant shortfall in affordable housing in South Ayrshire and, in particular, that affordable housing need is significantly greater in and around Ayr, Prestwick and Troon, compared with Girvan and Maybole.

You should read LDP policy: affordable housing along with the supplementary guidance on new housing developments and affordable housing, which gives more detail on how we put the policy into practice.

LDP policy: affordable housing

We will aim to provide affordable housing as follows.

- a. In all areas apart from Maybole and Girvan, we will ask for a target contribution of 25% of the total number of units from all new housing developments of 15 units or more, or a site size equal to or more than 0.6 hectares. In Girvan and Maybole we will ask for a target contribution of 15% of the total number of units.
- b. We expect affordable housing to be provided on-site where possible, and in the first instance, through social rented housing. Where this is not practical, a range of other housing tenures and mechanisms for delivery may be acceptable to provide affordable housing. In all areas, if the type of affordable housing would have a critical effect on the economic viability of the proposal, we will take this into account in considering the range of affordable tenure types and delivery mechanisms that would be appropriate in the circumstances.

We will develop supplementary guidance to support this policy and all proposals shall require to comply with this guidance.

Gypsy & Traveller Accommodation

LDP policy: gypsy and traveller accommodation

We will support proposals for sites for gypsies and travellers, as long as there is no negative effect on the local area, particularly residential areas, or on the environment.

Telecommunications

LDP policy: telecommunications

We will normally allow telecommunication development where the developer can show us that it is the most sensitive solution in terms of minimising visual effect and any contrast between the development and its surroundings.



Belleisle and Rozelle estates

LDP policy: Belleisle and Rozelle estates

We will make sure that we keep, maintain and manage Belleisle and Rozelle estates as historical and recreational assets and as important areas of open space. We will not support development proposals that negatively affect the long-term use of the estates as important open spaces.

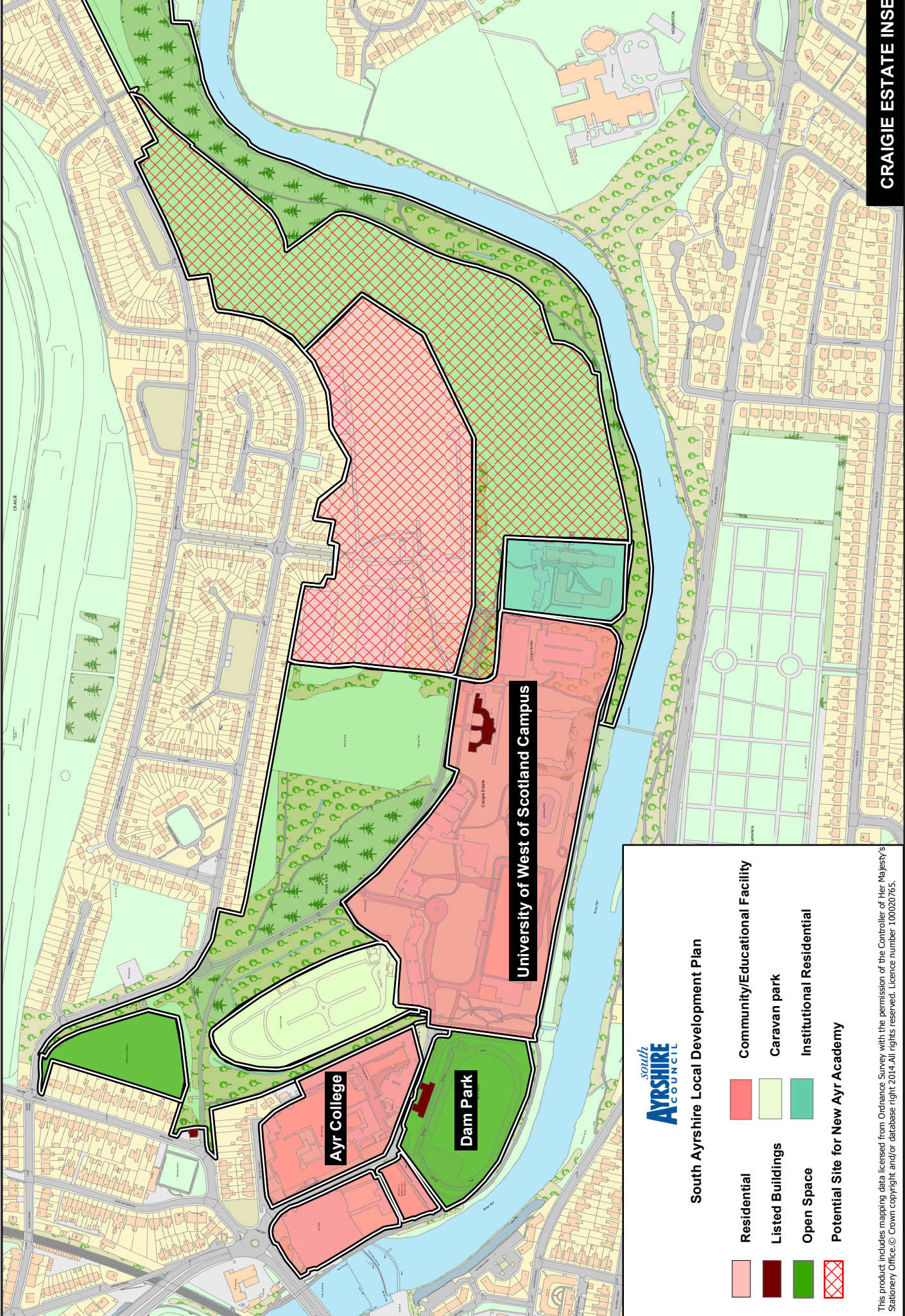
We will prepare a master plan for the estates to make sure we preserve, maintain, manage and improve existing recreational and historic amenities within the estates. The master plan will look at alternative land uses within the estates, if these alternatives contribute to the long-term future of the estates as important areas of open space.

Craigie estate

LDP policy: Craigie estate

We will encourage the integration of existing and proposed land uses to protect and improve the estate's resources for the benefit of the wider community. We will support proposals for a new Ayr Academy to be located within Craigie estate, if its development avoids areas which have a medium or high risk of flooding and has no negative effect on the water quality of the River Ayr.





South Ayrshire Local Development Plan

south AYRSHIRE COUNCIL

	Residential		Community/Educational Facility
	Listed Buildings		Caravan park
	Open Space		Institutional Residential
	Potential Site for New Ayr Academy		

Ayr College

Dam Park

University of West of Scotland Campus

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Open space

Good-quality open spaces can improve the quality of life for South Ayrshire residents by improving the environment in urban areas, and improving physical and mental health. Good-quality open space can also have economic benefits by providing excellent locations for tourist events.

We have carried out an audit of the quality and quantity of open space in all settlements, and how accessible it is, in line with Scottish Planning Policy. The information from this audit has been used in our open space strategy.



Community Facilities

LDP policy: open space

We will support protecting all open spaces which are valued and which are used, or could be used, for a particular purpose, from development. As well as being of local importance, the open spaces identified on the proposals map make a valued and valuable contribution to the wider environment.

We will not support development which is not related to the use of the open space on which it is sited.

We may accept development that provides facilities on recreational open space, and which is related to that space, if it meets the following conditions.

- a. Where its scale, use and design is appropriate to the existing character of the open space and there is no individual or cumulative effect on the amenity or recreational value of that site.
- b. If development would result in the loss of a facility associated with the open space, the developer must replace it with a facility or facilities of a suitable type, quantity and quality, which is accessible and in a suitable location.
- c. Any replacement facility must be within the same catchment area as the existing open space, unless we decide otherwise.

We will expect proposals for new residential development to provide private and public open space that improves the area and reflects the amenity and density of surrounding properties. We will prepare supplementary planning guidance on open space, setting out the amount, type and design of open spaces and what play equipment we expect developers to provide (where applicable). We will use that guidance in assessing proposals for new residential developments.

We will take into account our open space strategy and audit when assessing development proposals which affect open spaces.

LDP policy: community facilities

We will support keeping community and educational facilities, as identified on the settlement maps, and will not allow development which has a negative effect on those facilities.

We will support reusing buildings which used to house community facilities, particularly where the buildings can be reused for alternative community facilities.

