

Report

Report to:	Planning Committee
Date of Meeting:	26 March 2019
Report by:	Executive Director (Community and Enterprise Resources)

Application no.	P/19/0071
Planning proposal:	Section 42 application to remove condition 36 'Restriction of construction traffic accessing the site between 08.00 to 09.30 and 15.00 to 17.00 weekdays' attached to planning permission P/18/0603 for 157 dwellings

1 Summary application information

Application type:	Further application
Applicant:	Persimmon Homes
Location:	Proposed Residential Development At Muirhead Drive Law Carluke ML8 5FB

2 Recommendation(s)

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

- (1) Grant Section 42 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 (Adopted 2015)**
Policy 3 Green belt and rural area
Policy 4 Development management and placemaking
Policy 5 Community infrastructure assessment
Policy 2 Climate change
Policy 6 General urban area/settlements

Policy 12 Housing land
Policy13 Affordable housing and housing choice
Policy 16 Travel and transport

**Proposed South Lanarkshire Development Plan
2 (2018)**

Policy 2 Climate change
Policy 3 General Urban Areas
Policy 4 Green Belt and Rural Area
Policy 5 Development Management and
Placemaking
Policy 7 Community Infrastructure Assessment
Policy 11 Housing
Policy 12 Affordable Housing
Policy 15 Travel and Transport

◆ **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 extends to 1.95 hectares and is irregular in shape, located on agricultural land and largely falls within the settlement boundary of Law other than the north eastern corner and a strip of land along the northern boundary which are on designated Green Belt. The site is subject of Planning Permission P/18/0603 for 157 dwellings and ground preparation and construction work has already commenced. 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. The site is located just under a mile from Law Primary School.

2 Proposal(s)

- 2.1 The application is made under Section 42 of the Town and Country Planning (Scotland) Act 1997, to delete condition 36 attached to Planning Application P/18/0603, granted to Persimmon in January 2019.
- 2.2 The relevant planning condition which the applicant seeks to delete is worded as follows –
That no construction vehicles associated with the development hereby approved shall access the site between the hours of 08.00 to 09.30 and 15.00 to 17.00 on weekdays. Furthermore, no construction vehicles shall be parked up waiting for the access to open, or for any other reason on the public road network.
- 2.3 The condition was attached to the planning consent following an amendment approved at Planning Committee of 25 September 2018.
- 2.4 The applicant asserts that this condition is unreasonably restrictive and that it does not meet the 6 tests of circular 4/1998:
- Necessary
 - Relevant to planning
 - Relevant to the development to be permitted
 - Enforceable
 - Precise
 - Reasonable in all other respects.
- 2.5 In recognition of residential concerns about construction traffic, the applicant has submitted an updated Traffic Management Plan which includes a stipulation that a member of the site team will be present on Muirhead Drive and will act as a banksman between the hours of 8:15am to 9.00am and 3.30pm to 4.30pm on school days in order to safely direct and monitor construction traffic whilst ensuring there is no impediment to school pupils travelling safely along Muirhead Drive.

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. The land identified for use as the proposed SUDS pond and a landscape strip along the northern boundary is outwith the area allocated for residential use and within the Green Belt where Policy 3: Green Belt and Rural Area applies. In addition, Policies 2: Climate Change, 4: Development Management and Place Making, 5: Community Infrastructure Assessment, 13: Affordable Housing & Housing Choice and 16: Travel and Transport are relevant as is the Supplementary Guidance on Development Management, Place Making & Design; Affordable Housing & Housing Choice; Sustainable Development & Climate Change; Green Belt and Rural Area and Community Infrastructure Assessment. The Council's Residential Development Guide should also be taken into consideration.

3.2 **Relevant Government Advice/Policy**

3.2.1 Circular 4/1998 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. The 6 tests for assessing this have already been listed in para 2.4 above. 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 paragraph 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 agreed financial contributions towards roads, education, affordable housing and community facilities. The approved access to the site is via Muirhead Drive. Work has already started on site and a site compound has been established.

4 **Consultation(s)**

4.1 **Roads and Transportation Services Development Management Team** – offers no objection to this condition being removed so long as the applicant adheres to the Traffic Management Plan.

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) **The limitation of traffic during 8am and 9.30am and 3pm and 5pm is entirely reasonable. Presumably it was the reason the condition was placed by the Planning Committee. Nothing in the application made now actually sets out any justification for the restriction being unreasonable or unjustified.**

Response: Noted. An assessment of the proposed removal of the condition is set out in Section 6 of the report.

