

Report

Report to:	Planning Committee
Date of Meeting:	10 October 2017
Report by:	Executive Director (Community and Enterprise Resources)

Application No	EK/17/0184
Planning Proposal:	Corridor Improvements Project Which Includes 7.3m Wide Dualling of the Existing Carriageway with Associated Shared Cycleway / Footways, Roundabouts, Site Clearance, Drainage, Earthworks, Lighting, Controlled Crossings, Fencing, Structures, Accommodation Works

1 Summary Application Information

- Application Type : Detailed Planning Application
- Applicant : South Lanarkshire Council - Roads and Transportation Services
- Location : Greenhills Road/A726 Strathaven Road Corridor Improvements
East Kilbride

2 Recommendation(s)

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

- (1) Grant detailed planning consent - Subject to Conditions (based on the conditions attached)

2.2 Other Actions/Notes

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

3 Other Information

- ◆ Applicant's Agent: South Lanarkshire Council - Roads and Transportation Services
- ◆ Council Area/Ward: 09 East Kilbride West
07 East Kilbride Central South
06 East Kilbride South
05 Avondale and Stonehouse
10 East Kilbride East
- ◆ Policy Reference(s): **South Lanarkshire Local Development Plan (adopted 2015)**
Policy 2 - Climate Change
Policy 3 (Green Belt and Rural Area)
Policy 4 - Development Management and Placemaking
Policy 7 (Employment)

Policy 14 - Green Network and Greenspace
Policy 15 - Natural and Historic Environment
Policy 16 - Travel and Transport
Policy 17 - Water Environment and Flooding

Supplementary Guidance

Development Management, Place Making and Design

Green Belt and Rural Area

Green Network and Green Spaces

Natural and Historic Environment

Sustainable Development and Climate Change

◆ Representation(s):

▶	24	Objection Letters
▶	0	Support Letters
▶	3	Comments Letters

◆ Consultation(s):

Auldhouse and Chapelton Community Council

Countryside and Greenspace

Roads and Transportation Services (Flood Risk Management Section)

Scottish Water

West of Scotland Archaeology Service

Strathclyde Partnership for Transport

Legal Services (Planning)

SP Energy Network

Scottish Gas, Digital Records Department

British Telecom

S.E.P.A. (West Region)

Leisure Services (Facility Manager)

The Coal Authority - Planning and Local Authority Liaison Department

Roads and Transportation Services (Geotechnical Section)

Murray Community Council

Transport Scotland

Historic Environment Scotland

Roads and Transportation Services (Street Lighting)

National Grid UK Transmission

Police Architectural Liaison Officer

South Lanarkshire Access Panel

Environmental Services [e-consult]

Facilities, Waste & Ground Services (Landscape officer)

S.E.P.A. (West Region) (Flooding)

St. Leonards Community Council

Scottish Natural Heritage

Roads Development Management Team

Housing - planning consultations

Building Standards Services (East Kilbride Area)

Arboricultural Services

Planning Application Report

1 Application Site

- 1.1 The application site is located in the south east area of East Kilbride along Greenhills Road and the A726 Strathaven Road. The site includes the existing roads, areas bounding the road and a number of wider areas of undeveloped land along both roads. It is bounded by residential areas in the north west, south east and north east, by industrial areas to the west of Strathaven Road, the south of Greenhills Road and some areas to the north of Greenhills Road. It is also bounded by Calderglen Country Park to the east. The route consists of single carriageway roads with associated roundabouts and junctions. The road is bounded by woodland along much of Strathaven Road although is more open along Greenhills Road. The roads themselves are generally level; however, adjacent land rises away from the carriageway on much of the Strathaven Road and sections of Greenhills Road.

2 Proposal(s)

- 2.1 The proposal is to upgrade this section of Greenhills Road and Strathaven Road for single carriageway to dual carriageway including associated shared cycleway/footways, roundabouts, site clearance, drainage, earthworks, lighting, controlled crossings, fencing, structures, accommodation works. The improvement works will commence at the junction of High Common Road and A726 Strathaven Road, extend along the Strathaven Road to the roundabout with Greenhills Road, and then extend along Greenhills Road to the roundabout with Shields Road and Quarry Road. Improvements to the road will consist of widening the width of the road from single carriageway to dual carriageway, between the existing dual carriageway on Strathaven Road to the roundabout with Greenhills Road and extending along Greenhills Road to the west to the existing roundabout which forms the access into the Development Framework Site (Langlands West). The proposal includes two new roundabouts and improvements to existing junctions. The improvements will also include the widening of the existing footway on the southern side of Greenhills Road extending the cycleway to link with Shields Road. The proposal also includes the provision of five new pedestrian / toucan crossings along the route, bus lay-bys and improved footways. The proposal is supported by a Sustainable Urban Drainage System (SUDS) including five SUDS basins and two cellular storage areas as part of an overall drainage scheme for the upgraded roads.
- 2.2 The construction of the road improvements will require the removal of areas of trees and shrubs adjacent to Strathaven Road and Greenhills Road, however many areas of trees and shrubs will be retained. The proposal also includes significant new planting of semi mature trees, smaller trees and shrubs planting and grassed areas. The road improvements will require the erection of sound barriers along stretches of the road which will range in height from 1.8m to 2.2m. The general locations of the barriers are on the north side of Greenhills Road on the western section at Whitehills, on the eastern side of Strathaven Road adjacent to Torrance Avenue and a small section adjacent to the entrance to Calderglen Country Park. The barriers will consist of a close boarded timber fence on the residential side with a woven willow fence on the road side which will be a living willow structure. An additional lower, 1.2m high, single sided willow fence will be erected along the eastern side of Strathaven Road between the Strathaven Road and the access road to the New Farm Restaurant as a barrier to prevent light glare from vehicle headlights.