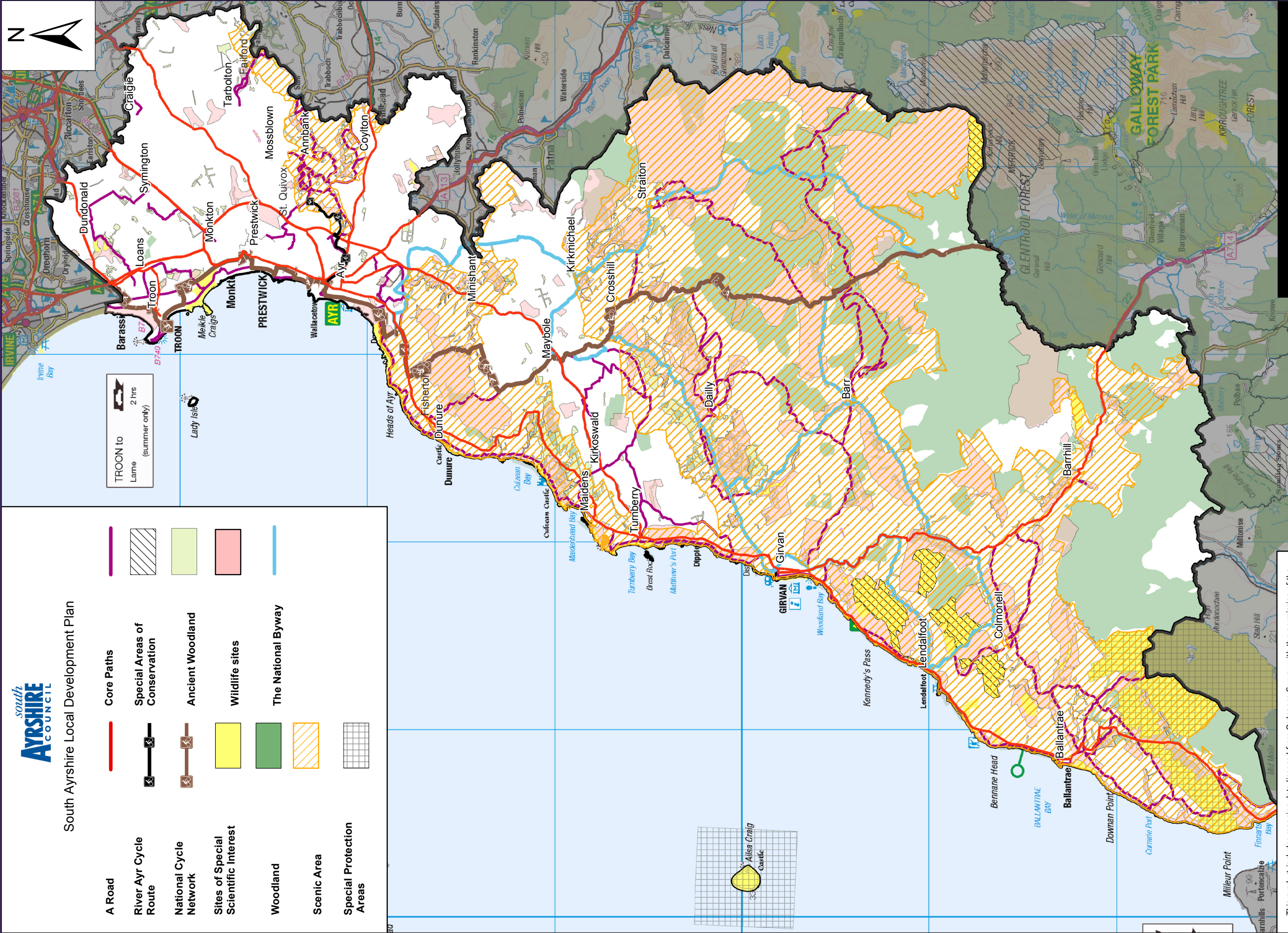


South Ayrshire Local Development Plan

A Road		Core Paths	
River Ayr Cycle Route		Special Areas of Conservation	
National Cycle Network		Ancient Woodland	
Sites of Special Scientific Interest		Wildlife sites	
Woodland		The National Byway	
Scenic Area			
Special Protection Areas			

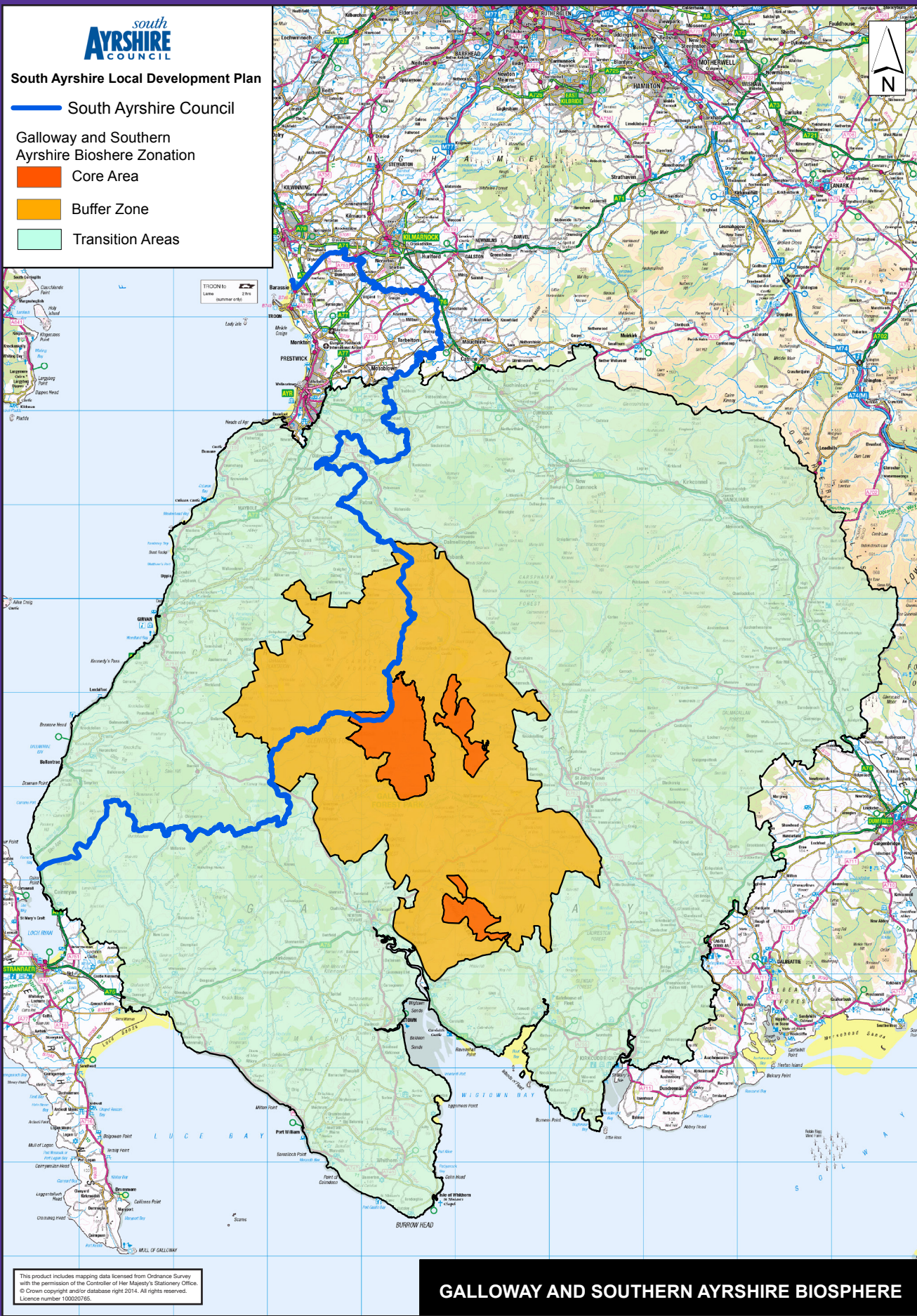
TROON to
Lame
(summer only)

Lady Isle

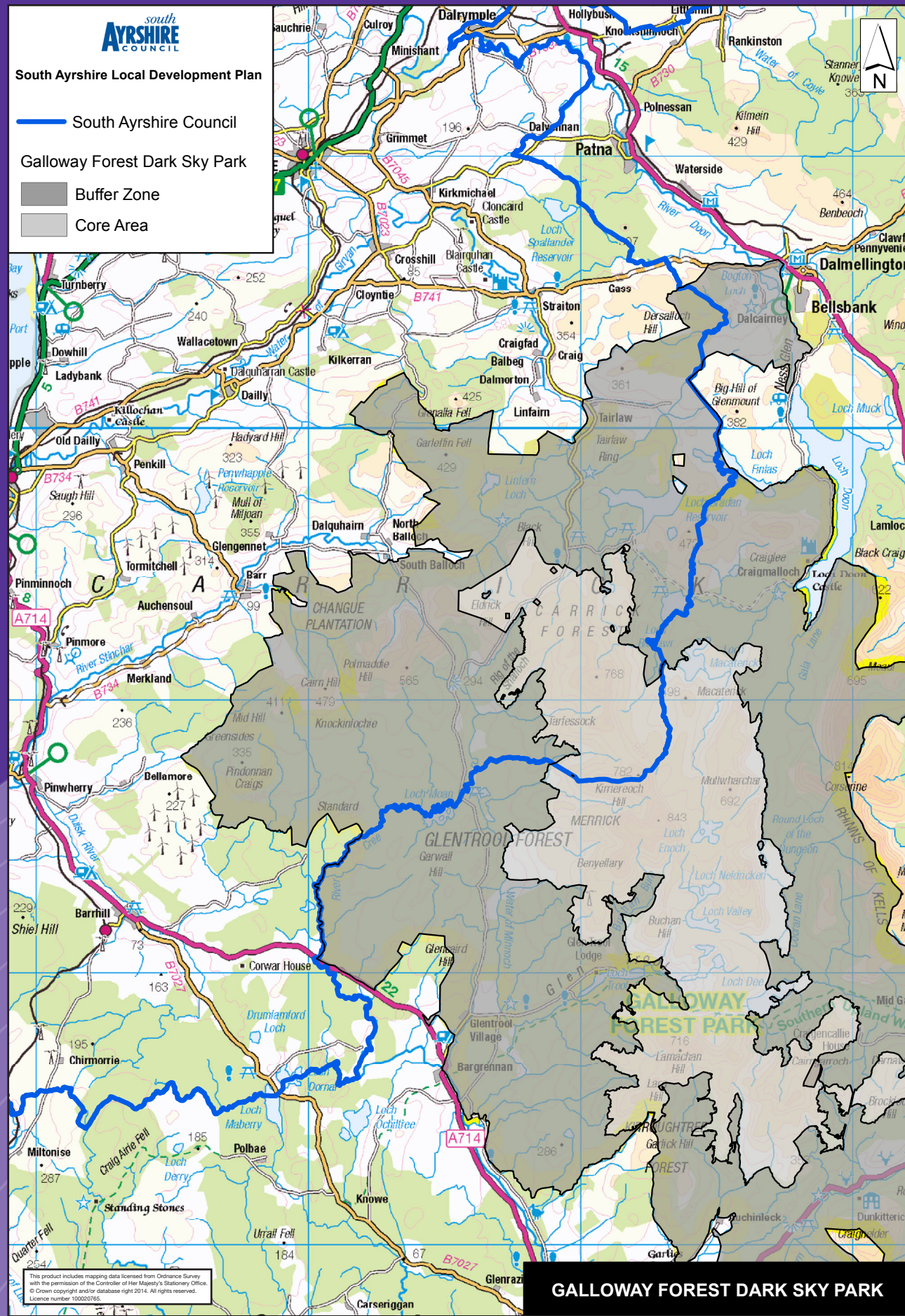


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ENVIRONMENT AND ACCESS MAP



Maps not to scale.