- b) **Had all residents been made aware of the original Planning Application timeously, then concerns would have been raised in objection to the entire development, in particular to construction traffic.**

Response: Properties neighbouring the application site were formally notified in accordance with procedure and were able to submit representations beyond the statutory timescales.

- c) **Reference made by the applicant to sites upon which Persimmon Homes have historically worked on are irrelevant to the already considered restriction placed on them in this particular area.**

Response: There are numerous residential development sites in operation throughout South Lanarkshire with haulage routes passing residential properties without restriction. Construction traffic has and continues to travel along such routes appropriately and in accordance with health and safety and good traffic management practice. There have been instances where development adjoins a school where times restricting construction traffic have been imposed, however, in those instances the times applied are less restrictive than the current condition.

- d) **The site was allocated for housing despite clear and numerous objections from local residents.**

Response: The site is identified as a suitable housing site in the adopted Local Development Plan.

- e) **The condition does not restrict working hours it simply restricts construction traffic at certain times. It is quite a stretch to suggest the viability of the build would be affected.**

Response: The applicant believes the short timeframe for deliveries will inevitably create delays in house completions available for a sale with impacts upon profit. Delays can also affect potential purchaser's ability to apply for help to buy.

- f) **A Transport Assessment is no longer accessible from the portal regarding application P/18/0603.**

Response: The Transport Assessment is published on the portal.

- g) **Persimmon should provide details of on-site observations as there is uncertainty as to whether there was one or multiple.**

Response: Persimmon have advised that in addition to the census information available for the area, on-site observations were carried out to determine pupil numbers along Muirhead Road on Wednesday 28 November 2018 and 4 and 14 December 2019 between 8.00am and 9.00am in which time one pupil exited Muirhead Drive whilst another 3 crossed over Muirhead Drive whilst walking along Station Road. In addition, the Council's Enforcement Officer carried out observations on 26 February 2019 between 8.30am and 9.30am and noted no pupils walking on Muirhead Drive.

- h) **In the few weeks of civil engineering works undertaken so far, Persimmon have already acted in contravention of the restriction, and**

numerous residents from the area have photographs and videos to support that.

Response: This matter is currently under investigation and, if appropriate, enforcement action will be initiated.

i) The Traffic Management Plan is not on the portal.

Response: The Traffic Management Plan is published on the portal.

j) The restriction is not unduly onerous on developers. In balance, however, the detrimental effect the removal of this restriction would have on the current residents and to the risk to the safety of children in the area surely justifies the restriction being kept in place. SLC's own policy of encouraging children to walk to school cannot be ignored when considering the application.

Response: Roads and Transportation Services did not raise the impact of construction traffic as a safety issue nor have they objected to the removal of the condition. The developer has submitted an alternative method of preprotecting the safety of school children by escorting vehicles in and out of the site during the period at the start and finish of the school day. Muirhead Drive is an adopted road with footpaths on either side. It is a short section of road serving only 10 properties (Wallace Wynd, over which construction traffic does not pass, is a spur of Muirhead Drive, serving 17 properties). Alternative routes into the site would have necessitated passing longer stretches of residential dwellings.

k) Persimmon are expected to sufficiently organise and plan construction traffic between the hours of 9.30am and 3pm. This is a window of 5 and a half hours.

Response: Most deliveries will be made in the morning, however, depending on suppliers, this may vary and may fall within the restricted period whereby the delivery cannot take place or lorries are having to wait on another road until they can enter the site.

l) Local residents do not agree with the conclusions of the Traffic Assessment.

Response: A Transport Assessment was carried out by a qualified transport consultant. Roads and Transportation Services who agreed the scope of the study did not question its conclusions.

m) Objector has 4 young children, 3 of whom will walk to school unsupervised in August if the restriction is retained. Children also play outside prior to school further increasing the risk.

Response: Noted. It is acknowledged and appreciated that parents have concerns about child safety, however, the Traffic Management Plan should address these concerns which has to operate at all times during construction.

n) Persimmon have already broken what was agreed in Traffic Management Plan.

Response: Breaches of agreed practice will be investigated. There has been recent incidents of reversing into the site as a turning head at the compound was still to be laid out.