- 2.3 Construction of the road and associated works is estimated to take approximately 13 months and, should planning consent be granted, it is expected that the road improvements will be completed by May 2019. The location of the construction compounds are likely to be on the vacant site to the north of Greenhills Road at Hurlawcrook Roundabout, a small area to the north of Greenhills Road and the west of Singer Road and to the south of Greenhills Road at the roundabout into the Development Framework Site (Langlands West). The location and scale of the temporary compounds will be confirmed once contractors have been appointed. Working times during the construction period have been requested to be, and will be limited by a planning condition, to between 08.00 and 19.00 Monday to Friday and 08.00 and 13.00 on Saturdays with no working on Sundays and Bank Holidays. Details of construction traffic will be confirmed once a contractor has been appointed. Construction traffic will be controlled through a Traffic Management Plan covering a range of mitigation and control measures to limit the impact of construction traffic. A planning condition has been attached requiring the submission and approval of a Traffic Management Plan. It is anticipated that the existing roads will be closed, in sections, at times with diversions in place, although much of the widening will be carried out adjacent to the existing road allowing that section of road to remain open.
- 2.4 An Environmental Report has been submitted in support of this application. A full EIA was not required; however, a detailed 'Environment Report' (ER) has been prepared containing the assessment of potential environmental effects. This consists of a report and a number of appendices and figures. Assessment of the proposal takes into account good practice with respect to assessing the impacts of road schemes as set out in the Design Manual for Roads and Bridges (DMRB) Volume 11, published by the Department for Transport. The applicant has also submitted supporting information in the form of a Planning Statement, a Design and Access Statement, a Pre Application Consultation (PAC) Report, a Flood Risk Assessment, Tree Survey and Arboricultural Report, Ground Investigation Report, and a Traffic Modeling, Economics Report, Confidential Badger Annex and an updated Drainage Design Statement.

3 Background

3.1 Local Plan Status

- 3.1.1 The South Lanarkshire Local Development Plan (SLLDP) (Adopted 2015) identifies the proposal as an Upgrade to Infrastructure under Policy 16 (Travel and Transport) and in Table 7.1 Road Schemes. Areas to the north and south of Greenhills Road and a small area to the east of Strathaven Road are identified both as Green Network and Priority Greenspace under Policy 14 (Green Network and Greenspace). The land to the north and south of Greenhills Road at Langlands and the area to the west of Strathaven area Core Industrial and Business Areas identified under Policy 7 (Employment). The majority of the land to the east of Strathaven Road is identified as being Green Belt under Policy 3 (Green Belt and Rural Area). In addition, Policy 2 (Climate Change), Policy 4 (Development Management and Place Making), Policy 15 (Natural and Historic Environment) apply in relation to the protection of habitats/protected species and historic features, Policy 16 (Travel and Transport) and Policy 17 (Water Environment and Flooding) also apply. In addition, the following Supplementary Guidance will require to be taken into consideration: Green Belt and Rural Area, Development Management, Place Making and Design, Green Network and Green Spaces, Industrial and Commercial Development, Natural and Historic Environment and Sustainable Development and Climate Change.

3.2 Relevant Government Advice

- 3.2.1 Relevant Government guidance is set out within the consolidated Scottish Planning Policy (SPP) 2014 which details the Scottish Government's national outcomes, one of which is "A more connected place". The SPP sets out how the NPF3 aims to strengthen transport links within Scotland are delivered. The SPP introduces a presumption in favour of development that contributes to sustainable development which is guided by the principle of "supporting delivery of infrastructure." The SPP states that "Development plans should identify any required new transport infrastructure."