GALLOWAY FOREST DARK SKY PARK

Landscape quality

South Ayrshire is an area of high environmental quality which makes a significant contribution to the economic, environmental and cultural life of the area. We recognise that South Ayrshire's landscape and its distinctive local characteristics plays an important part in promoting its development, providing an attractive setting for existing communities and new investment.

Protecting the landscape

Notable areas of particular landscape quality are the Heads of Ayr, the Carrick Hills, the mainly upland area of South Carrick and the coastal strip in the southern part of the local development plan area. We have given these Scenic Area status in the plan in accordance with guidance for designating local landscape areas in Scottish Planning Policy. The boundaries of these areas are the same as those in the previous local plan and are based on The Ayrshire Landscape Character Assessment (SNH 1998). We will consider the possible effects of any development on the environment and landscape even if the area is not specifically identified as being within a designated scenic area. The Landscape Character Assessment will be used to assist in the assessment of development proposals.

Woodland and forestry

Woodland and forestry make an important contribution towards the rural and urban environment and are an essential part of the landscape and a significant economic resource, and provide considerable opportunities for recreation. The Ayrshire and Arran Woodland Strategy aims to develop new woodland in areas where there are opportunities for further planting or where opportunities are limited, and make woodland part of broader economic, social and environmental initiatives.

LDP policy: landscape quality

We will maintain and improve the quality of South Ayrshire's landscape and its distinctive local characteristics. Proposals for development must conserve features that contribute to local distinctiveness, including:

- a. community settings, including the approaches to settlements, and buildings within the landscape;
- b. patterns of woodland, fields, hedgerow and tree features;
- c. special qualities of rivers, estuaries and coasts;
- d. historic landscapes; and
- e. skylines and hill features, including prominent views.

LDP policy: protecting the landscape

We will consider proposals within or next to Scenic Areas (as defined on the LDP environment map) against the following conditions.

- a. The significance of impacts and cumulative impacts on the environment, particularly landscape and visual effects as informed by the Ayrshire Landscape Character Assessment (SNH 1998)".
- b. How far they would benefit the economy.
- c. Whether they can be justified in a rural location.

LDP policy: woodland and forestry

We will support proposals for woodland and forestry that are:

- a. consistent with the objectives and main actions of the Ayrshire and Arran Woodland Strategy; and
- b. sympathetic to the environmental, nature and wildlife interests of the area, and, wherever appropriate, provide recreational opportunities for the public.

Preserving trees

Trees can often be a significant positive feature of the landscape, both within settlements and the countryside. Mature trees in urban areas, together with areas of ancient and semi-natural woodland, are particularly valuable resources. Within South Ayrshire, a number of trees and woodlands are protected by tree preservation orders. We recognise the value of protecting important trees and will continue to identify and protect them through these orders, especially where development may threaten them.

Central Scotland Green Network (CSGN)

The CSGN is a network of woodland and other habitats, travel routes, green-space links, watercourses and waterways which provide a good-quality setting for development and other land uses and improved opportunities for outdoor recreation and cultural activity. The CSGN is a national development promoted by National Planning Framework 2.

Water environment

Rivers, lochs and other water resources are important ecological features which have many benefits. The Water Framework Directive protects inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. It will make sure that all aquatic ecosystems and terrestrial ecosystems and wetlands meet 'good status' by 2015.

LDP policy: preserving trees

When assessing proposals for development that might involve loss of, or work to, trees, we will consider how much it would affect the local area and will take measures to protect trees, especially those covered by a provisional or confirmed tree preservation order. Where appropriate we will take into account the criteria in the Scottish Government Policy on the Control of Woodland Removal.

Where the council is minded to grant planning permission for a development that will necessitate the removal of existing trees, we will require the developer to replace them with new appropriate compensatory planting, taking into account the specific circumstances of the site.

LDP policy: Central Scotland Green Network

To contribute to the vision and goals of the network, we will use development opportunities, including through master planning, to make sure that pathways, cycle routes, golf courses, harbours, woodlands, open spaces, river valleys, parklands, wildlife settings, wind farm areas and transport routes, are, as far as possible, connected through a network of green links. Where we allow development within or next to a green link or next to an area of open space as defined on the proposals map, we will, as far as we can:

- a. protect and improve natural features of importance and wildlife habitats;
- b. carry out new planting using native species;
- c. improve public access; and
- d. improve and extend the Central Scotland Green Network where appropriate.

All development proposals must keep to the green network supplementary guidance and the Woodlands In and Around Towns Strategy. A working group from the Ayrshire Joint Planning Unit, the other Ayrshire councils and other relevant agencies will prepare this guidance.

LDP policy: water environment

We support the objectives of the Water Framework Directive (2000/60/EC). We will only allow development that meets these objectives and shows that:

- a. it will not harm the water environment;
- b. it will not pose an unacceptable risk to the quality of controlled waters (including groundwater and surface water); and
- c. it will not harm the biodiversity of the water environment.

Flooding and development

With the exception of some local incidents, developed land in South Ayrshire is relatively unaffected by flooding. However, we are aware of predictions of the effects of climate change. Managing flooding properly and reducing its effects will be important in the limited circumstances where we cannot avoid it.

The Scottish Environment Protection Agency (SEPA) has produced maps of flood risk areas and these are a useful starting point for developers considering locations. You can find these maps on the SEPA website (www.sepa.org.uk/flooding/flood_map.aspx).

LDP policy: flooding and development

Development should avoid areas which are likely to be affected by flooding or if the development would increase the likelihood of flooding elsewhere. We will assess development proposals against the flood risk framework (see below).

Flood Risk Framework	
<p>Medium to High Risk Areas:</p> <p>Annual probability of watercourse, tidal or coastal flooding is greater than 0.5% (1:200)</p>	<p>Development proposals located within or bordering a medium to high risk flood area will not be permitted, unless: -</p> <p>the development is required at the proposed location to assist in delivering a National Development identified in National Planning Framework 2; or,</p> <p>the development is required at the proposed location to assist in delivering the strategic LDP objectives (as set out in LDP Policy: Spatial Strategy).</p> <p>Any development proposals permitted in medium/high risk areas will be accompanied by appropriate flood risk assessments and will include appropriate measures to manage flood risk. Any loss of flood storage capacity shall be mitigated to produce a neutral or better outcome. Flood risk assessments should take account of future effects of climate change.</p>
<p>Low to Medium Risk Areas:</p> <p>Annual probability of watercourse, tidal or coastal flooding in the range 0.1% - 0.5% (1:1000 – 1:200)</p>	<p>Development proposals within or bordering a low to medium flood risk areas are likely to be acceptable. However, the submission of a Flood Risk Assessment may be required where: -</p> <p>better local flood risk information is available and suggests a higher risk;</p> <p>a sensitive land use (as specified in Scottish Planning Policy) is proposed, and/or;</p> <p>the development borders the coast and is susceptible to the threat of climate change.</p>
<p>Little or No Risk areas:</p> <p>Annual probability of watercourse, tidal or coastal flooding is less than 0.1% (1:1000)</p>	<p>Development proposals located on little or no risk flood areas have an annual probability of watercourse, tidal or coastal flooding of less than 0.1% and will therefore not be constrained by flood risk.</p>

Brownfield land

Proposals for developing brownfield land in areas that have a medium or high risk of flooding will not generally be suitable where people will be living below first-floor level. Brownfield sites in medium or high risk areas will not be suitable for essential civil infrastructure, as defined in Scottish Planning Policy.

Developers of brownfield land should make sure they use water-resistant materials where appropriate and that the construction of the development is appropriate for the site conditions. (You can find more guidance in Planning Advice Note 69: Planning and Building Standards Advice on Flooding.)

Land raising

We will not approve land raising (work that permanently raises a site above the functional flood plain of a watercourse, or elsewhere if flooding is an issue), unless the developer can demonstrate that this would have a neutral or better effect on the probability of flooding elsewhere; be linked to the provision of compensatory storage; and not create islands of development.

Continued overleaf



Environment & Climate Change

Flooding & Development (continued)

Agricultural land

Prime-quality agricultural land is seen as a national limited resource which should be protected from development unless we are satisfied the development can be justified.

Air, noise and light pollution

Air, noise and light pollution can have serious effects on health and well-being. Rather than trying to lessen these effects after a development has taken place, we think it is more effective to avoid developing areas where these problems could occur.

LDP policy: flooding and development (continued)

SUDS

Areas of impermeable surfaces should be kept to a minimum in all new developments. Development proposals must include Sustainable Urban Drainage Systems (SUDS) which have been designed in line with the SUDS Manual (CIRIA C697). Where possible, SUDS should be designed to maximise the opportunities for habitat restoration and biodiversity.

Local flood plans

We will consider flood risk management plans when deciding on development proposals.

LDP policy: agricultural land

We will protect prime-quality agricultural land from irreversible development, unless developers can show that the development is:

- a. essential to the spatial strategy;
- b. necessary to meet an established need;
- c. of a small scale which is directly related to rural business; and
- d. for generating renewable energy.

LDP policy: air, noise and light pollution

We will not allow development which would expose significant numbers of people to unacceptable levels of air, noise or light pollution.



Minerals and aggregates

Minerals are important natural resources and an adequate and steady supply is essential to support sustainable economic growth. Extraction of minerals can raise significant environmental issues, which need to be balanced against their benefits to the national and local economy.