- o) School time restrictions are commonplace in the construction industry throughout the length and breadth of the country and so there is no reason for Persimmon to be an exception to the rule.**

Response: It is not standard practice in South Lanarkshire to impose such restrictions other than for developments adjoining schools.

- 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 seeks to delete Condition 36 'restrictions to construction traffic' attached to Permission P/18/0603 for 157 dwellings which was granted in January 2019. In this context, Section 42 of the Town and Country Planning (Scotland) Act, as amended 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 applicant wishes to delete Condition 36 as the condition is unreasonably onerous and does not meet the tests for the attachment of conditions as outlined in Circular 4/1998.
- 6.2 The principle of consent has been established by the previous application and, as the proposal has not changed, the suitability of the site to accommodate residential development is still considered acceptable in terms of the relevant adopted South Lanarkshire Local Development Plan policies. In terms of changes to planning policies, the proposed South Lanarkshire Local Development Plan is a material consideration in the determination of this application, however, the aims of these policies broadly reflect those of the current adopted Local Plan. In particular, the site is now identified as part of the effective supply of housing land.
- 6.3 On 29 May 2018, the Planning Committee approved the proposed South Lanarkshire Local Development Plan 2 (Volumes 1 and 2) and Supporting Planning Guidance on Renewable Energy. Therefore, the Proposed SLLDP2 is now a material consideration in determining planning applications. The proposed development has been considered against the relevant policies in the proposed plan and it is noted that these policies are broadly consistent with the current adopted South Lanarkshire Local Development Plan 1. It is considered that the proposed section 42 application does not compromise Policies 2, 4, 5, 7, 11, 12 and 15 in the proposed local plan.
- 6.4 This condition was attached following an amendment being approved at Committee and consent issued following the receipt of the required financial contributions.
- 6.5 In considering the appropriateness of the condition, it would be beneficial to consider each test in the Circular 4/1998:

- **Necessary**

It was not considered necessary as the site is not located adjacent to a school site where large numbers of children would be potentially mixing with construction traffic at the beginning and end of the school day. Whilst it is appreciated that there are concerns over children and construction traffic regardless of the numbers of children involved, the traffic management plan offers a suitable

alternative whereby any construction vehicle entering or leaving the site within a restricted period will be supervised by a member of site staff.

- **Relevant to Planning**

Paragraph 63 of Circular 4/1998 states 'Planning conditions are not an appropriate means of controlling the right of passage over public roads'.

- **Relevant to the development to be permitted**

The condition specifically relates to the approved residential development site at Muirhead Drive.

- **Enforceable**

There are challenges in enforcement due to the amount of sub-contractors, including delivery companies, involved in the construction of a large development. However, there is no reason why the developer cannot provide a full briefing of the restricted times to all contractors and sub-contractors.

- **Precise**

The condition is prescriptive in terms of times.

- **Reasonable in all other aspects**

From a planning perspective, it is considered that the use of this condition was not necessary to enable the grant of planning permission. There is nothing unique about the location or circumstances pertaining to this site compared to many other approved development accessed via residential streets where such a condition has not been applied. The site does not adjoin a school or similar establishment where large numbers of school children converge at particular times of the day. In some instances where development does adjoin a school, conditions restricting times for construction vehicles have been attached, however, the restricted times are not as onerous as this particular condition. Muirhead Drive is a short section of road, with good visibility and footpaths on either side and is located just under a mile or a 15- 20 minute walk from the Primary School. Observations carried out on 4 separate dates have not noted large numbers of children walking to school during the morning restricted period. There is a Traffic Management Plan in place to address safety concerns and it is considered that this will offer at least equal protection to children walking to and from school.

6.5 In terms of public and road safety, in many instances other measures will be more appropriate than the use of restrictive conditions which, due to the haphazard nature of deliveries, are difficult to enforce. A Transportation Assessment has been undertaken which concludes that the road network work can cope with anticipated increases in traffic flow. Strict adherence to the Traffic Management Plan in accordance with good health and safety practice is essential. Responsibility also rests with individual drivers who are required to drive with due care and attention.

6.6 In view of the above I recommend the deletion of condition 36 subject to the adherence to the updated Traffic Management Plan referred to in condition 24.