3.3 Planning History

- 3.3.1 The proposed construction of the Greenhills Road/ A726 Strathaven Road Corridor Improvement Scheme has been identified in the Development Plan for a number of years. The previous South Lanarkshire Local Plan (March 2009) identified the route for the road improvement works on the Proposals Map and set out the Council's support for the scheme in Policy TRA 7A New Roads Infrastructure. The current adopted South Lanarkshire Local Development Plan (2015) also identifies the route for the road improvement works on the Proposals Map and set out the Council's support for the scheme in Policy 16 (Travel and Transport) and in Table 7.1 Road Schemes. The requirement for road improvement works along this route was set out in the SLC Transport Strategy 2013-2023 as a means of improving transport connections around the industrial areas of Langlands, Langlands West and Kelvin. Funding for the road will be sought through the Glasgow City Deal.

4 Consultation(s)

- 4.1 **Roads and Transportation Services (Development Management)** – have no objections to the proposal.
Response: Noted.
- 4.2 **Roads and Transportation Services (Geotechnical)** – have no objections to the proposal.
Response: Noted.
- 4.3 **Roads and Transportation Services (Lighting Section)** – have no objection to the proposal subject to a condition being attached in respect of control of construction lighting.
Response: Noted. A condition in this respect will be added to any consent.
- 4.4 **Environmental Services** – have no objections, subject to conditions in relation to road traffic noise and noise mitigation measures, working hours, contamination mitigation, dust management, floodlighting management.
Response: Noted. Appropriate conditions and informatives will be added to any consent issued.
- 4.5 **Roads and Transportation Services (Flood Risk Management Section)** – have confirmed that the development will require to comply with the Council's sustainable drainage criteria and associated requirements.
Response: Noted. Appropriate conditions will be added to any consent issued.
- 4.6 **Estates Services** – have no objections to the proposed development.
Response: Noted.
- 4.7 **Legal Services** – have no outstanding objections to the proposed development.
Response: Noted.

- 4.8 **Facilities, Fleet and Ground Services (Arboriculture)** – have no objections subject to further details on replanting and appropriate tree protection measures.
Response: Noted. Appropriate conditions and informatives will be added to any consent issued.
- 4.9 **Countryside and Greenspace** – have no objections to the proposed development
Response: Noted.
- 4.10 **SEPA (West Region and West Region Flooding)** – have no objections to the proposed development.
Response: Noted.
- 4.11 **Scottish Water** – no response to date.
Response: Notwithstanding this, conditions will be attached to any consent issued ensuring the protection of the water environment and water supply, in particular in respect of the requirement for the approval and implementation of a Construction and Environmental Management Plan and the detailed SUDs arrangements for the proposed Corridor Improvement Scheme.
- 4.12 **SP Energy Network** - have no objections in respect of distribution to the proposed development. Following comments by transmission, the proposed lighting scheme has been amended.
Response: Noted. A condition has been attached in respect of statutory undertaker's apparatus. Arrangements in respect of SP apparatus are a matter between the applicant and SP Energy Networks.
- 4.13 **Scottish Gas Networks (TRANSCO)** – no response to date, however, the applicant has been in discussion with and has started formal processes to obtain the relevant consents from SGN.
Response: Notwithstanding this, conditions will be attached to any consent issued ensuring the protection of statutory undertaker's apparatus. The applicant has been in direct consultation with SGN in respect of the proposal and any required relocation of SGN apparatus and assets.
- 4.14 **Leisure Services (Facility Manager)** – have no objections to the proposed development.
Response: Noted.
- 4.15 **Transport Scotland** – have no objections to the proposed development .
Response: Noted.
- 4.16 **Historic Scotland** – confirmed that they have no comments in respect of the proposed development.
Response: Noted.
- 4.17 **Coal Authority** – have no objections to the proposed development.
Response: Noted.
- 4.18 **West of Scotland Archaeology Service** – have no objections subject to a condition requiring the submission and approval of a written scheme of investigation, and any resultant mitigation measures.
Response: Noted. A condition will be imposed on any consent issued regarding a written scheme of investigation.

- 4.19 **Police Scotland** – have no objections to the proposed development.
Response: Noted.
- 4.20 **South Lanarkshire Access Panel** – have no objections to the proposed development.
Response: Noted.
- 4.21 **Strathclyde Passenger Transport (SPT)** –have no objections to the proposed development subject to conditions in respect of the detail design of bus stops, road markings, kerb types and lay-bys and respect of arrangements for public transport during the construction period.
Response: Noted and conditions have been attached in respect of these matters.
- 4.22 **Scottish Natural Heritage** – have no objection to the proposed development subject to conditions including protected species surveys, protection and mitigation measures in respect of badgers and bats.
Response: Noted and conditions have been attached in respect of these matters.
- 4.23 **Building Standards Services (East Kilbride Area)** - have no objections to the proposed development.
Response: Noted.
- 4.24 **British Telecom** - no response to date.
- 4.25 **Auldhouse and Chapelton Community Council** — no response to date
- 4.26 **Murray Community Council** – no response to date.
- 4.27 **St. Leonards Community Council** – no response to date.

