

Report

Report to:	Planning Committee
Date of Meeting:	11 February 2020
Report by:	Executive Director (Community and Enterprise Resources)

Application no.	P/19/1694
Planning proposal:	Section 42 application to vary condition 2 of appeal decision PPA-380-2080 to enable removal of restrictions affecting non construction vehicles

1 Summary application information

Application type:	Further application
Applicant:	Persimmon Homes
Location:	Land 140M Northwest Of 7 Muirhead Drive Muirhead Drive Law Carluke South Lanarkshire

2 Recommendation(s)

2.1 The Committee is asked to approve the following recommendation(s):-

- (1) Grant the further application (subject to conditions) based on conditions attached

2.2 Other actions/notes

- (1) The Planning Committee has delegated powers to determine this application.

3 Other information

- ◆ Applicant's Agent:
- ◆ Council Area/Ward: 01 Clydesdale West
- ◆ Policy Reference(s): South Lanarkshire Local Development Plan:
Policy 4 Development management and placemaking
Policy 6 General urban area/settlements

Supplementary Guidance - Development Management and Placemaking

Proposed South Lanarkshire Local Development Plan 2
Policy 3 General Urban Areas
Policy 5 Development Management and Placemaking

◆ **Representation(s):**

▶	9	Objection Letters
▶	0	Support Letters
▶	0	Comment Letters

◆ **Consultation(s):**

Roads Development Management Team

Planning Application Report

1 Application Site

- 1.1 The application site relates to a new housing site currently under construction by Persimmon Homes at Muirhead Drive in Law. Approximately 15 dwellings have now been completed and are occupied. The site is bounded to the east by the West Coast Railway, to the south and west by existing housing and to the north by agricultural fields. Vehicular access to the site from the wider area is from Station Road which is the main route through the village and then via Muirhead Drive. Wallace Wynd branches off from Muirhead approximately halfway between its junction with Station Road and the entrance to the site. A total of 23 existing houses are served via this route.

2 Proposal(s)

- 2.1 The application has been made under Section 42 of the Town and Country Planning (Scotland) Act 1997 to vary condition 2 attached to appeal decision PPA-380-2080. It states:

No vehicle shall enter or exit the site outside the following times:

08:00 to 19:00 – Mondays to Fridays

08:00 to 13:00 – Saturdays, and at no time on Sundays and public holidays

Reason: To safeguard the living conditions of occupants of surrounding dwellings.

The applicant proposes varying the condition so that it reads as follows:

Access to site for construction vehicles is strictly 08.00 to 19:00pm (Mon-Fri) & 08.00 to 13:00 (Sat). No construction vehicles should access the site at ANY time out with these hours.

- 2.2 The applicant asserts that this condition is unreasonably restrictive and that it does not meet the following tests in Scottish Government Circular 4/1998 – The Use of Conditions in Planning Permissions:
- Necessary
 - Enforceable
 - Precise, and
 - Reasonable in all other respects.

They also state that as the wording of the existing condition does not differentiate between construction and other vehicles it prevents site personnel opening the site before 8.00am in preparation for the arrival of construction vehicles. The applicant also highlights that, as dwellinghouses within the site are now occupied, the enforceability of the condition is compromised by the difficulty in distinguishing between vehicles driven by residents and those by Persimmon personnel.

- 2.3 The applicant has submitted an updated Traffic Management Plan which specifies the range of personnel likely to enter the site before 08.00am and these are listed as Site Manager, Assistant Site Manager, Foreman/Foremen, Construction Director, Construction Manager(s), Banksman and Health and Safety advisors. They also make reference to the definition of what constitutes non-construction vehicles as defined by the European Commission directive 2007/46/EC which sets the classification on vehicle categories. This classification is also adopted by the Vehicle Registration Agency. Non-construction vehicles can be defined as:

Category M: Vehicles designed and constructed for the carriage of passengers, comprising no more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.

3 Background

3.1 Local Plan Status

- 3.1.1 The adopted South Lanarkshire Local Development Plan identifies much of the site as part of housing supply land and as lying within the settlement boundary of Law where Policies 6 - General Urban Area/Settlement and 12 - Housing Land apply respectively. Supplementary Guidance on Development Management, Place Making and Design is also relevant.

