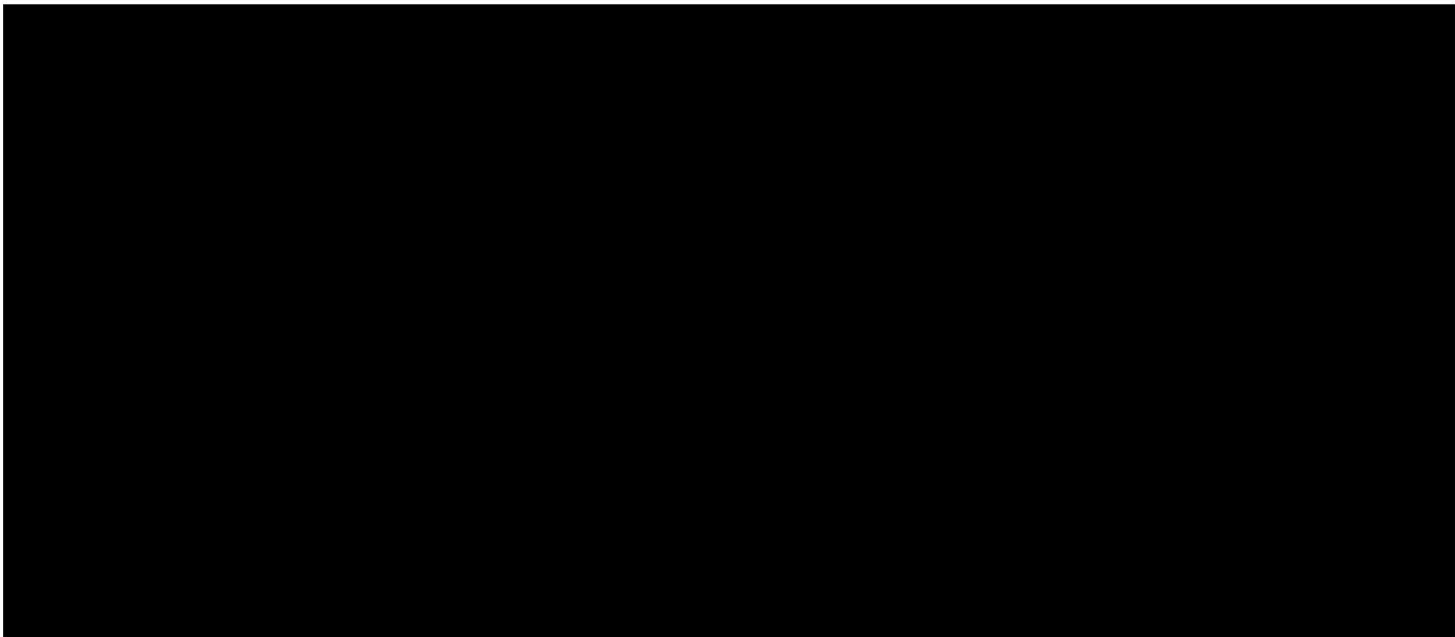




**Proposed Cafe and Restaurant, Beach Road, North shore, Troon at Site of Former Public Convenience**



**SITE**

The vacant brownfield site formerly contained the previously Council owned Public Convenience and Trampoline Area on the west side of Beach Road at the North Shore Barassie Beach area of Troon. The former facilities were disused and fell into a dilapidated state. The applicant purchased the site from the council and subsequently demolished the toilet block after initial planning approval was granted in 2015, which has since lapsed. There is a large expanse of open ground and beach on the west of Beach Road, leading to the sea. There are various uses to the east, predominantly housing, but also a school, retail, takeaway and former hotel accommodation. A public car park sits immediately to the north of the site.

The existing former toilet block was single storey with a pitched slate roof and white rendered finish. A semi-circular portico feature to the front formed a shelter, with Male and Female toilets to either side. A flat roof block to the rear of red/pink provided facilities for the trampoline area. The site slopes slightly to the rear and has a mixture of cobbles, slabs and tar as landscaping.

It is proposed provide a facility for food and drink, with a small-scale food production use for take-away items. The primary purpose of the new building is a restaurant which can also be used as an informal daytime cafe. The intention is also to provide a 'kiosk' type facility for ice creams, candy floss etc to the rear for walkers and holidaymakers. There is scope to produce and sell ice cream within the premises. It is hoped that the new facility would complement the existing leisure and recreational purposes of the surrounding areas.

**BUILDING DESIGN**

The proposed building is located on the site of the former toilet block and trampoline area. The frontage of the proposed building takes the same line as the former toilet block. A single storey development is proposed in two sections, each with a roof sloping up to the rear, to reduce the scale at the road side and to take advantage of the views to the sea. The layout produces 2 distinct areas for dining/cafe with ancillary facilities to the north. The ancillary facilities comprise a kitchen, staff toilets, storage and ice cream production area accessed directly for the external service area. A flat roofed plant room and cellar area is proposed to the north side set within a fenced service yard

## DESIGN STATEMENT



A formal frontage is presented to the road with an entrance feature which replicates the principle of the original semi-circular shelter element. This leads to the informal cafe area, with toilets located to the front. A separate service entrance is proposed to the north side, where refuse storage would also be located. A further entrance to the rear would give access to a kiosk facility and the cafe. The principal dining area has large opening windows to the rear leading to take advantage of the views. A rear terrace and lower side terrace is accessed from the restaurant area. The finish of the building would be a mixture of an off-white smooth render and a naturally coloured composite cladding material with a blue/black facing brick base. The roof material would be a silver/grey seamless steel roofing material.