5 Representation(s)

- 5.1 Statutory notification was undertaken and the proposals advertised in the local press for non-notification of neighbours, nature and scale of development and development contrary to development plan. Following this, 27 letters of representation, consisting of 24 objections and 3 letter of comment. The issues raised in all representations can be summarised as follows:

Requirement for Corridor Improvement Scheme

- a) **Questions the amount of traffic the improved road will generate and whether the existing single carriageway would be sufficient to handle this traffic.**

Response: The proposed Greenhills Road/ A726 Strathaven Road project is identified in the South Lanarkshire Local Transport Strategy for 2013-2023 which sets out the justification for the proposal. This corridor is identified as an extremely busy transport network and these works are intended to ease congestion, enhance the local and strategic network around East Kilbride and the wider South Lanarkshire area, and provide enhanced capacity and access to key development and recreational sites. A Traffic Modelling Report and the Outline Business Case Report have been submitted in support of this application which demonstrates that the chosen scheme provided the most effective solution.

- b) The proposed Corridor Improvement Scheme is not a good use of public money.**

Response: The scheme has been identified for a number of years in both the adopted South Lanarkshire Local Development Plan and the previous South Lanarkshire Local Plan and the requirement for the scheme has been justified through the SLC Transport Strategy 2013 – 2023.

Traffic and Transportation

- c) Residents are advised that the speed limit will remain at 40mph however vehicles already drive along this road at excessive speeds. Widening this road will increase the speed at which vehicles drive at.**

Response: The speed limit will remain at 40 mph, however, any road users exceeding the speed limit would be a matter for the police.

- d) This proposal has implications in terms of road safety given that the roads are opposite a number of housing estates.**

Response: This proposal is for works to widen an existing road corridor. This design includes a number of safety measures including new and improved pedestrian and toucan crossings, signage, lighting and improved footways. In addition, as set out above, the road will retain the existing speed limit of 40 mph.

- e) The footpath to the rear of Torrance Avenue is currently separated from the single carriageway by a fence, hedge, trees and soft landscaped strip. The fence and planting are to be removed leaving no protection for pedestrians. It is therefore requested that a separating fence 1.2 metres in height be erected from Torrance Roundabout to at least the New Farm access to provide separation from the heavy traffic. At the public event it was advised that a fence would be erected to separate pedestrian and vehicular traffic along Strathaven Road.**

Response: The proposed footway will be located adjacent to the new carriageway with the proposed noise barrier and existing rear garden fences between the footway and the residential properties. This is proposed in order to maximise the effect of the noise barrier. It is not unusual for a pedestrian footway to be adjacent to a dual carriageway with a speed limit of 40 mph, and is not considered to raise significant safety issues. Vehicles on this stretch of the south bound carriageway will be slowing on their approach to the roundabout and will be travelling at speeds of less than 40 mph.

- f) Strathaven Road is only congested at the roundabouts at either end of it; the inclusion of another roundabout at the park entrance will only exacerbate this and possibly endanger pedestrians entering and exiting the park.**

Response: Greenhills Road/ A726 Strathaven Road Corridor Improvement Scheme is identified in the South Lanarkshire Local Transport Strategy for 2013-2023 which sets out the justification for the proposal. The provision of a roundabout at the exit from Calderglen Country Park aims to improve safety at

this junction, making it safer for vehicles exiting the park. It also aims to reduce speeds on this stretch of road, previously a long uninterrupted section, by requiring vehicles to slow down for the roundabout.

Impact on Residential Amenity

- g) The proposed development will contribute to increased noise affecting the residents along this traffic corridor. This road is already very noisy with heavy HGV use and buses illegally stopping and idling at back gardens.**

Response: The Environmental Report sets out a Noise Impact Assessment carried in respect of the proposed development. The ER concluded that the majority of properties undergo a negligible increase in daytime traffic noise in the long-term. The development incorporates mitigation measures, including noise barriers which would be implemented at several locations along the route to reduce any impact on residential amenity. The Council's Environmental Services were consulted and raised no objections to the proposed development.

- h) Questions the level of sound proofing the proposed 2m high sound barrier will provide. Can it be demonstrated that the sound will not travel over and around this barrier. An earth bund with planting on top to mitigate the effects of road noise should be formed by the developer instead of a 2.0 metre noise barrier which would be ineffective. If a bund cannot be formed, then a noise barrier of at least 3.0 metres in height should be implemented.**

Response: The Environmental Report submitted assesses in detail the mitigation provided by the proposed noise barriers at their various locations. This report concludes that the predicted increases in noise levels experienced at adjacent properties would be sufficiently reduced by the proposed barriers to meet the Noise Insulation (Scotland) Regulations criteria. There is therefore no justification to raise this to 3.0 metres or form a bund. The details of the types of noise barrier will require to be submitted for approval prior to installation. The Council's Environmental Services were consulted and raised no objections to the proposed development.