7 Reasons for Decision

7.1 The deletion of the condition will not have an adverse impact upon road safety. The development complies with Policies 2, 3, 4, 5, 6, 12, 13 and 16 of the adopted South Lanarkshire Local Development Plan together with the relevant Supplementary Guidance.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

Date: 15 March 2019

Previous references

- ◆ 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 28 January 2019	
▶ Consultations	
Roads Development Management Team	
▶ Representations	Dated:
Stewart Hillier, 10 Wallace Wynd, Law, Carluke, South Lanarkshire, ML8 5FD	04.02.2019
Paul McWhinnie, 12 Wallace Wynd, Law, Carluke, South Lanarkshire, ML8 5FD	19.02.2019
Mr Peter Crilley, 5 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	17.02.2019
Mrs Tracey Campbell-Hynd, 19 Wallace Wynd, Law, Carluke, ML8 5FD	21.02.2019
Ruari Morton, 10 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	19.02.2019
Mr Ronald Carr, 3 Wishart Lane, Law, Carluke, South Lanarkshire, ML8 5GD	01.02.2019
Mrs Margaret Ann Todd, 4 Muirhead Drive, Law, Carluke, South Lanarkshire, ML8 5FB	18.02.2019
Sandra McWhinnie, 12 Wallace Wynd , Law Village , Carluke, ML8 5FD	19.02.2019
Catherine Crilley, 5 Muirhead Drive, Law, ML8 5FB	18.02.2019

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/19/0071

Conditions and reasons

01. That before any of the dwellinghouses situated on the site upon which a fence is to be erected is occupied, the fence or wall for which the permission of the Council as Planning Authority has been obtained by the discharge of condition attached to Planning Permission P/18/0603, shall be erected and thereafter maintained to the satisfaction of the Council..

Reason: In order to retain effective planning control.

02. That the landscaping scheme, approved by the discharge of condition attached to Planning Permission P/18/0603, shall be completed to the satisfaction of the Council as Planning Authority during the first available planting season following occupation of the last dwellinghouse hereby approved and shall thereafter be maintained and replaced where necessary to the satisfaction of the Council..

Reason: In the interests of amenity.

03. That no dwellinghouse shall be occupied until the site is served by a sewerage scheme and water supply constructed to the specification and satisfaction of Scottish Water as Sewerage Authority.

Reason: To ensure that an appropriate sewerage system and water supply is provided.

04. That before the dwellinghouse hereby approved is occupied, a drainage system capable of preventing any flow of water from the site onto the public road or neighbouring land, or into the site from surrounding land shall be provided and maintained to the satisfaction of the Council as Roads and Planning Authority.

Reason: To ensure the provision of a satisfactory drainage system.

05. That the surface water drainage system, approved under the terms of Condition 04 above, shall be implemented simultaneously with the development hereby approved, to the satisfaction of the Council as the Planning and Flood Authority and shall be completed prior to the last dwellinghouse hereby permitted being occupied.

Reason: To ensure the provision of a satisfactory surface water drainage system.

06. That no dwellinghouse shall be occupied until the access roads and footways leading thereto from the existing public road have been constructed to base course level.

Reason: To ensure satisfactory vehicular and pedestrian access facilities to the dwellings.

07. That before the last dwellinghouse hereby permitted is occupied, all roads and footways within the development shall be completed to final wearing course level.

Reason: To ensure satisfactory vehicular and pedestrian access facilities to the dwellings.

08. That unless otherwise agreed in writing, pedestrian access along the right of way SL4 from Ashfield Road to the north eastern corner of the site shall remain unimpeded at all times and that a deviated route of the right of way SL3 from Dobbies Court to 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 public access.

09. (a) Prior to commencement of any works on site, a comprehensive site investigation carried out to the appropriate Phase level, shall be submitted to and approved in writing by the Council as Planning Authority. The investigation shall be completed in accordance with the advice given in the following:
- (i) Planning Advice Note 33 (2000) and Part IIA of the Environmental Protection Act 1990 (as inserted by section 57 of the Environment Act 1995);
 - (ii) Contaminated Land Report 11 - 'Model Procedures for the Management of Land Contamination (CLR 11) - issued by DEFRA and the Environment Agency
 - (iii) BS 10175:2001 - British Standards institution 'The Investigation of Potentially Contaminated Sites - Code of Practice'.

(b) If the Phase 1 investigation indicates any potential pollution linkages, a Conceptual Site Model must be formulated and these linkages must be subjected to risk assessment. If a Phase 2 investigation is required, then a risk assessment of all relevant pollution linkages using site specific assessment criteria will require to be submitted.