3.2 Relevant Government Advice/Policy

- 3.2.1 Circular 4/1998 – The Use of Conditions in Planning Permissions sets out Government policy on the use of conditions in planning permission and advises that the imposition of planning conditions needs to be exercised in a manner which is fair, reasonable and practicable. Six tests set out what must be met for a condition to be acceptable and these are

- Necessary
- Relevant to planning
- Relevant to the development to be permitted
- Enforceable
- Precise
- Reasonable in all other respects

In circumstances where a condition is not necessary to enable grant of planning permission, there should be special and precise justification. Onerous requirements which place an unacceptable burden on the developer should be avoided. Of relevance to this application, in para 63, it states 'Planning conditions are not an appropriate means of controlling the right of passage over public roads'.

3.3 Planning Background

- 3.3.1 Planning Permission P/18/0603 for 157 dwellings was granted in January 2019 after the applicant had paid financial contributions towards roads, education, affordable housing and community facilities. The consent was subject to a condition (number 36) restricting construction traffic access to the site to between 08.00 to 9.30 and 15.00 to 17.00.

- 3.3.2 A further planning application P/19/0071 was submitted to delete condition 36 attached to Planning Permission P/18/0603. The application was refused by the Planning Committee on 26 March 2019. The applicant appealed this decision to the Scottish Ministers. A decision letter was issued on 11 September 2019 which upheld the appeal in part. The effect of the appeal decision was the issuing of a new permission and fresh conditions including that which is the subject of this application.

- 3.3.3 As well as the condition the subject of this application, other conditions imposed by the Reporter include the following

1. *The developer shall permit no construction vehicle to park, wait, load, or unload in Muirhead Drive, Station Road or Wallace Wynd in the settlement of Law.*

and

3. *During the construction phase of development, the Traffic Management Plan approved by the discharge of condition 31 attached to planning permission P/18/0603 and any subsequently agreed amendments thereto shall at all times be strictly adhered to.*

4 Consultation(s)

- 4.1 **Roads and Transportation Services Development Management Team** – The proposed wording on the condition will allow the site to be opened up prior to the arrival of staff and deliveries at 08.00. The proposal would also prevent queuing vehicles on the adjacent public road network awaiting access to the site at the same time. This also allows for the operation of a sentry to enforce the restriction on construction vehicles. No objections are offered.

Response: Noted.

5 Representation(s)

- 5.1 In response to the carrying out of neighbour notification and the advertisement of the application in the local press for non-notification of neighbours, 9 letters of objection have been received. The issues raised are summarised below:

a) Noise from early morning deliveries.

Response: The condition, as proposed, would prevent deliveries to the site before 08.00am.

b) Reversing wagons contradicts the Traffic Management Plan.

Response: This issue is not relevant to the assessment of the current application. Nevertheless, incidences of this nature have been reported by local residents which is in contravention of the approved Traffic Management Plan. These incidents have been investigated separately.

c) The reason for the condition is to safeguard the living conditions of the occupants of surrounding dwellings.

Response: The application is seeking to allow non-construction traffic to access the site before 08.00am. The number of vehicles involved is likely to be relatively small. In addition residents now living within the development and in the future will have to use Muirhead Drive to access the wider road network. Construction vehicles have a significantly greater impact on amenity and the restriction on their movements will remain in place. In contrast, allowing other traffic will have a negligible impact on amenity. Overall, it is considered that the variation to the condition will not compromise living conditions.

d) Site staff can walk to the site if they so wish.

Response: It is not clear where the objector making this point expects employees to park and then walk to the site. Condition 1 on the appeal decision prevents construction vehicles parking on the public road, but no other vehicles so that cars etc can lawfully be parked in Muirhead Drive and Wallace Wynd. Preventing vehicles, used by site personnel to access the site before 08.00am would prevent on street parking within neighbouring streets.

e) The banksmen are not entering Muirhead Drive, they should be stationed at the junction of Muirhead Drive and Station Road.

Response: It is reasonable to allow the banksman to park in the site compound so that they can report to the site office before starting their shift.