- i) Property at Torrance Avenue should be provided with triple glazing and sound insulation as mitigation of any potential noise impact of the proposed scheme.**

Response: The Environmental Report concludes that the predicted increases in noise levels experienced at adjacent properties would be sufficiently reduced by the proposed barriers to meet the Noise Insulation (Scotland) Regulations criteria. The Council's Environmental Services were consulted and raised no objections to the proposed development.

- j) In terms of the Environmental Report submitted with the application, the baseline monitoring location shown on Sheet title 9.1 sheet 1 of 1 was not on the residential side of the road and appears to be on the other side. It would be more reasonable for the purposes of assessing the impact on residents to have a monitoring base within Torrance Avenue where residents' quality of life is already impacted by the road.**

Response: Figure 9.1 identifies the general location of the Noise Monitoring Locations. Although location M2 appear on the plan to be located closer to the western side of Strathaven Road the description of the location in the Noise Report is given as being representative of the closest residential properties to Strathaven Road (to the north of Torrance Roundabout, properties on Torrance Ave and New Farm premises). Environmental Services have confirmed that these locations were suitable and raised no objections in this respect.

- k) **The increase in traffic in recent years has resulted in vibration to residential properties causing damage to properties.**

Response: In respect of vibration, the Environmental Report concludes that the development would result in temporary vibration impacts however this is expected to be during construction only. Increases in vibration once the corridor improvements are complete and the road is fully operational are predicted to be minimal, particularly with the proposed barriers providing mitigation to airborne vibration.

- l) **The proposed development will contribute to increased noise and pollution affecting the residents along this traffic corridor which is contrary to the Council's objective to reduce carbon emissions. This road is already very noisy with heavy HGV use and buses illegally stopping and idling at back gardens.**

Response: The Environmental Report sets out an Air Quality Assessment carried in respect of the proposed development. This assessment concluded that the impact of the additional emissions from road traffic during operation of the road is considered to be not significant. Mitigation measures would ensure that during the construction period the effects on air quality would not be significant. Conditions can be attached to ensure mitigation measures are implemented.

- m) **The increase in traffic will reduce the privacy to the adjacent residential properties.**

Response: Whilst it is not considered that the proposed works will result in any significant loss of privacy to adjacent properties, it is noted that a noise barrier of 2.0 metres in height will be erected adjacent to the road at several locations where there are residential properties which would provide further screening for these properties.

- n) **This proposal will direct the road closer to the properties at Graham Wynd. Should the application be approved it is requested that further work is carried out to explore alternative options to avoid the road coming closer to Graham Wynd.**

Response: The provision of the new roundabout adjacent to Graham Wynd is necessary to allow full two way access to Whitehills from Greenhills Road. This addition to the proposed scheme was a result of comments made by Whitehills residents at the pre-application public meetings. Any planning permission granted would be for the scheme as detailed on the submitted plans.

Loss of Greenspace/Impact on Nature Conservation

- o) **This is a further example of a loss of “green areas” in East Kilbride.**

Response: The widening of the existing transport corridor will result in a small loss of greenspace however the quality of the remaining greenspace will be enhanced by improved footways, cycle paths, landscaping and planting.

- p) **Will the local nature reserve be disturbed? Consideration should be given to whether this proposal would be detrimental to wildlife and any other flora and fauna.**

Response: An Environmental Report has been submitted in respect of this proposal which includes an extensive study on ecology and nature conservation. This concludes that the recommended mitigation measures will reduce, remove or offset impacts. Scottish Natural Heritage (SNH) raised no objections to the proposed development subject to a number of conditions, as set out in Section 4 above.

Removal of Trees

- q) **Concern regarding the appearance of the land around the road due to the removal of large areas of grass and trees.**

Response: Whilst it is acknowledged that the construction of the road improvements will require the removal of areas of trees and shrubs adjacent to Strathaven Road and Greenhills Road, many areas of trees and shrubs will be retained. The proposal also includes significant new planting of semi mature trees, smaller trees and shrubs planting and grassed areas. A full tree survey has been carried out and a Tree Survey Report submitted, together with a detailed landscaping and planting scheme. Once agreed, these works will be implemented during the first available planting season or completion of the development approved.

Impact on Listed Building

- r) **This proposal will result in a road being closer to the Gatehouse, which is a listed building at the entrance to Calderglen Park. This could have an impact on the character of the listed building as well as resulting in a loss of privacy, light etc.**

Response: The proposal will involve improvement works on land adjacent to this listed building however it is not considered this will impact on the character of the listed building or result in any loss of privacy or light. Historic Environment Scotland raised no objections to the proposed Corridor Improvement Scheme.