LDP policy: minerals and aggregates

We will seek to ensure that known mineral deposits are not permanently sterilised by development proposals unless there are significant benefits which outweigh protecting the deposits. We will support the extraction of the mineral resource before other development takes place if it can be carried out in an acceptable timescale and in an environmentally acceptable manner, in accordance with the relevant criteria listed below.

In all cases, development proposals which will have an adverse effect on the integrity of Natura 2000 sites will not be permitted.

Minerals other than coal

We will accept proposals for extracting and working minerals other than coal if they accord with the following criteria:

- a. they help to ensure the availability of an adequate supply of the mineral in question within the relevant market area;
- b. they ensure that the environmental impacts on local communities, including from noise, blasting and vibration, and potential pollution of land, air and water, are adequately controlled or mitigated;
- c. they do not have a significant adverse landscape or visual impact;
- d. they do not have a significant adverse effect on the natural heritage and historic environment; and
- e. they ensure that the impact of the transportation of the mineral on local communities, and particularly the road traffic generated, is kept to a minimum.

In determining applications for winning and working minerals, we will have regard to the benefits to the local and national economy. We will also take into account any cumulative impacts that may arise in connection with other mineral workings or landfill sites.

Coal

We will accept proposals for surface coal mining if they accord with the following criteria:

- a. they ensure that the environmental impacts on local communities, including from noise, blasting and vibration, and potential pollution of land, air and water, are adequately controlled or mitigated;
- b. they do not have a significant adverse landscape or visual impact;
- c. they do not have a significant adverse effect on the natural heritage and historic environment; and
- d. they ensure that the impact of the transportation of the coal on local communities, and particularly the road traffic generated, is kept to a minimum.

In determining applications for surface coal mining we will also have regard to the following considerations:

- e. the benefits to the local and national economy;
- f. any other benefits to local communities (for example, from the restoration of existing areas of damaged or degraded land, or the stabilisation of previously undermined areas);
- g. the distance of the workings from the edge of communities;
- h. the length of the period of disturbance to communities, especially if this were to be for more than 10 years; and
- i. any cumulative impacts that may arise in connection with other mineral workings or landfill sites.

Continued overleaf

Minerals and aggregates (continued)

Low- and zero-carbon buildings

Renewable energy

The Scottish Government has stated its commitment to increase the amount of electricity generated from renewable sources as a vital part of the response to climate change. This policy deals with forms of renewable energy other than wind energy.

Whilst we generally encourage such renewable energy developments, they may have harmful effects locally. We will try to ensure that they do not have any unacceptable effects on the natural or built environment.

Expanding existing sites to extract minerals

Proposals for extensions to existing mineral workings, including surface coal mining, will be assessed against the same criteria as above. In addition we will have regard to the following considerations:

- a. whether the site is a logical progression of the existing working;
- b. whether the extension would help to improve the restoration of the whole site; and
- c. the extent to which the proposed extension would delay the restoration of the whole site, and lengthen the period of disturbance to local communities.

Restoration of mineral extraction sites

We will expect all planning applications for mineral extraction to include detailed proposals for the restoration and after-care of the site, including its intended after-use. Where appropriate the progressive restoration of mineral extraction sites will be required to reduce the effect of the workings and to return the land to a productive and beneficial use (including creating habitats for animals and plants) at the earliest opportunity. We will expect restoration to be designed and implemented to the highest standard. To ensure that restoration of the site can be completed to the required standard we will require a guarantee that sufficient funds will be available at all times.

LDP policy: low- and zero-carbon buildings

To meet the requirements of Section 3F of the Town and Country Planning (Scotland) Act 1997 (as amended), development proposals will be required to incorporate low and zero-carbon generating technologies to reduce greenhouse gas emissions. The target reduction for new buildings required by this policy will be set out in related supplementary guidance, which we will produce, and be based on the 2010 building standards. A rising proportion of greenhouse gases will require to be offset through the use of low and zero-carbon generating technologies and the supplementary guidance will specify incremental targets to achieve this. These requirements will not apply where the development is:

- a. an alteration or extension to an existing building;
- b. to change or convert an existing building;
- c. an ancillary building that is 'stand-alone' and has an area of less than 50 square metres;
- d. a building which will not be heated or cooled, other than by heating provided to protect it from frost; or
- e. a building which has an intended life of less than two years.

Developers must show they meet this requirement by giving us a low-carbon development statement and by consulting our Building Standards service.

We will support the reuse and recycling of waste in the construction of new developments.

LDP policy: renewable energy

We will support proposals for generating and using renewable energy in stand-alone locations, and as part of new and existing developments, if they will not have a significant harmful effect on residential amenity, the appearance of the area and its landscape character, biodiversity and cultural heritage.

Development proposals will not be permitted where they would adversely affect the integrity of a Natura 2000 site.

Wind energy

South Ayrshire has above-average wind speeds and is an attractive area for generating wind energy and, in particular, as a location for wind farms. The Scottish Government has set a target for the equivalent of 100% of Scotland's electricity to be generated from renewable sources by 2020, and onshore wind power is one of the main sources of renewable energy.

Given the Government's target, we have a responsibility to find wind farm locations that would contribute to the overall national supply, while taking any effects on the environment into account. Local benefits arising from wind farms can be important to the economic future of rural communities.

LDP policy: wind energy

We will support proposals if:

- a. they are capable of being accommodated in the landscape in a manner which respects its main features and character (as identified in the South Ayrshire Landscape Wind Capacity Study or in any subsequent updates to that study), and which keeps their effect on the landscape and the wider area to a minimum (through a careful choice of site, layout and overall design);
- b. they do not have a significant detrimental visual impact, taking into account views experienced from surrounding residential properties and settlements, public roads and paths, significant public viewpoints, and important recreational assets and tourist attractions;
- c. they do not have any other significant detrimental effect on the amenity of nearby residents, including from noise and shadow flicker;
- d. they do not have a significant detrimental effect on natural heritage features, including protected habitats and species, and taking into account the criteria in LDP policy: natural heritage;
- e. they do not have a significant detrimental effect on the historic environment, taking into account the criteria in LDP policy: historic environment and LDP policy: archaeology;
- f. they do not adversely affect aviation, defence interests and broadcasting installations; and
- g. their cumulative impact in combination with other existing and approved wind energy developments, and those for which applications for approval have already been submitted, is acceptable.

We will produce supplementary guidance on wind farms, which will identify preferred areas of search, areas with potential constraints and areas requiring significant protection; and will provide more detail on how the above-mentioned criteria will be applied in assessing all proposals for wind farms and turbines. We will use the South Ayrshire Landscape Wind Capacity Study (or any subsequent updates to that study) to help us decide the effect of proposals on the landscape.

Development proposals will not be permitted where, either individually or cumulatively, they would adversely affect the integrity of a Natura 2000 site."



Historic environment

The historic environment is an important part of South Ayrshire's cultural heritage and contributes to sustainable economic growth and regeneration. It is particularly important in supporting the growth of tourism and leisure, and contributes to sustainable development through the energy and material invested in buildings, the scope for them to be adapted and reused and the unique quality of historic environments, which can provide a sense of identity and continuity for our communities.

Proposal

The Council will extend the conservation area at Ayr to incorporate the Low Green; and will explore, within Supplementary Guidance, the designation of new conservation areas at Tarbolton, Barrhill and Prestwick.

LDP policy: historic environment

We will support development proposals, affecting the following heritage resources, if we believe the quality and design of the proposed development will protect, conserve and improve them.

Listed buildings of architectural and historic interest

We are in favour of protecting listed buildings and their settings, especially from inappropriate development, and will actively encourage their sensitive maintenance, restoration and reuse.

Conservation areas

All new development in, or affecting the setting of, a conservation area, has to improve or preserve the area's character or appearance.

We will actively encourage and, where resources permit, implement upgrading and enhancement for conservation areas.

We will use conservation area appraisals and management plans to help make sure development is carried out to a consistent high standard.

Scheduled monuments

We will not accept development which would negatively affect the site or setting of a scheduled ancient monument.

Gardens and Designed Landscapes

We will not accept development which would negatively affect gardens and designed landscapes included in the Inventory of Gardens and Designed Landscapes in Scotland.

More guidance

We will follow the supplementary guidance on historic environment when considering all proposals which would affect our heritage resources. This gives detailed guidance on the following.

- a. Principles of development affecting built heritage resources
- b. Conservation area appraisals and management plans
- c. Policies giving guidance on specific types of development

Archaeology

Archaeology sites are an important, limited and non-renewable resource. We recognise their importance and will try to make sure that they are protected and preserved in their original site wherever possible.

Estates

We recognise the importance of country estates and their buildings. We want them to survive and be maintained and will support sympathetic proposals for uses which preserve them.

LDP policy: archaeology

We will only allow development which will negatively affect a known archaeological site, or archaeological resources discovered during the period of the local development plan, if developers can show that the benefits of the proposal will clearly outweigh the archaeological value of the site or feature.

To fully assess and understand the implications of development on archaeological sites, we will ask the advice of the West of Scotland Archaeological Service.

LDP policy: estates

We will normally support alternative uses for country-estate properties which are worth maintaining if they preserve:

- a. the landscape setting of the main house and its buildings;
- b. the character and appearance of the main house and its buildings; and
- c. the integrity and setting of any recognised designed garden and reintroduce or restore the main parts of that garden wherever possible. Where the estates listed below are included in the Inventory of Gardens and Designed Landscapes in Scotland, any development proposals will also need to accord with the relevant section of LDP policy: historic environment.