- f) **If the passing place and turning area as per their Traffic Management Plan has been implemented on site there should be no queuing en masse to enter the site. If the construction/delivery companies are furnished with the Traffic Management Plan (TMP) they will know the rules and co-ordinate their deliveries accordingly, so no need to queue.**

Response: As noted previously, the applicants are proposing the retention of the restriction on construction vehicles entering the site before 08.00am. In addition, condition 1 prevents vehicles parking or waiting in the local streets.

- g) **It won't be difficult to distinguish site personnel from new residents. The residents will generally be leaving the site before 08.00 hours to get to work.**

Response: Currently, there are 15 occupied dwellings on site and by the end of the year this is anticipated to rise to 45. It will be difficult to distinguish between their vehicles and visitors to these properties and those of site personnel, therefore, the enforceability of the condition is extremely difficult. In addition, the number of employee vehicles entering the site as a proportion of overall 'normal' traffic will diminish over time as more houses are occupied within the new development.

- h) **The delays to staff entering the site is not justification to vary the condition.**

Response: The original condition in the decision issued by the Council did not include a restriction on non-construction traffic in terms of either entering the site before 08.00am or waiting/parking on the local road network. In contrast, delays in personnel entering the site will disrupt the construction timetable and cause congestion at the site impacting upon on site and neighbouring residents. The original condition was largely to protect schoolchildren from construction vehicles entering the site earlier than 08.00am. Nevertheless, it is considered the proposed new wording will continue to protect amenity.

- i) **The condition does comply with policy tests.**

Response: An assessment of the proposals against the tests in the circular is set out in section 6 of the report.

- j) **The condition was made by the Reporter (DPEA) and was based upon the wording of Persimmon's own Traffic Management Plan.**

Response: This application allows the issue of the appropriateness of the condition to be revisited in light of changing circumstances since the appeal decision.

- k) **The varying of the times is a totally unreasonable request as no works can commence prior to 8.00am**

Response: The restriction referred to relates to audible construction work within the site. It is not appropriate to restrict hours of construction through a planning condition however Environmental Services have powers to intervene in this respect. The applicants are seeking to allow a limited range of personnel to be allowed onto the site before 8am to allow the site to be opened and set up for the working day.

- l) **If they are unable to adhere to their own TMP, the lifting of the restriction is concerning.**

Response: As noted above, breaches of the TMP have been investigated and discussed with the developer. In many cases, the incidents did not relate to vehicles within their control. However, where it has been proven the developer was responsible, they have taken steps to address the issue. This is a variation of the restriction on non-construction vehicles which, in view of circumstances, is considered reasonable.

- 5.2 These letters have been copied and are available for inspection in the usual manner and on the planning portal.

6 Assessment and Conclusions

- 6.1 The application is made under Section 42 of the Town and Country Planning (Scotland) Act and seeks to vary Condition 2 attached to Appeal Decision PPA-380-2080 (ref P/19/0071). In this context, legislation is clear that the Planning Authority, in determining applications made under this part of the legislation, shall consider only the conditions attached to the original planning permission in the further application. The condition, as currently worded, prevents any vehicle entering or leaving the site between 8am to 7pm Monday to Friday, 8am to 1pm on Saturdays and at no time on Sundays or public holidays. The applicant wishes to vary the condition to allow non-construction vehicles to enter and leave the site outwith the prescribed times. The main issue in determining the application is whether the current condition meets the all tests for the attachment of conditions as outlined in Circular 4/1998 with particular emphasis on whether the residential amenity of local residents would be adversely affected by the variation of the wording proposed.
- 6.2 The principle of residential development on the site was established by the granting of planning application P/18/0603 by the Planning Committee in January 2019. That consent was subject to a condition limiting the hours during which construction vehicles can enter and leave the site. The reason given by the Planning Committee for the condition was to allow school children to travel to and from school safely. The developer subsequently sought to delete that condition through the submission of a further application but it was refused by the Planning Committee on 26 March 2019.
- 6.3 That decision was then the subject of an appeal to Scottish Ministers. The Reporter determining the appeal found that, based on their observations on observing traffic patterns and driver behavior on site, road conditions in Muirhead Drive had not become so unsafe that it was necessary to restrict the times at which construction vehicles may pass and repass in the terms set out in the condition. The Reporter found that the risk of vehicle/pedestrian conflict was not so high that it would be detrimental to road and pedestrian safety including school children using the public road. Nevertheless, the Reporter imposed a new condition that extended the restriction on vehicles entering and leaving the site to all vehicles. The reason given by the Reporter was to protect the living conditions of local residents, however, the decision letter provides little explanation for why the scope of the condition was widened to include all traffic.
- 6.4 The applicant has now started on site and has claimed that the restrictions imposed by the new condition are onerous and impractical for the reasons described in section 2.2 of the report. An application has been made to vary the condition that retains the restriction on construction vehicles but allows all other non-construction traffic used by site personnel and new residents within the development to enter and leave the site without any restriction. Further, the applicant considers that the existing condition is at odds with four of the tests in the Circular 4/1998.
- 6.5 An assessment of the appropriateness of the condition has been carried out in relation to each of these tests as follows.
- **Need for the condition**
The Circular states that conditions should be tailored to tackle specific problems. In framing the condition under consideration the Reporter extended the scope of the time restriction from only construction vehicles, as per the condition in the