(c) If the risk assessment identifies any unacceptable risks as defined under Part IIA of the Environmental Protection Act, a detailed remediation strategy will be submitted to and approved in writing by the Council as Planning Authority. No works other than investigative works shall be carried out on site prior to receipt of the Council's written approval of the remediation plan.

Reason: To avoid unacceptable risks to human health and the environment, to ensure that the land is remediated and made suitable for its proposed use.

10. (a) Remediation of the site shall be carried out in accordance with the approved remediation plan prior to the proposed development being brought into use. Any amendments to the approved remediation plan shall not be implemented unless approved in writing by the Council as Planning Authority.

(b) On completion of the remediation works, the developer shall submit a completion report to the Council as Planning Authority, confirming that the works have been carried out in accordance with the approved remediation plan and that the works have successfully reduced these risks to acceptable levels.

(c) Any previously unsuspected contamination which becomes evident during the development of the site shall be brought to the attention of the Council as

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 require to be submitted to and approved in writing by the Council as Planning Authority.

Reason: To ensure the site is free of contamination and suitable for development.

11. That the 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: In the interests of wildlife.

12. If more than 18 months elapse between the completion of the 2017 survey and the commencement of the development, the development site shall be re-surveyed for badgers as close to the commencement of construction as possible, but no greater than 8 months preceding commencement of construction. If changes in the use of the area by badgers or bats are identified, an updated assessment of the impacts of the development on badgers and bats must be completed and appropriate mitigation measures identified (if required).

Reason: In the interests of badger and bat welfare.

13. That prior to the occupation of the 25th dwellinghouse within the development, all works required for the provision of the equipped play area, shall be completed in accordance with the details approved by the discharge of condition attached to Planning Permission P/18/0603 and thereafter the areas shall not be used for any purposes other than as an equipped play area.

Reason: In order to retain effective planning control.

14. All surface or foul water arising from the development must be collected and diverted away from Network Rail Property. Any Sustainable Urban Drainage Scheme shall not be sited within 10 metres of the railway boundary and shall be designed with long term maintenance plans which meet the needs of the development. Details of the design and construction of any drainage scheme shall be submitted to the planning authority for approval before development is commenced. The development shall be carried out in full accordance with such approved details.

Reason: To protect the stability of the adjacent railway cutting and the safety of the rail network.

15. That trees/shrubs planted adjacent to the railway boundary shall be positioned at a minimum distance from the boundary which is greater than their predicted mature height.

Reason: To minimize leaf fall on the rail track.

16. That section of road between plots 129 - 135 shall be widened to 5.5 metres.

Reason: In the interests of road safety.

17. Prior to the commencement of development on site a swept path analysis for the whole site shall be submitted to and approved by the Council as Roads and Planning Authority.

Reason: In the interests of road safety.

18. 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 public access.

19. The prior to the commencement of development, a dilapidation survey of the delivery route, shall be undertaken and submitted to the Council as Planning and Roads Authority and any defect identified during the construction period which had not been identified at the time of the dilapidation survey shall be the responsibility of the developer to repair.

Reason: In the interests of traffic safety.

20. That before the development hereby approved is completed or brought into use, a visibility splay of 1.5 metres by 20 metres 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 and thereafter nothing exceeding 0.9 metres in height shall be planted, placed or erected within these sight lines.

Reason: In the interests of traffic and public safety.

21. Prior to the commencement of construction works details of the delivery route shall be submitted to and approved by the Council as Planning and Roads Authority.

Reason: In the interests of traffic safety.

22. Turning areas shall be provided in accordance with National Roads Development Guidelines.

Reason: In the interests of road safety.

23. Development shall not commence until details of all surface finishes to driveways, parking bays, parking courts and curtilage parking areas has been submitted for the consideration and written approval of the Council as Planning Authority. Development shall thereafter be carried out using the approved materials or such alternatives as may be agreed in writing with the Council as Planning Authority.

Reason: To retain effective planning control and safeguard the amenity of the area.

24. The developer shall adhere at all times with the terms of the submitted Traffic Management Plan during the construction phase.

Reasons: In the interests of road safety.

25. The developer shall ensure that any vehicle transporting excavated material on or off the site must be treated by means of adequate wheel washing facilities. The facility will require to be in operation at all times during earth moving operations. The wheel washing facility shall be fully operational prior to works commencing on site. A "clean zone" shall be maintained between the end of the wheel wash facility and the public road.