- s) **No seismic testing had been carried out; this is necessary to preserve the integrity of the listed building and the walls which also form part of the listing.**

Response: In respect of vibration, the Environmental Report concludes that the development would result in temporary vibration impacts however this is expected to be during construction only. Increases in vibration once the corridor improvements are complete and the road is fully operational are predicted to be minimal, particularly with the proposed barriers providing mitigation to airborne vibration. As detailed above, Historic Environment Scotland raised no objections to the proposed Corridor Improvement Scheme.

Impact of Construction Works

- t) **The development could result in disruption to utility services.**

Response: Statutory Undertakers have been consulted and have raised no objections to the construction of the proposed Corridor Improvement Scheme. All steps will be taken by the developer to ensure that any disruptions to utility services are minimised.

- u) **The development could disturb vermin; will the Council be reimbursing every household for pest control costs?**

Response: A condition would be attached to any consent requiring the submission and approval of a Construction and Environmental Management Report which could address issues of pest control. Pest Control is a matter dealt with through Environmental Regulations and Environmental Services have raised no objections to the proposed scheme. An Advisory Note will also be attached to any consent in this respect.

Requirement for Further Consultation

- v) **Monthly public consultations should be held during the construction phases where issues can be raised, recorded, investigated etc.**

Response: A Construction and Environmental Management Plan will be submitted and approved by the Council prior to any works commencing on site which will include a range of measures to manage and reduce the impact on residential amenity during the construction period. Contact details for the site manager will be provided during the construction period should any issues arise.

Impact on Property Values / Compensation

- w) **Approval of this proposal will have an impact on property values. It is also suggested that compensation and mitigation works to the property at 13 Torrance Avenue be provided and that the owners of this property would prefer the Council to fully compensate them for their property purchased 10 years ago.**

Response: Property values and financial compensation are not material planning considerations.

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

6 Assessment and Conclusions

- 6.1 The determining issue that requires to be addressed in respect of this application is compliance with local plan policy, as set out in the South Lanarkshire Local Development Plan 2015 (SLLDP), associated Supplementary Guidance and any other material considerations.
- 6.2 In terms of the SLLDP, as stated in paragraph 3.1.1 above, the plan identifies the proposal as an Upgrade to Infrastructure under Policy 16 (Travel and Transport) and in Table 7.1 Road Schemes. Areas to the north and south of Greenhills Road and a small area to the east of Strathaven Road are identified both as Green Network and Priority Greenspace under Policy 14 (Green Network and Greenspace). The land to the north and south of Greenhills Road at Langlands and the area to the west of Strathaven area Core Industrial and Business Areas identified under Policy 7 (Employment). The majority of the land to the east of Strathaven Road is identified as being Green Belt under Policy 3 (Green Belt and Rural Area). In addition, Policy 2 (Climate Change), Policy 4 (Development Management and Place Making), Policy 15 (Natural and Historic Environment) apply in relation to the protection of habitats/protected species and historic features, Policy 16 (Travel and Transport) and Policy 17 (Water Environment and Flooding) also apply.
- 6.3 SLLDP Policy 2 (Climate Change) sets out a range of criteria which new development should consider in seeking to minimise and mitigate against the effects of climate change. The proposed road scheme is consistent with many of these aims, particularly by including opportunities for active travel routes through new cycle routes and links to the wider path network and increasing the provisions for public transport through new bus routes and facilities. It aims to improve air quality across the area and reduce carbon emissions through reducing congestion at peak times. The proposed development is considered to be consistent with Policy 2 of the SLLDP and with the policy guidance set out within the associated Supplementary Guidance Sustainable Development and Climate Change.
- 6.4 Policy 3 (Green Belt and Rural Area) seeks to resist the encroachment or introduction of urban uses but supports appropriate development for the purposes of agriculture, horticulture, forestry and recreation. The only elements of the road improvement scheme which are proposed to be located within the Green Belt are one of the SUDs basins and part of the wider planting scheme. It is therefore considered that the proposal is acceptable and would not have a detrimental impact on the Green Belt and therefore consistent with Policy 3 of the SLLDP and with the policy guidance set out within the associated Supplementary Guidance Green Belt and Rural Area.
- 6.5 Policy 4 (Development Management and Placemaking) seeks to ensure that development takes account of and is integrated with the local context and built form. Proposals should have no significant adverse impacts on the local community and include where appropriate measures to enhance the environment. It is considered that the overall benefits of the development proposal including improved air quality and reduction in congestion at peak times, improvements in road safety on the existing road network, together with the proposed upgraded footpath network and new cycle routes and enhanced landscape planting will have an overall positive impact on the wider community. The road improvements and associated works have been designed to minimise the impact on the local community with mitigation measures including noise barriers and landscape planting. The proposed improvements will not result in any loss of Priority Greenspace or any significant loss of Green Network and the proposed improvements to the footpath network, enhanced planting and links to the wider Green Network will mitigate against any loss. The proposed development is

considered to be consistent with Policy 4 of the SDLLP and with the policy guidance set out within the associated Supplementary Guidance Development Management, Placemaking and Design.