original planning permission to all vehicles but without clearly setting out a justification for this change. The reason for the condition is given as the need to protect residents' living conditions. However the impact of a relatively small number of non-construction vehicles on residential amenity is considered to be insignificant. In addition, the new wording has the effect of severely restricting the ability of new residents to enter and leave the estate both during the construction period and once the development is complete.

- **Relevance to planning**

The existing condition in question seeks to protect the general residential amenity of the surrounding area and, therefore, this test is met. However, the suggested wording would equally meet this test.

- **Relevance to the development permitted**

Similar to the above test, the proposed wording would protect the residential amenity of local residents

- **Enforceability**

As noted earlier, there are already 23 existing properties on Muirhead Drive and Wallace Wynd. Construction of the new development continues and the number of completed occupied dwellings currently stands at 15 with this number expected to rise to 45 by the end of the year. This creates obvious difficulties in distinguishing between the private vehicles of legitimate residents and visitors within the new development and those of Persimmon personnel.

- **Precision**

The condition, as currently worded, is precise in that it clearly refers to all vehicles. However, the proposed condition is equally precise as it would make specific reference to an accepted definition of non-construction traffic using the wording described in section 2 of the report.

- **Reasonable in all other aspects**

The condition, as currently worded, is considered unreasonable as it will cause unnecessary delays to site personnel who have to be on site for administrative, management and health and safety reasons prior to the arrival of construction vehicles as well as potentially causing inconvenience for new residents.

6.6 In view of the above, it is considered that the variation of the condition will provide more clarity by specifying that the restriction refers to construction vehicles only; will include a definition of what is meant by non-construction traffic; and, in doing so, prevent any undue restriction to residents of completed houses within the development site. In addition, delays and queues will be avoided as staff who have to be on site before the arrival of construction vehicles will be able to access the site before 08.00am. The updated Traffic Management Plan has listed the small number of staff who will be on site before 08.00am and the movement of their cars through Muirhead Drive will not adversely impact upon existing residents. The wording of the condition differs slightly from the wording suggested by the applicant to enable greater clarity on the restricted times. In addition, reference is made to the widely used definition of non-construction traffic. Overall, it is concluded that the current condition does not meet the tests in the circular. More importantly, the new wording set out in the paper apart meets those thresholds.

6.7 Nine letters of objection have been received from residents in the area who are concerned about the impact of allowing non-construction traffic to enter the site before 08.00am. However, for the reasons explained above, it is not considered the relatively

small number of vehicles involved will affect amenity. Other concerns about how the developer has managed the site are noted, however, they are outwith the scope of this application, nevertheless they will continue to be monitored and investigated.