Adamton, Prestwick	Drumellan, Maybole
Auchendrane, Ayr	Glennapp, Ballantrae
Bargany, Dailly	Kildonan House, Barrhill
Blairquhan, Straiton	Kilkerran, Dailly
Carnell, Craigie	Kirkmichael House, Kirkmichael
Cassillis, Maybole	Knockdolian Castle, Colmonell
Cloncaird Castle, Kirkmichael	Ladykirk, Prestwick
Coodham, Symington	Newark Castle, Ayr
Culzean, Maidens	Penkill, Old Dailly
Dalquharran Castle, Dailly	Sundrum Castle, Coylton
Dankeith, Symington	Trochrugue, Girvan



Natural heritage

There are a number of natural heritage sites within South Ayrshire, including Natura 2000 sites, Sites of Special Scientific Interest and local nature conservation sites. However, we will take a broader approach to protecting natural heritage than just conserving designated or protected sites and species.

LDP policy: natural heritage

International Designations

Development, either individually or in combination with other plans or projects, which is likely to have a significant effect on a designated or proposed Natura 2000 site (Special Protection Areas, Special Areas of Conservation) will be subject to an appropriate assessment of the implications for the site in view of the site's conservation objectives. Development proposals will only be supported where the assessment concludes that:

- a. it will not adversely affect the integrity of the site; or,
- b. there are no alternative solutions, and there exist imperative reasons of overriding public interest, including those of a social or economic nature.

Where such a site hosts a priority habitat and/or priority species as defined by the Habitats Directive (92/43/EC), the imperative reasons of overriding public interest must relate to human health, public safety or beneficial consequences of primary importance to the environment. Other allowable exceptions are subject to the views of the European Commission (via Scottish Ministers).

National Designations

Development, either individually or in conjunction with other proposals, which would affect a designated or proposed Site of Special Scientific Interest will only be permitted where ecological appraisals have demonstrated to the satisfaction of the Council as planning authority that:

- a. it will not adversely affect the integrity of the site or the qualities for which it has been designated; or,
- b. any adverse effects are clearly outweighed by social, environmental or economic benefits of national importance.

Local Designations

Development, either individually or with other proposals, which would affect the following local heritage sites and designations, shall only be supported where the developer can show that the integrity of the site will not be put at risk.

- a. Local nature reserves;
- b. Sites containing species protected by the Habitats Directive, Wildlife and Countryside Act 1981 or the Badgers Act 1992;
- c. Wildlife sites;
- d. Tree Preservation Orders;
- e. Forest Parks
- f. Wildlife corridors
- g. Ornithological sites.

In all instances, the Council will require development proposals to have regard to safeguarding features of nature conservation value including woodlands, hedgerows, lochs, ponds, watercourses, wetlands and wildlife corridors.

Protected Species

Planning Permission will not be granted for development that would be likely to have an adverse effect on protected species unless it can be justified in accordance with the relevant protected species legislation.



Waste Management

We must reduce our dependence on landfill and move towards more sustainable methods of managing waste to meet the Scottish Government's target of 70% recycling of all waste by 2025. To achieve this target, we will have to reduce the amount of waste we produce and significantly increase facilities for managing waste.



LDP policy: waste management

We will give priority to proposals for waste-management sites in the core investment towns.

We will also accept proposals which show there is a need for the site and which are on existing or allocated industrial land, specifically Class 5: General Industrial and Class 6: Storage or Distribution.

All waste-management sites must:

- a. conform with the Zero Waste Plan, Scottish Planning Policy, PAN63 and the Area Waste Plan;
- b. be accessible to all the areas they serve;
- c. keep transport of waste to a minimum;
- d. protect the natural and built environment;
- e. make sure the existing road network will be able to cope with the amount of traffic the site generates;
- f. only collect or treat certain types of waste;
- g. not have a negative effect on the landscape of the area and how the area looks;
- h. protect existing and future development, including by the prevention and/or control of the pollution of groundwater, rivers, streams and other watercourses; air pollution; noise and smell nuisance.

Dark skies

LDP policy: dark skies

We will support the Galloway Forest Dark Sky Park, and will presume against development proposals within the boundaries of the park that would produce levels of lighting that would adversely affect its 'dark sky' status. The boundaries of the Dark Sky Park [and of the buffer zone] are shown on the map on page 40. Development will have to be in line with the supplementary guidance on lighting within the Galloway Forest Dark Sky Park, which we will produce jointly with the adjoining planning authorities and Forestry Commission Scotland. This will also provide guidance for proposed developments within the buffer zone which may have a lighting impact on the Dark Sky Park. [The supplementary guidance will define the geographical extent of the buffer zone.]

Land use and transport

The relationship between transport and land use has a strong influence on sustainable economic growth. The increasing mobility of people and goods is putting greater demands on transport infrastructure, often resulting in congestion. Co-ordinated planning of land use and transport can reduce the need to travel and encourage modal shift.

LDP policy: land use and transport

Development proposals should:

- a. align with the Regional Transport Strategy and our Local Transport Strategy;
- b. take appropriate measures to keep any negative effects of road traffic on the environment to a minimum;
- c. ensure accessibility to local services is maintained and improved by the integration of transport networks linking services to local communities;
- d. where otherwise in accordance with the LDP and where required to facilitate development, provide interventions to the strategic transport network to maintain the efficiency of the transport network for both users and operators;
- e. where possible, closely link to existing and proposed walking, cycling and public transport networks;
- f. ensure essential use of the private car is accommodated within the context of an integrated approach to transport;
- g. safeguard existing car parking facilities, particularly strategic car parking facilities and those identified in the LDP strategy maps;
- h. provide parking that reflects the role of the development, the location in which it is situated and the projected capability of existing parking facilities;
- i. ensure roadside facilities for drivers, including snack bars, are directed to settlements, and especially town centres, with a preference for the use of permanent structures rather than mobile or temporary ones which are to be used on a long-term basis;
- j. encourage freight to be transported by rail, sea or air rather than by road; and
- k. meet the costs of new transport infrastructure and services (in cases where these would not be provided commercially) which are needed as a result of their development.

Green travel plans will be encouraged for all developments and, where appropriate, will be required for those with a significant effect on traffic and parking.”



Rail investment

Investing in our railways is vital if we are to improve journey times and connections, reduce emissions, improve quality, and make rail travel accessible and affordable. We recognise that there is scope for improving rail travel within, and outwith, South Ayrshire, especially where it can be linked to large-scale development proposals.

Developing Roads

Developing strategic roads, which include and join up trunk roads and motorway networks, is critical to sustainable economic growth. Developing South Ayrshire's strategic road network will improve the efficiency and safety of long-distance traffic between major centres, although in rural areas it is also important locally.

Public transport

Efficient and effective public transport which links communities within South Ayrshire to the wider Glasgow city region is vital in encouraging prosperity and development. High-quality public transport is also vital in encouraging modal shift from the private car. So, it is important that measures continue to be pursued to maintain and improve both rail and road based public transport services and to improve infrastructure such as bus priority measures and interchanges at existing stations.

LDP policy: rail investment

In our role as planning authority we will support proposals, subject to any necessary appraisal, that:

- a. increase the capacity of the rail network in South Ayrshire;
- b. encourage greater use of rail services in general by measures to improve facilities, including park-and-ride car parks, at existing stations;
- c. upgrade the existing rail station at Glasgow Prestwick Airport; and
- d. protect existing rail freight facilities from developments that would harm their continued efficient operation.

LDP policy: strategic road development

Where development may involve or affect the strategic road network, we will support proposals that:

- a. do not adversely affect the efficiency and safety of the relevant sections of the network;
- b. ensure that strategic traffic flows will be channelled onto the strategic road network as defined in the spatial strategy, as far as is practicable and consistent with criterion a.;
- c. ensure that, where required, the necessary improvements to the A77 throughout South Ayrshire are carried out to support development in compliance with the LDP; and
- d. where applicable, improve the capacity and safety of other parts of the strategic network, including providing traffic relief for communities, and protect the land necessary for improvements to the network.

LDP policy: public transport

In our role as planning authority, we will support improvements to public transport networks and infrastructure and, subject to any necessary appraisal, will view favourably development proposals that:

- a. maintain and improve local rail and road-based public transport services;
- b. provide appropriate transport infrastructure, including bus services from development sites linking into the strategic public transport network, bus priority measures and interchange facilities; and
- c. promote park-and-ride facilities to serve Ayr and Prestwick at locations which would be economically and environmentally suitable.

Freight transport

Efficient freight movement and storage is very important to the economy. South Ayrshire is crossed by a number of major transport routes to and from ferry ports, docks and Glasgow Prestwick Airport. While freight movement by road is unavoidable, we will actively encourage alternative transport methods as part of our overall aim of reducing congestion and improving the environment.

Town centre traffic management

Town centres are the focal point of sustainable economic growth as they offer the potential to integrate a variety of land-uses in locations that afford the highest degree of accessibility by a range of transport modes. To make them even more accessible, we need measures that provide extra facilities for transport other than the car, appropriate 'demand-management' measures and an integrated approach to parking.

LDP policy: freight transport

In our role as planning authority we will support proposals, subject to any necessary appraisal, that:

- a. encourage the transport of freight in ways other than by road, where possible;
- b. identify preferred routes for heavy goods vehicles;
- c. ensure the movement of freight by road in a way that disrupts local communications as little as possible and reduces the use of inappropriate public roads; and
- d. support the development of multi-modal interchange facilities at:
 - Auchincruive Ayr (Falkland Yard and Ayr Harbour) (sea and rail freight only);
 - Girvan Grangestone;
 - Newton-on-Ayr and South Sanquhar;
 - Prestwick Airport; and
 - Barrhill.

LDP policy: town centre traffic management

We want to make town centres in the core investment area and investment corridors more accessible by introducing a range of transport options where possible. Long-stay commuter parking in town centres will be discouraged, while priority will be given to short-stay parking in areas next to major retail locations. We will also consider the needs of non-retail land uses as part of an integrated approach to parking.

We will support appropriate development proposals within and on the edge of town centres in the core investment area and investment corridors which:

- a. give priority to walking, cycling and public transport;
- b. meet maximum parking standards (as established by government policy or the council as roads authority); and
- c. protect existing parking.