The building has been designed 'in the round' to give active, appropriate and interesting frontage to the site as viewed from all sides. Nautical themes have been drawn in a contemporary design. A high quality design is required in this sensitive and prominent site.

### **DRAINAGE**

Surface water from the proposed extension will drain naturally to a soakaway designed within the rear area. The proposed hard landscaping to the front entrance area will be naturally draining open joint block paving. Surface water attenuation will be designed in accordance with the 'Design Manual for Scotland and Northern Ireland' and as required by SEPA. The proposed foul drain would utilize the existing mains sewer drainage system all as designed in accordance with SUDS principals.

### **ACCESS AND CAR PARKING**

The main vehicular access to the restaurant is along Beach Road. Disabled access is provided to the main front door and throughout the building. Pedestrian access can be gained from the rear to the rear, or the front door. Service access is located to the North. There is an existing public car park immediately to the north of the site, providing off-road parking. My client has intimated that they would be willing to upgrade and maintain the council owned car park. Discussions took place with the council prior to the initial application and it was agreed in principle that the applicant could lease the car park from the council for restaurant customers and public beach users in exchange for upgrading and maintaining it.

### **SUSTAINABILITY**

The Building has been designed to comply with Section 6 – 'Energy' of the Building Standards in terms of carbon dioxide emissions and will meet the requirements for an Energy Performance Certificate. The building will be constructed to accredited details in terms of heat loss and air tightness and constructed in sustainable materials where possible. There may be scope for micro-renewable energy systems suitable for this site.

### **PLANNING POLICY**

An initial pre-application enquiry in 2014 highlighted the following planning policy and issues. Strategic Policy ENV5 of the Adopted South Ayrshire Local Plan recognises the designation of open space which contributes to the setting of the settlement and provide the opportunity for leisure and recreation. Strategic Policy STRAT 5 presumes in favour of safeguarding the development of green spaces which are important to local amenity or recreational use. However, there was a building which originally was sited on the site making it a brownfield site. The Council's Coastal Strategy [Strategic Policy ENV5] allows for 'very small-scale developments' which integrate the existing land uses and which complement the surrounding environment. The pre-application enquiry also highlighted that off-street car parking should be accommodated within the boundaries of the site.



### **PLANNING POLICY CONTINUED**

The current Adopted Local Development Plan 2 has a section on the Coast that 'The coast, and associated land are recognised as being sensitive resources in terms of their scenic quality, varied wildlife and geological features, cultural and historic importance and of course with respect to the threat of erosion or tidal flooding. There is a Coastal Strategy map to define the characteristics of our coastal areas. It takes into account the sensitivities of the environment but recognises that there are opportunities for economic development, improvements to the Central Scotland Green Network, integration with projects of the Ayrshire Growth Deal and recreation and tourism activity'.

LDP policy: the coast - states '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 Diagram and Coastal Development Guidance (contained in Appendix B), the Ayrshire Shoreline Management Plan and the emerging Clyde Regional Marine Plan and must also safeguard the scenic and environmental qualities of the area. Any coastal development should be appropriately sited to avoid effects associated with managing current and predicted flood and erosion risk'.

Appendix B - Coastal Development Guidance – Describes the Barrassie Sands as being partly developed. Partly developed guidance states 'characterized by unobtrusive formal visitor facilities and informal recreation. Very small scale developments which integrate well with the 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 onto the landscape.

Outdoor public access and core paths are not being affected by the proposal.

The development of requires a facility of a certain size of building to provide sufficient potential tomers in order to make the project economically viable to developers. As such, a larger footprint building is proposed than the existing toilet blocks, to accommodate the multi-functional uses and number of covers required. The proposal enhances the existing leisure and recreational uses within site, that has previously been developed.

Planning approval was granted in September 2015 [ref. 15/00577/APP] for a very similar design. It was accepted that the building could be more than 'very small scale' to make the project viable as there was already a substantial toilet block on the site. A more recent flood risk assessment was carried out which requires the floor level to be raised 600mm above the 1 in 200-year climate change level plus allowances for waves. As such the floor level of current design has been raised up 600mm higher than the previously approved design. It is proposed to provide natural screening to the raised brick from the beach side to ensure that the facility is suitably integrated into the landscape and less visually obstructive.

### **SUMMARY / DESIGN PHILOSOPHY**

The building height, scale and massing of the proposal have been kept to meet the clients' requirements for the brief and the site. The proposed facility will have some visual effect on the surrounding area however it should be noted that this site was already a brownfield site containing a large, dilapidated toilet block. It is hoped that the facility will provide an exciting restaurant development at the North Shore area for locals to use, bring jobs and tourists to South Ayrshire.

1. SITE AERIAL VIEW Site area highlighted in red



FORMER TOILET BLOCK VIEWS



2. VIEW FROM FRONT



3. VIEW FROM SOUTH SIDE



4. VIEW ROM CAR PARK



5. VIEW FROM REAR SIDE

3D MODEL VIEWS



VIEW FROM ROAD



VIEW FROM REAR

3D MODEL VIEWS



VIEW FROM REAR



NIGHT VIEW FROM REAR