Reason: In the interests of road safety.

26. That prior to occupation all bedroom windows which face the railway shall be fitted with acoustic glazing, consisting of 10mm and 6mm thick panes of glass separated by a 12mm wide cavity.

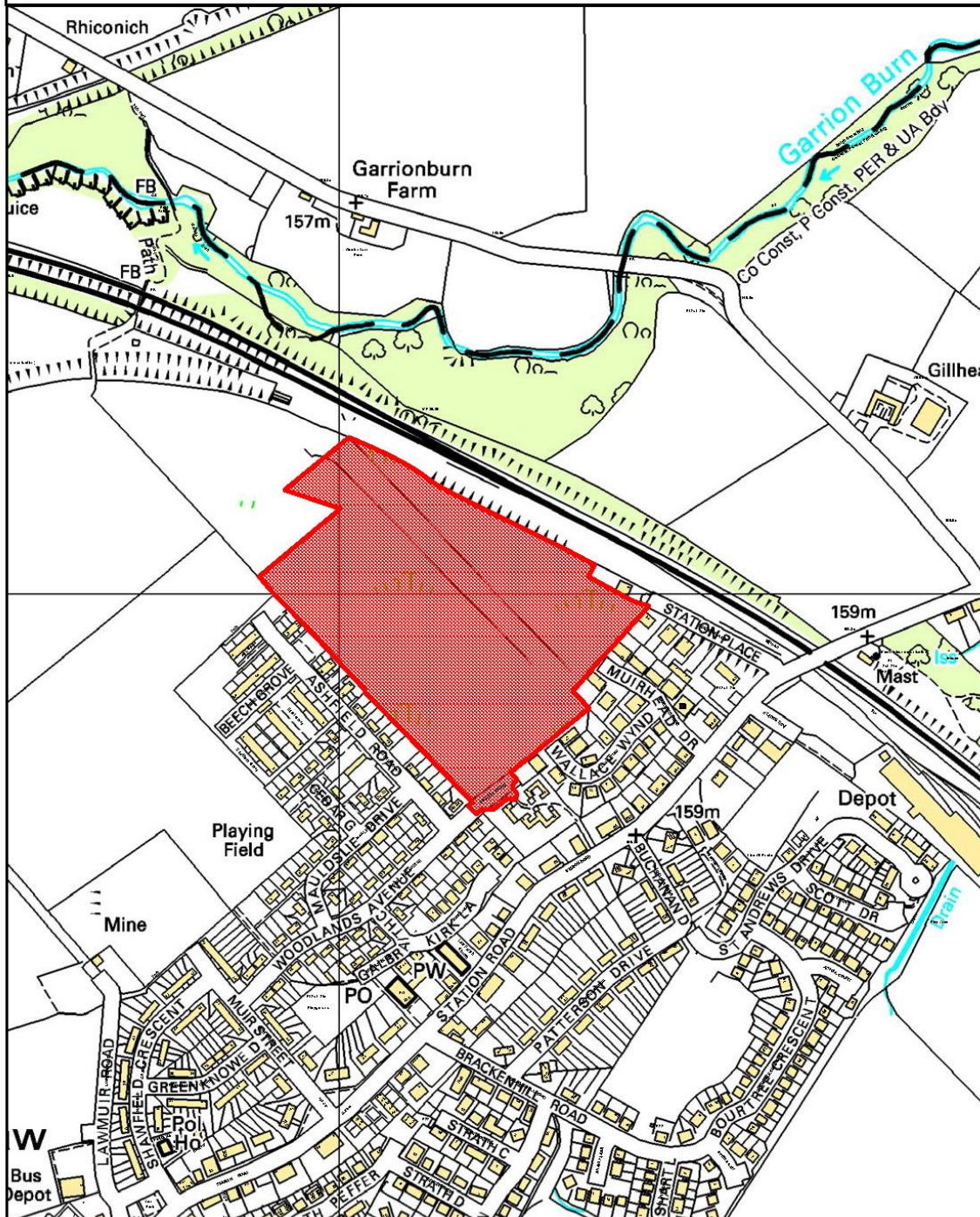
Reason: To protect residents and ensure internal noise levels do not exceed 45db.

27. 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/19/0071

Proposed Residential Development at Muirhead Drive, Law



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Scale:
1:5,000
Date:
28/02/2019



South Lanarkshire Council
Community and Enterprise Resources
Planning and Economic Development