Outdoor public access and core paths

Core paths and other access routes provide an important network which give people confidence to move freely about the countryside and encourage enjoyment of the outdoors for recreation. Increasing the number of people who take part in active travel (for example, walking and cycling) can have wide-ranging effects – from improving people’s health to easing congestion, improving air quality and tackling climate change locally.

Because of their benefit to the environment, we aim to make providing path networks a priority and make sure that we provide appropriate, safe, attractive facilities, and that new development for public use is safe for pedestrians and cyclists.

Under the Land Reform (Scotland) Act 2003 we have to draw up a plan (the Core Paths Plan) for a system of paths which gives the public reasonable access throughout South Ayrshire. Core paths are paths or routes, including waterways, that the public can use. Only those paths in the Core Paths Plan form the system of core paths, which provides a basic framework of routes that links into and supports the wider paths network. Although the Core Paths Network, as a whole caters for all forms of recreational access, not every core path is suitable for all user categories, access rights and proven rights of way are material considerations when we decide planning applications. You can see the existing Core Paths Plan on the LDP environment and climate change map.

LDP policy: outdoor public access and core paths

We will aim to improve and protect all core paths and other significant access routes - including recognised rights of way, disused railway lines, riverside walkways, wind farm access tracks and cycleways and cycle parking facilities.

We will only support proposals which would have a negative effect on a core path or other significant access route if we are satisfied that they provide a suitable alternative route.

Development or redevelopment sites should include appropriate facilities for active travel, particularly walking and cycling.

Development that is next to or near the core paths network should provide suitable links to the network, where appropriate and practical.



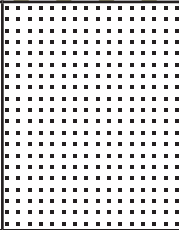
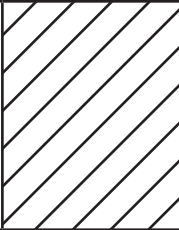

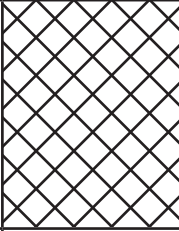

Development proposals will not be permitted where they would adversely affect the integrity of the Glen App and Galloway Moors Special Protection Areas.



Schedule of Council Owned Land

Description of land owned by planning authority	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Troon Harbour	LDP Policy Spatial Strategy – the policy makes specific reference to the enhancement of Ayr and Troon Ports
Former Mainholm Academy, Mainholm Road, Ayr	LDP Policy Maintenance and Protection of Effective Land Supply – housing allocation
South East Ayr housing allocation – 49 hectares are in the ownership of the Council. The site is an extensive housing allocation located to the southeast of Ayr, on the eastern side of the A77.	LDP Policy Maintenance and Protection of Effective Land Supply – housing allocation
Land adjacent to Brocklehill Avenue, Annbank. The Council are in ownership of a narrow strip of land which forms part of the housing allocation site.	LDP Policy Maintenance and Protection of Effective Land Supply – housing allocation
Troon Harbour – the Council are in ownership of several pieces of land around the Harbour, particularly to the south and west of Harbour Road	LDP Policy Ports
Belleisle and Rozelle Estates, Ayr	LDP Policy Belleisle and Rozelle Estates
Craigie Estate, Ayr	LDP Policy Craigie Estate
Kirkmichael House and surrounding estate, by Kirkmichael	LDP Policy Estates
Grangestone Industrial Estate, Girvan	LDP Policy Freight Transport
The Council are in ownership of a small area of land along Old Farm Road, Ayr	LDP Policy Heathfield. The Policy is linked to the Strategy Map for Heathfield which states that the Council will be supportive of the development of a new football stadium for Ayr United at South Sanquhar, part of which is owned by the Council.
The Council own several areas of land within the Girvan Harbour area.	LDP Policy Spatial Strategy and Girvan Town Centre Map (which identifies Girvan Harbour and the surrounding area as a 'Major Redevelopment Area'.
Afflecks, Ayr	LDP Policy Development Opportunities
Citadel, Plot 9, Ayr	LDP Policy Development Opportunities
Heathfield Road, Ayr – a small narrow strip on the southern side of the site is owned by SAC	LDP Policy Development Opportunities
End of Old Farm Road, Ayr, to the south of the Ayr Recycling Centre	LDP Policy Development Opportunities
Sanquhar Farm Road, Ayr – small part of the site to the rear of the Bridgend garage is owned by SAC	LDP Policy Development Opportunities
South Harbour Street, Ayr – the area of land around the Fort Wall is owned by SAC	LDP Policy Development Opportunities
Whitfield Drive (North), Ayr	LDP Policy Development Opportunities
Whitfield Drive (West), Ayr	LDP Policy Development Opportunities
Land at Coalpots Bridge, Girvan	LDP Policy Development Opportunities
Former nursery school, Girvan	LDP Policy Development Opportunities
Grangestone Industrial Estate (land to the south of the warehouse units), by Girvan	LDP Policy Development Opportunities
Vicarton Street, Girvan – a very small section on the south-western corner of the site is owned by SAC	LDP Policy Development Opportunities
Ladyland Road, Maybole – a very small section of the site is owned by SAC.	LDP Policy Development Opportunities
Prestwick International Aerospace Park – a small purpose built unit within the site is owned by SAC.	LDP Policy Development Opportunities
Glenburn Bing, Prestwick	LDP Policy Development Opportunities
Dukes Road, Troon	LDP Policy Development Opportunities
South East Ayr, by Ayr – part of the site is in the ownership of SAC.	LDP Policy Development Opportunities
Gardenrose, Maybole (situated on the north-western side of the settlement).	LDP Policy Development Opportunities
Former Whitlets Primary School, Ayr	LDP Policy Development Opportunities

Coastal Development Guidance

Developed		Industrialised areas with associated activities such as port and heavy industry. Continued commercial and industrial uses will be encouraged, particularly where such uses have a locational need.
Intensive		Intensive coastal locations are outwith the primary urbanised resort areas, often in highly sensitive landscapes, but which can nonetheless absorb a high level of visitor pressure through comprehensively managed facilities. Dispersal of activities beyond current limits would need to be fully justified by developers/operators. Enhancement works to existing facilities which improve visual amenity will be encouraged. Sensitive development for the provision of recreation and tourism visitor facilities is encouraged. Given the particularly sensitive nature of the surrounding landscape, it is not expected that development will extend beyond the boundaries as detailed in the Coastal Strategy Map.
Partly Developed		Characterised by unobtrusive formal visitor facilities and informal recreation. Very small scale developments which integrate well with existing land uses and which complement the surrounding environment will be encouraged. "Very small scale" is taken to mean facilities that would not require any substantial building works. Landscaping works may be necessary to ensure that the facilities are suitably integrated into the landscape.
Recreation & Tourism		Urbanised resorts that comprise a mix of land uses including residential, leisure and commercial, which are generally well served by a range of transport modes. Many of the areas have sensitive townscapes and important promenade and open space areas. Environmental improvement will be supported. Appropriate uses may include hotels, leisure facilities and commercial developments, which enhance the vitality of, these popular visitor resorts.
Remote		Conservation of natural resources is a priority in this remote and inaccessible area. There will be a general presumption against any development. Concerns for the landscape and protection of natural beauty and a wish to enhance and manage the unspoilt nature of these areas will determine the approach to individual development proposals.
Undeveloped		Relatively remote areas characterised by extensive open landscapes. There will be a presumption against development in these areas, except that associated with existing uses. Minimal development, which does not impinge upon the surrounding landscape and which has particular regard to visual amenity and nature conservation may be acceptable. The provision of additional formal visitor facilities and development is not encouraged.
Island		Relatively inaccessible offshore islands which host a range of natural heritage designation. Special management and protection of these areas is to be encouraged.

Glossary

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Access rights	Part 1 of the Land Reform (Scotland) Act 2003 gives everyone statutory access rights to most land and inland water. People only have these rights if they use them responsibly by respecting people's privacy, safety and livelihoods, and the environment.
Accessibility	The ability of people to have access to goods, services, employment and other facilities.
Aerospace	Manufacture of aircraft and spacecraft and related machinery, repair and maintenance of aircraft and spacecraft and related machinery; manufacture, repair, maintenance or distribution of aircraft parts and components; design, development, certification and manufacture of aircraft, aerostructures, aero-engines and aircraft components, avionics and aerospace-related software; aerospace-related logistics services; aerospace-related materials and aerostructures research and development; aerospace-related design and manufacturing systems and other aerospace and airport-related development and support activities.
Affordable housing	Housing of a reasonable quality that is affordable to people on relatively modest incomes who cannot buy or rent housing on the open market. Affordable housing could include social-rented, shared-ownership, shared-equity, low-cost-sale, mid-rent or private-sector housing.
Airport-related industry	Industry which does not need direct access to the airport precinct and runway, but still needs to be within a short drive of the airport.
Allocation	Land identified in a local plan as appropriate for a specific use or mix of uses.
Appropriate assessment	A formal assessment by the planning authority of the effects of a plan or project on the integrity of a Natura 2000 site (a special protection area (SPA), Special Area for Conservation (SAC) or proposed SPAs and Ramsar sites).
Archaeological sites	Sites or features of archaeological significance included in the Sites and Monuments Register and known areas of potential interest.
Ayrshire Joint Structure Plan (AJSP)	See structure plan.
Biodiversity	The range and extent of animal and plant species within an area.
Biomass	refers to energy technology which is fuelled by anything derived from plant or animal matter including, for example, wood, straw or agricultural waste.
Biosphere reserve	Areas, recognised by the United Nations Educational, Scientific and Cultural Organisations (UNESCO), which promotes solutions to reconcile the conservation of biodiversity with its sustainable use (UNESCO definition).
Brownfield site	A site, normally within an urban area, which has previously been developed or used for some purpose which has ended.
Central Scotland Green Network (CSGN)	The CSGN is a strategic network of woodland and other habitats, active travel routes, greenspace links, watercourses and waterways, providing an enhanced setting for development and other land uses and improved opportunities for outdoor recreation and cultural activity.
Climate change	Long-term changes in temperature, precipitation, wind and other aspects of the Earth's climate. It is often seen as a result of human activity, fossil fuel consumption and emission of carbon compounds.
Climate Change (Scotland) Act 2009	Under this Act, local authorities have to contribute to reducing emissions in line with targets and help deliver a statutory adaptation programme, in the most sustainable way.
Coast	Land (including water features) above the higher water mark with significant visual, physical or environmental association with the sea or foreshore.
Community plan	Looks at the issues which can make a difference to the quality of life in South Ayrshire and which the members of the Community Plan Partnership can achieve more of if they work together.
Community Plan Partnership	A group of public, private and voluntary organisations who work together to deliver the Community Plan.
Committed sum	The sum a developer agrees to provide to meet their requirements as part of a planning consent. A legal agreement, or planning conditions, will set the amount, what it is for, how it should be spent, and when and whether there is a limited period for its use.
Contaminated land	Any land where there are, or might be, contaminants which could hold up land from being used or developed.
Conservation area	An area designated under the Town and Country Planning (Scotland) Act 1997 as being of special