6.8 In view of the above, it is recommend that the application be granted.

7 Reasons for Decision

7.1 The variation of the condition will not have an adverse impact upon residential amenity or road safety. The proposal meets the tests set out in Circular 4/1998 and complies with Policies 4 and 6 of the adopted South Lanarkshire Local Development Plan together with the relevant Supplementary Guidance.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

Date: 22 January 2020

Previous references

- ◆ P/19/0071
- ◆ PPA-380-2080
- ◆ P/18/0603

List of background papers

- ▶ Application form
- ▶ Application plans
- ▶ South Lanarkshire Local Development Plan 2015 (adopted)
- ▶ Proposed South Lanarkshire Development Plan 2
- ▶ Neighbour notification letter dated

▶ Consultations

Roads Development Management Team	29.11.2019
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▶ Representations Dated:

Stewart Hillier & Pamela Cornett, 10 Wallace Wynd, Law, Carluke, South Lanarkshire, ML8 5FD	25.11.2019
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Peter Crilley, 5 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	28.11.2019
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Miss Pamela Foster, 10 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	05.12.2019 05.12.2019
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Paul McWhinnie, 12 Wallace Wynd, Law, Carluke, South Lanarkshire, ML8 5FD	05.12.2019
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Mr Thomas Todd, 4 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	05.12.2019
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Mrs Margaret Ann Todd, 4 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	27.11.2019
Mr Thomas Todd, 4 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	04.12.2019
Catherine Crilley, 5 Muirhead Drive, Law , Carluke , ML8 5FB	03.12.2019
Mrs Elizabeth Fraser, 6 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	27.11.2019

Contact for further information

If you would like to inspect the background papers or want further information, please contact:-

Ian Hamilton, Planning Officer, Montrose House, 154 Montrose
Crescent, Hamilton, ML3 6LB
Phone: 01698 455174
Email: ian.hamilton@southlanarkshire.gov.uk

Detailed planning application

Paper apart – Application number: P/19/1694

Conditions and reasons

1. The developer shall permit no construction vehicle to park, wait, load, or unload in Muirhead Drive, Station Road or Wallace Wynd in the settlement of Law.
Reason: To protect the living conditions of occupants of surrounding dwellings and in the interests of road and pedestrian safety.
2. Access to site for construction vehicles shall be restricted to 08.00 to 19:00pm (Mon-Friday) & 08.00 to 13:00 Saturdays, and at no time on Sundays and public holidays. No construction vehicles shall access the site at any time out with these hours. For the avoidance of doubt non-construction vehicle shall be as defined by the European Commission directive 2007/46/EC
Reason: To safeguard the living conditions of occupants of surrounding dwellings.
3. During the construction phase of development, the Traffic Management Plan and any subsequently agreed amendments thereto shall at all times be strictly adhered to.
Reason: In the interests of road and pedestrian safety.
4. Any vehicle transporting excavated material onto or off the site must be treated by a wheel washing facility prior to it re-joining the public road network. This facility must remain operative at all times during earth moving operations. A 'clean zone' shall be maintained between the end of the facility and the public road.
Reason: In the interests of road safety.
5. Prior to the first occupation of any of the dwellings hereby permitted with windows that face the railway, all such windows shall be fitted with acoustic glazing, consisting of 10mm and 6mm thick panes of glass separated by a 12mm wide cavity.
Reason: To protect the living conditions of future occupants.
6. Any fence or wall, the design and location details of which has been approved by the discharge of condition 2 attached to planning permission P/18/0603, shall be erected in accordance with the approved details prior to the first occupation of the dwelling hereby permitted for which they constitute an enclosure or other boundary treatment. All fences and walls so erected shall be retained and maintained in accordance with the approved details for the lifetime of the development.
Reason: In the interests of visual amenity and to safeguard living conditions.
7. Prior to the completion of the development, the footway from no 57 Woodland Avenue shall be extended to tie into the cycle path.
Reason: In the interests of securing public access.