- 6.6 The SLLDP aims to safeguard the local green network and priority greenspace through Policy 14 (Green Network and Greenspace). As set out in paragraph 3.1.1 above, areas to the north and south of Greenhills Road and a small area to the east of Strathaven Road are identified both as Green Network and Priority Greenspace. The proposed improvements will not result in any loss of Priority Greenspace or any significant loss of Green Network and the proposed improvements to the footpath network, enhanced planting and links to the wider Green Network will mitigate against any loss therefore it is considered consistent with Policy 14. The scheme is also considered to be consistent with the guidance set out in the Green Network and Greenspace Supplementary Guidance in respect of the principles of the Urban Green Network.
- 6.7 Policy 15 (Natural and Historic Environment) seeks to protect important natural and historic sites and features. There are no internationally designated sites within the development site. One nationally designated site falls within the boundary of the application site. An area of woodland located to the east of Strathaven Road at Calderglen is designated as being part of the SNH Ancient Woodland Inventory. This area will be protected during the construction period by the erection of a protective barrier separating it from the construction area.
- 6.8 In terms of local designations, the area to the east of Strathaven Road is designated as a Special Landscape Area, an Extension to the Clyde Valley Special Landscape Area and as a Country Park, Calderglen Country Park. Development in these areas would only be permitted where, following the implementation of mitigation measures, there would be no significant adverse impact on these designations. The proposed scheme will not have any significant adverse impact on these designations in that physical development will only affect a small area of these designations and a significant planting scheme will be undertaken to replace any vegetation removed with trees, mixed planting, wildflower meadow areas and grassed areas. The scheme will also result in improved vehicle, pedestrian and cycle access to and egress from the park. The proposed SUDs bio-retention basin has been designed as far as possible to be a natural feature with grassed slopes, grass and herbaceous mixed planting on the basin floor.
- 6.9 A number of sections of designated Core Path will be upgraded by the improvement of footpaths and new cycle route along the proposed road together with connections to the wider path network being maintained and new sections of cycle route linking to the existing wider cycle route network.
- 6.10 In relation to protected species, following assessment of the Environmental Report, separate confidential badger annex report, proposed mitigation measures and suggested planning conditions, by the Council and Scottish Natural Heritage the proposed development is not considered to have an unacceptable adverse impact on protected species or habitats. Further survey work will be undertaken prior to the commencement of development and various protection measures will be put in place during construction process in respect of protected species and habitats. Detailed measures will be set out in the Construction and Environmental Management Plan which will require approval of the Planning Authority in consultation with the relevant agencies prior to the commencement of construction works. Scottish Natural Heritage had no objection to the proposed development subject to a number of conditions in relation to protect species survey and mitigation measures.

- 6.11 In respect of the historic environment there is one Grade C Listed Building, Torrance House Lodge, and a Grade C Listed Bridge, Torrance House Bridge, both of which are located adjacent to the site boundary. The potential impact on these listings is considered to be low due to the footprint of the proposed road and improved junction being largely within the footprint of the existing road network. The proposed landscape scheme will also mitigate against any potential adverse impacts on the setting of these listings. There are a number of other Listed Buildings in the wider area, however, the proposed scheme is not considered likely to have any adverse impact of these listings.
- 6.12 In respect of archaeological features, the only identified site within the site boundary is located to the west of Strathaven Road, within the Country Park, to the north of the exit to the park. It is a Torr (Torrán) which is an artificial mound with motte, and is within the boundary of the Ancient Woodland. No construction works are proposed within the vicinity of this Torr and it will be protected by the protective Barrier which will be erected to protect the Ancient Woodland during the construction period. Historic Scotland and WoSAS had no objection to the proposed development subject to conditions.
- 6.13 As set out in paragraphs 6.7, to 6.12 above, the proposed development is considered to be consistent with the various issues set out in Policy 15 and with the policy guidance set out within the associated Supplementary Guidance Natural and Historic Environment.
- 6.14 In relation to road infrastructure issues Policy 16 (Travel and Transport) of the SLLDP states that new development proposals must consider, and where appropriate, mitigate the resulting impacts of traffic growth, particularly development related traffic, and have regard to the need to reduce the effects of greenhouse gas emissions and at the same time, support and facilitate economic recovery, regeneration and sustainable growth. It also confirms that proposals must conform to the Local Transport Strategy, Core Path Plan and the Council Guidelines for Development Roads. The proposed corridor improvement scheme is listed in Table 7.1 Road Schemes and identified on the Proposals Map. The proposed corridor improvement scheme is considered to comply with Policy 16 in that it is consistent with and included in the SLC Local Transport Strategy 2013 – 2023. The aims of the corridor improvement scheme are to
- Improve infrastructure to employment areas across East Kilbride and reduce traffic impacts on neighbouring residential type roads;
 - Reduce congestion at peak times with associated carbon emission reduction;
 - Improve public transport reliability and bus/rail integration in the area by removing congestion and through traffic from existing routes;
 - Enhance access for cyclists and pedestrians, by upgrading the capacity and quality of the wider footpath and cycle network;
 - Provide environmental benefits in terms of air quality across the road network; and
 - Improve road safety on the existing road network.