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	architectural or historic interest whose character and interest should be preserved and improved.
Core paths plan	A basic framework of access routes that gives everyone reasonable opportunities for access throughout South Ayrshire.
Core path network	A system of main access routes, generally for walking, cycling and horse-riding.
Core shopping areas	Areas within town centres which are the focus of commercial and retail activity.
Countryside	Land outwith the built-up area and a defined town or village boundary.
Degraded land	Deterioration in the quality of land, its topsoil, vegetation, and/or water resources, caused usually by excessive or inappropriate exploitation
Developer contributions	Payments that developers make to help improve infrastructure (for example, roads, open space, waste-water treatment) so that development can go ahead.
Development	Building, mining, engineering or other operations in, on, over or under the land, or changing the use of any buildings or land.
Development brief	A statement that guides development on a site, and which highlights any physical, technical and other design restrictions and considerations, together with preferred land-use types and layouts.
Development management (formerly Development Control)	The planning role within a local authority that processes and makes decisions on planning applications.
Development plan	This is currently made up of the structure plan and the local plan (in this case the Ayrshire Joint Structure Plan and the South Ayrshire Local Plan). These documents are the basis for deciding planning applications. Structure plans and local plans provide the statutory planning framework for South Ayrshire. The development plan will be replaced by the Local Development Plan. See also structure plan and local plan.
Development plan scheme	A document setting out the programme for preparing and reviewing the strategic development plan or local development plan. It includes a participation statement, which sets out how the Council will provide opportunities for people to be involved in, or comment on, different stages of the Local Development Plan process. South Ayrshire will only be covered by a local development plan.
Design brief	A statement that guides the design and layout of a site for development. A design brief would be particularly concerned with architecture design and siting.
Design statement	A statement that is sent in with a planning application, which sets out why the applicant has chosen the final design and layout. The statement discusses the processes that architects and designers would have gone through to reach an end design, including alternatives and reasons why the alternatives were not chosen.
Diversification	The use of rural land and buildings for non-agricultural or forestry purposes, such as industrial and commercial development, to meet the needs of rural areas and to support the local community.
Effective housing land supply	Land which is free, or expected to be free, of development restrictions in the period of the plan under consideration.
Environmental impact assessment	A process which identifies the environmental effects (both negative and positive) of a development proposal. It aims to prevent, reduce and offset any harmful effects on the environment.
Equalities impact assessment	A process which assesses the impact of the plan on different groups of people, defined by, for example, ethnicity, gender or age.
Flood risk areas	Medium to high flood risk areas are defined as having a 1 in 200 or greater than 0.5% chance of flooding each year.
Flood risk assessment	An assessment carried out to predict how likely there is to be flooding at a particular site or area and to recommend measures to reduce flooding.
Foreshore	Land between the coastline (high water mark) and the average low water mark of the ordinary spring tides, including associated beaches, rock and the intertidal area (the area of the shore which is covered at high tide and uncovered at low tide).
Green belt	The area defined in the development plan where there are strict restrictions on urban growth, often to prevent the loss of a town's identity, protect the landscape or make sure there are enough

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	recreational facilities.
Green corridor	A green space that links different communities and parts of towns, or links settlements to the countryside. For example, a path, road or river bank.
Green network	The green network is made up of the green spaces and green corridors within and around settlements, linking to the wider countryside, adding to South Ayrshire's biodiversity, quality of life and sense of place.
Green travel plan (GTP)	Measures to reduce the amount of vehicle traffic associated with a new development by encouraging a wider range of more environmentally-friendly and healthy transport.
Greenfield site	A development site, usually being used for agriculture, which is outwith the existing built-up area.
Habitat	The natural environment for flora and fauna.
Habitats Directive	European legislation to protect animal and plant species which are at risk.
Health and Safety Executive (HSE)	The HSE is responsible for encouraging, monitoring and enforcing health, safety and welfare in the workplace, and for research into workplace risks.
Historic gardens and landscapes	Areas of significant parkland and woodland, generally centred on a building of architectural designed importance, which have been laid out for artistic effect.
Housing need and demand assessment	The Housing Need and Demand Assessment indicates the amount of market and affordable housing needed, where the need is located, who needs it and in what timescale.
Housing requirement	The number of houses for which land must be identified to meet future demand.
Historic Scotland (HS)	A Scottish Government agency which protects the nation's historic environment and helps people understand and enjoy it.
Infill development (or site)	A development or site within a built-up area which involves redeveloping a site, converting, or subdividing buildings, or developing undeveloped land.
Infrastructure	Roads, sewers, schools and supplies of gas, water, electricity and other services which are needed to allow a development to take place.
Land Raising	Works which permanently elevate a site above the functional flood plain of a watercourse, or elsewhere if flooding is an issue.
Landfill	A method of disposing of domestic waste below ground. (Often landfill will change the land contours above original ground, usually through recontouring during restoration.)
Landscape character	The distinct and recognisable pattern of a landscape that occurs consistently in a particular area, that makes one landscape different from another.
Listed building	A building included on Historic Scotland's list of buildings of special architectural or historic interest and which is protected under law.
Local plan	Is part of the development plan and contains policies for specific sites and detailed guidance for assessing planning applications. (See Development Plan.)
Local development	All development other than national and major development. It may cover minor developments which have permitted development rights and do not need a formal planning application.
Local development plan (LDP)	The new document that, when complete, will replace the South Ayrshire Local Plan and the Ayrshire Joint Structure Plan as part of a wider scheme to modernise planning. It will set out strategic spatial priorities and policies for land use in South Ayrshire (see 'spatial strategy') and will secure land zoning for specific uses (for example, housing and industry) to provide increased certainty for development.
Local development plan project board	The Board are responsible for overseeing the process of preparing South Ayrshire's Local Development Plan. The board will make sure that important deadlines are met, and that the form and content of the Plan are appropriate. They will also oversee the consultation measures carried out throughout the process.
Local housing strategy (LHS)	The Local Housing Strategy sets out the current local housing situation across all tenures and provides strategic direction for the next five years. It covers many of the main housing issues, including affordable housing, homelessness and the condition of properties.
Local planning forum	This was formed to engage with the local community in developing policies and to consider the

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	function of the Planning Service, and to contribute significantly towards modernising and improving planning services in South Ayrshire.
Local transport strategy (LTS)	Sets out the Council's plans and priorities for developing an integrated transport policy within South Ayrshire.
Main issues report (MIR)	A report the planning authority publishes at an early stage in preparing each strategic development plan and local development plan. It identifies the main issues that face the area and where the development plan may need to change.
Main strategic routes	Transport routes which are vital for local communities.
Marine renewable energy	Electricity generated from wave, tidal or (offshore) wind resources, as appropriate to the location.
Major development	Development not considered to be of national strategic importance but still of a size and scale locally to be considered of major importance. Examples might be a shopping centre, a business park or a large housing development.
Master plan	A document which sets out the development of a large area, such as a town, village or district. It contains information on styles of building, road layouts and specific uses of land.
Material considerations	Relevant planning matters to be taken into account in a planning decision. There are a lot of factors to consider, and whether or not something is 'material' is usually stated to be a matter of fact and degree, depending on the circumstances of the individual case. In other words, there is no hard or fast rule and each case has to be considered on its own particular merit.
Mixed use	This refers to the practice of allowing more than one type of use on a site. It can mean, for example, a combination of housing, business and community uses, or that any of these uses are suitable on the site.
National development	Developments set out in the NPF as being of national importance, usually relating to large infrastructure, sites or economic opportunities. National developments based in, or directly affecting, South Ayrshire are Glasgow Prestwick International Airport, the Loch Ryan Gateway Port and the Central Scotland Green Network.
National Planning Framework (NPF)	A document published by the Scottish Government setting out in broad terms how Scottish Ministers consider that the development and use of land could and should occur in the long term.
National scenic area	An area designated as being of national importance for its scenic quality.
Natura 2000	A network of marine and terrestrial areas designed to conserve natural habitats and species of plants and animals that are rare, endangered or vulnerable in the European Community.
Open space	Open, usually green, land within and on the edge of settlements. Parks, public gardens, allotments, woodland, play areas, playing fields, green corridors and paths, churchyards and cemeteries, natural areas, institutional land as well as 'civic space' such as squares or other paved or hard surfaced areas with a civic function. The land may be in public or private ownership.
Park-and-ride facilities	Car parks where you can leave your car and take public transport to continue travelling into the city or town.
Peripheral town centre areas	A location within the town centre, which is not the core retail area.
Planning advice notes (PANs)	Issued by the Scottish Government to provide advice on good practice and other relevant information.
Policies	Statements by planning authorities or Scottish Ministers of their attitudes or intentions towards existing or future situations which require action. Landuse planning policies relate solely to physical land use development, for example, the location of housing or the improvement of the environment. They are limited to policies which can be applied by the planning authority itself or by other public bodies after full consultation and agreement.
Prime agricultural land	Agricultural land classified by the Scottish Government Rural Affairs Department as category 1, 2 or 3.1, according to the Macaulay Land Use Research Institute's Land Capability Classification.
Ramsar	Ramsar sites are wetland sites of international importance (from Ramsar Convention 1971)
Regeneration	Improving the physical and economic prospects of an area that has experienced decline.
Renewables	Technology that uses renewable sources for generating energy.