8. Unless otherwise agreed in writing by the planning authority, pedestrian access along right of way unimpeded at all times and a deviated route of right of way SL3 from Dobbies Court to way SL4 from Ashfield Road to the north eastern corner of the site shall remain the north eastern corner of the site allowing unimpeded pedestrian access from the start point to the finish shall be facilitated.
Reason: In the interests of securing public access.
9. Development shall be carried out in accordance with mitigation measures set down in section 6 'Conclusions and Recommendations' of the Preliminary Ecological Appraisal and Preliminary Roost Assessment (ITP Energised, November 2017).
Reason: To protect wildlife.
10. The landscaping scheme approved by the discharge of condition 4 attached to planning permission P/18/0603 shall be fully implemented during the first planting, seeding or turfing season following the first occupation of the last of the dwellings hereby permitted to be occupied. If, within a period of 5 years from the date of its being planted, any tree, shrub, plant or area of seeding becomes defective, or is removed, uprooted, destroyed, seriously damaged, or dies, it shall be replaced with another of the same size and species within the next available planting, seeding or turfing season, unless the planning authority gives its written consent to any variation. All trees and shrubs planted adjacent to the railway boundary shall be positioned at a horizontal distance from the boundary that exceeds their predicted mature height.
Reason: In the interests of visual amenity and to minimise leaf fall on to the railway.
11. (a) Remediation of the site shall be carried out in accordance with the remediation strategy approved by the discharge of condition 14 attached to planning permission P/18/0603 prior to the first occupation of any of the dwellings hereby permitted. Any amendments to the approved remediation strategy shall only be implemented once approved in writing by the planning authority.
(b) Upon completion of all remediation works, the developer shall submit a completion report to the planning authority, confirming that the works have been carried out in accordance with the approved remediation strategy (and any amendment(s) thereto) and explaining how the works have reduced the identified risks to acceptable levels.
(c) Any previously unsuspected contamination which becomes evident during the course of development shall be brought to the attention of the planning authority within one week or earlier of it being identified. A more detailed site investigation to determine the extent and nature of the contaminant(s) and a site-specific risk assessment of any associated pollutant linkages shall then be submitted to and approved in writing by the planning authority.
Reason: To ensure the site is free from contamination and suitable for development.
12. Prior to the first occupation of any of the dwellings hereby permitted, a sewerage scheme and water supply shall be constructed in accordance with a specification to be agreed by Scottish Water, and the agreed sewerage scheme and water supply shall be brought into operation.
Reason: In the interests of public health.
13. The surface water drainage and sustainable urban drainage schemes approved by the discharge of conditions 9 and 21 attached to planning permission P/18/0603 shall be fully implemented in accordance with the approved details prior to the first occupation of the last of the dwellings hereby permitted to be occupied. The schemes shall thereafter be retained as approved for the lifetime of the development and maintained in accordance with the approved long-term maintenance plan.

Reason: To reduce the likelihood of flooding and to protect the stability of the adjacent railway cutting.

14. No dwelling hereby permitted shall be occupied until the access roads and footways leading thereto from the existing public road have been constructed to base course level.

Reason: In the interests of road and pedestrian safety.

15. All surface finishes to driveways, parking bays, parking courts and curtilage parking areas shall be laid out in accordance with the details approved by the discharge of condition 30 attached to planning permission P/18/0603. All approved final wearing course levels shall be implemented prior to the first occupation of the last of the dwellings hereby permitted to be occupied.

Reason: In the interests of road and pedestrian safety.

16. Any defect identified during the construction period which has not been identified in the dilapidation survey approved by the discharge of condition 26 attached to planning permission P/18/0603 shall be the responsibility of the developer to repair.

Reason: In the interests of road and pedestrian safety.

17. Prior to the first occupation of any of the dwellings hereby permitted, a visibility splay of 1.5 metres by 20 metres, as measured from the road channel, shall be provided on both sides of the vehicular driveway to Plot 145 and everything exceeding 0.9 metres in height above the road channel level shall be removed from the sight line areas.

Thereafter, nothing exceeding 0.9 metres in height shall be planted, placed or erected within these sight lines.

Reason: In the interests of road and pedestrian safety.

18. Turning areas shall be provided in accordance with the most current advice contained within the National Roads Development Guide.

Reason: In the interests of road safety.

19. The section of road between plots 129 to 135 shall be widened to 5.5 metres.

Reason: In the interests of road safety.

20. All works required for the provision of the equipped play area shall be completed in accordance with the scheme approved by the discharge of condition 18 attached to planning permission P/18/0603 prior to the first occupation of the 25th dwelling of those hereby approved to be occupied. This area shall thereafter be used for no purpose other than an equipped play area.