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Ribbon Development	Progression of development in a linear form usually along a road.
Royal Commission on the Ancient and Historical Monuments (RCAHMS)	Collects, records and interprets information on Scotland's architectural, archaeological, industrial and maritime heritage.
Section 75 agreements	Legal agreements made under Section 75 of the Town and Country Planning (Scotland) Act 1997 and regulating the future use of the land. These agreements are registered in the Land Register and are legally binding on future owners of the land.
Settlement	A town or village with a range of facilities and/ or infrastructure.
Scheduled monument	An archaeological monument of national importance that is legally protected under the Ancient Monuments and Archaeological Areas Act 1979. Alterations to scheduled monuments must be approved by Historic Scotland.
Scottish Environment Protection Agency (SEPA)	The agency responsible for protecting the environmental quality of, for example, water, waste treatment, quarries and waste disposal (including amenity sites).
Scottish Natural Heritage (SNH)	The agency responsible for securing the conservation and enhancement of Scotland's natural heritage.
Scottish Ministers	The group of Ministers that collectively comprise the Scottish government. While the general term Scottish Ministers is used, decisions on strategic development plans and on a limited number of planning applications which raise national issues are taken by an individual Minister.
Scottish Planning Policy (SPP)	Provides a statement of Scottish Government policy on nationally important land use and other planning matters, supported where appropriate by a locational framework.
Screening Notice	Screening notice submitted to the Planning Authority to check if they are required to undertake an environment impact assessment or not.
Sheltered housing	Housing provided for elderly people who need occasional help and support from a resident warden but who do not need full residential care.
Site of Special Scientific Interest (SSSI)	A site identified by Scottish Natural Heritage as requiring special protection because of its flora, fauna, and geological or physical features under the Wildlife and Countryside Acts.
South Ayrshire Local Plan (SALP)	See local plan.
Spatial strategy	Sets out the changes that the local development plan wants to achieve and provides guidance for where new development should be located.
Special area of conservation (SAC)	Designated under European Union legislation for the protection of wildlife.
Special Protection Area (SPA)	Special Protection Area, designated under European Union legislation for specific protection of birdlife.
Statutory adaptation programme	The Climate Change (Scotland) Act 2009 requires the Scottish Government to produce an adaptation programme to build Scotland's resilience to the unavoidable consequences of a changing climate. Scotland's Climate Change Adaptation Framework was published on December 8, 2009. It sets out the strategic direction for how Scotland will respond to the effects of climate change.
Strategic environmental assessment (SEA)	An environmental assessment of plans and programmes.
Structure plan	The structure plan is part of the development plan and contains strategic broad-brush policies, which are usually less detailed than policies within a local plan. It provides a framework for local plans.
Supplementary planning guidance (SPG)	Planning policy which supplements the guidance given in the local development plan, covering an area of particular importance in greater depth.
Sustainable urban drainage systems (SUDS)	This describes a range of techniques for managing the flow of water run off from a site by treating it on-site and so reducing the load on conventional piped drainage systems.
Sustainable development	Development which aims to minimise the impact of human activity on the environment as a whole, while supporting economic and social progress.
Traffic impact assessment (TIA)	An assessment of the effect of traffic associated with a new development, with emphasis on trips made by vehicles rather than people.

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Tree preservation order (TPO)	An order preventing the cutting down, topping, lopping, uprooting or wilful damage to a tree/group of trees. The order is made under Section 160 of the Town and Country Planning (Scotland) Act 1997.
Use classes order (UCO)	The Statutory Instrument termed The Town and Country Planning (Use Classes) (Scotland) Order 1997 which sets out various classes of uses for the purpose of clarifying when a change of use requires planning permission.
Viability	A measure of the capacity to attract ongoing investment, for maintenance, improvement and adaptation to changing needs.
Vision statement	A broad statement of how the development of an area could and should occur and matters that may affect that development.
Water framework directive	EU Directive (2000/60/EC) introduced to establish protection of the water environment. Implementation of this directive into Scottish Law is through the Water Environment and Water Services (Scotland) Act 2003.
Waste-management facilities	Facilities for sorting, recycling, treating and disposing of commercial waste and waste collected by local authorities.
Wildlife site	A site identified by the Scottish Wildlife Trust and recognised by the Council as having local natural-heritage value.
Wildlife strategy	This strategy aims to protect and encourage the proper management of sites of nature conservation importance, create and improve habitats for wildlife, develop and protect a network of green corridors throughout South Ayrshire and raise awareness of and provide opportunities for people to get involved in biodiversity conservation.
Wind farm	An installation that comprises more than two wind turbines.
Windfall sites	Sites, usually developed for housing, that have not been identified in the development plan for that purpose, but, which have been granted permission and developed.
Zero Waste Plan	A long term strategy by the Scottish Government that encourages more efficient use of resources and preventing unnecessary waste.

Proposed housing release sites

	SETTLEMENT MAP REF.	INDICATIVE CAPACITY	INFRASTRUCTURE CONSTRAINTS	INDICATIVE SETTLEMENT TOTAL
Annbank	ANN1	45		45
Ayr	AYR1	67		104*
	AYR2 (Holmston House)	20		
	AYR3 (Peebles Street)	17		
	AYR4 (South East Ayr)	[750]*	Development of this site will take place in accordance with an overall masterplan and the provision of the necessary infrastructure.	
	* The 750 houses at South East Ayr are included as part of the established housing land supply that will become effective up to 2023 as shown in the table in LDP policy: maintaining and protecting land supply. Consequently, they will not contribute to the new land allocations needed to meet the housing shortfall shown in that table and are, therefore, not included in the Ayr settlement total or the housing release site total.			
Coylton	COY1	125	Release dependent on the outcome of an assessment of impact (including cumulative impact) of housing releases within Coylton on the trunk road network in consultation with Transport Scotland. Where possible, the assessment should be coordinated and conducted by the developers of each of the Coylton allocations, with any required mitigation being related to the impact of development (as directed by the council). The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	355
	COY2	12	Release dependent on the outcome of an assessment of impact (including cumulative impact) of housing releases within Coylton on the trunk road network in consultation with Transport Scotland. Where possible, the assessment should be coordinated and conducted by the developers of each of the Coylton allocations, with any required mitigation being related to the impact of development (as directed by the council). The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	
	COY3	48	Release dependent on the outcome of an assessment of impact (including cumulative impact) of housing releases within Coylton on the trunk road network in consultation with Transport Scotland. Where possible, the assessment should be coordinated and conducted by the developers of each of the Coylton allocations, with any required mitigation being related to the impact of development (as directed by the council). The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	
	COY4	120	Release dependent on the outcome of an assessment of impact (including cumulative impact) of housing releases within Coylton on the trunk road network in consultation with Transport Scotland. Where possible, the assessment should be coordinated and conducted by the developers of each of the Coylton allocations, with any required mitigation being related to the impact of development (as directed by the council). The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	
	COY5	50	Release dependent on the outcome of an assessment of impact (including cumulative impact) of housing releases within Coylton on the trunk road network in consultation with Transport Scotland. Where possible, the assessment should be coordinated and conducted by the developers of each of the Coylton allocations, with any required mitigation being related to the impact of development (as directed by the council). The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	
Crosshill	CRO1	35		35

Proposed housing release sites

	SETTLEMENT MAP REF.	INDICATIVE CAPACITY	INFRASTRUCTURE CONSTRAINTS	INDICATIVE SETTLEMENT TOTAL
Dailly	DAI1	12		12
Dundonald	DUN1	25		250
	DUN2	180		
	DUN3	45		
Fisherton	FISH1	7		7
Girvan	GIR1	48		90
	GIR3	25		
	GIR2	17		
Kirkmichael	KIRKM1	35		35
Kirkoswald	KIR1	7		7
Maybole	MAYB1	105	Release dependant on outcome of assessment of impact of housing releases within Maybole on trunk road network. The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	375
	MAYB2	100	Release dependant on outcome of assessment of impact of housing releases within Maybole on trunk road network. The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	
	MAYB3	130	Release dependant on outcome of assessment of impact of housing releases within Maybole on trunk road network. The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	
	MAYB4	40	Release dependant on outcome of assessment of impact of housing releases within Maybole on trunk road network. The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	
Minishant	MIN1	90		97
	MIN2	7		
Monkton	MON1	250	Release dependant on outcome of assessment of impact of housing release (at stated capacity) on trunk road network; and masterplan being prepared for the site demonstrating that its development will not adversely affect built and environment heritage resources within the site or the landscape quality and value of the locality, whilst ensuring the development can integrate effectively into the existing settlement. The development is expected to contribute to the costs of mitigating any localised impact on the trunk road network.	250
Straiton	STA1	12		12
Symington	SYM1	100	Development of this site shall not take place until Transport Scotland is satisfied that its planned improvements to the A77 between Bogend Toll and Dutch House roundabout have been completed.	100
Tarbolton	TAR1	90		90
Total				1864

In preparing this Local Development Plan, South Ayrshire Council worked closely with Plain English Campaign, to produce a document that is clear and easily understood by the general public.