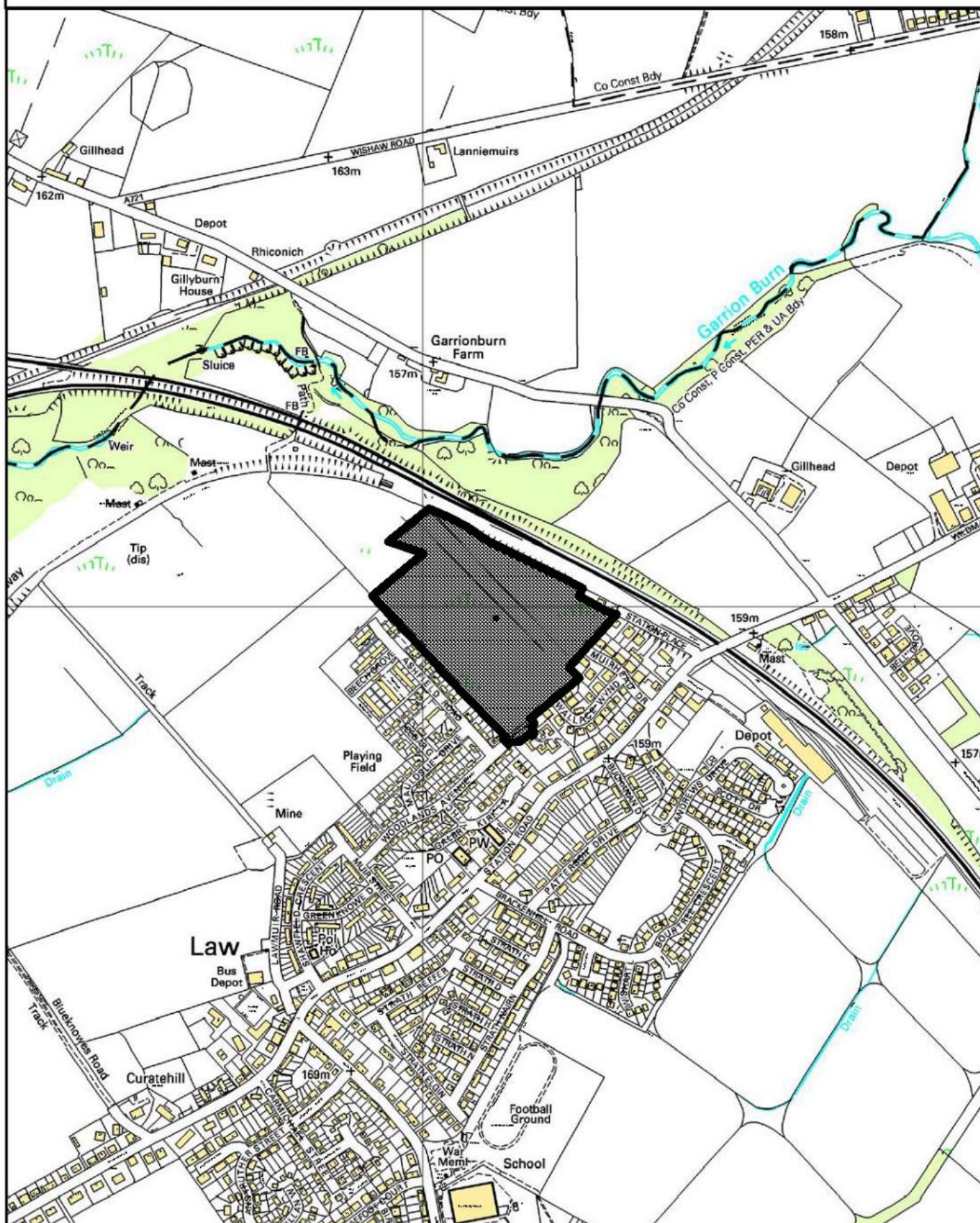
Reason: To ensure the sustainable provision of a children's play facility.

21. That no development shall take place within the development site as outline in red on the approved plans until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, this scheme to be submitted for approval by the Council as Planning Authority following consultation and agreement with West of Scotland Archaeology Service. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason: In order to safeguard any archaeological items of interest or finds.

P/19/1694

Land 140m Northwest of 7 Muirhead Drive, Muirhead Drive, Law



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Scale:
1:8,000
Date:
13/01/2020



South Lanarkshire Council
Community and Enterprise Resources
Planning and Economic Development