In relation to SLC Core Path Plan, the existing sections of Core Path which are located in the vicinity of the proposed corridor improvement scheme will be upgraded by the improvement of footpaths and new cycle route along the proposed road together with connections to the wider path network being maintained and new sections of cycle route linking to the existing wider cycle route network.

- 6.15 Policy 17 (Water Environment and Flooding) states that developments which have a significant adverse impact on the water environment will not be permitted and that consideration will be given to water levels, flows, quality, features, flood risk and biodiversity within the water environment. The applicants submitted a detailed Flood Risk Assessment and, should consent be granted, a detailed Construction and Environmental Management Plan will be required to be submitted and approved by the Planning Authority in consultation with SEPA and Scottish Water. SEPA had no objections to the proposed development subject to conditions in relation to the CEMP.
- 6.16 Policy 7 (Employment) of the Local Development Plan details the Council's support for sustainable growth and regeneration of business through the identification of employment land. The policy aims to protect employment land through assessing proposals in these areas against a range of criteria. The proposed corridor improvement scheme will not result in the loss of any employment land and as set out in paragraph 6.14 above, aims to improve infrastructure to employment areas across East Kilbride and reduce congestion at peak times. In terms of Economic Development, the proposal will support and stimulate future commercial and business development within the town through improving access to existing businesses and a number of development opportunities in the south of East Kilbride. The scheme includes the relocation of parking at a number of premises in Young Place where improved parking will be provided.
- 6.17 It is also considered that the proposal accords with the policies contained in the SLLDP Supplementary Guidance on Development Management Place Making & Design, Green Network and Green Spaces, Sustainable Development and Climate Change, and Natural and Historic Environment.
- 6.18 Following a full and detailed assessment of the proposed development, it is considered that the proposed road is in accordance with the South Lanarkshire Local Development Plan and associated Supplementary Guidance and on that basis, it is recommended that planning permission is granted.

7 Reasons for Decision

- 7.1 The proposal complies with Policies 2, 3, 4, 7, 14, 15, 16 and 17 of the Adopted South Lanarkshire Local Development Plan and associated Supplementary Guidance Development Management Place Making & Design, Green Belt and Rural Area, Green Network and Green Spaces, Sustainable Development and Climate Change, and Natural and Historic Environment.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

3 October 2017

Previous References

- ◆ None

List of Background Papers

- ▶ Application Form
- ▶ Application Plans

- South Lanarkshire Local Development Plan (adopted 2015)
- Development management placemaking and design supplementary guidance (2015)
- Neighbour notification letter dated 02/06/2017, 26/06/2017 & 07/09/2017

‣ Consultations

Strathclyde Partnership for Transport	18/07/2017 & 15/09/2017
Scottish Natural Heritage	28/06/2017, 06/06/2017 & 08/09/2017
Roads & Transportation Services (Flood Risk Management Section)	13/06/2017 & 12/09/2017
West of Scotland Archaeology Service	08/06/2017 & 15/06/2017
SP Energy Network	08/06/2017 & 08/09/2017
Historic Environment Scotland	13/06/2017
The Coal Authority – Planning and Local Authority Liaison Department	19/06/2017 07/08/2017
Building Standards	15/09/2017
Countryside & Greenspace	12/09/2017
Facilities, Waste & Ground Services (Landscape officer)	12/09/2017
Environmental Services	12/09/2017
Roads Development Management Team	28/06/2017
Transport Scotland	20/06/2017
S.E.P.A. (West Region)	19/07/2017 15/09/2017
S.E.P.A. (West Region) (Flooding)	19/07/2017 15/09/2017
Estates Section	19/09/2017
Leisure Services (Facility Manager)	15/09/2017
Roads & Transportation Services (Street Lighting)	12/09/2017
Roads & Transportation Services (Geotechnical Section)	14/09/2017
Police Scotland	22/09/2017

► Representations

Representation from : William Frier, 53 Lomond
East Kilbride
G75 0BP
DATED 13/06/2017

Representation from : Suzanne McGinley, 23 Drumloch Gardens
East Kilbride
G75 0UT
DATED 21/06/2017

Representation from : Matthew Lindley, 51 Lomond
East Kilbride
G75 0BP
DATED 20/06/2017

Representation from : Ann McFadden, DATED 21/06/2017

Representation from : James Reilly MA (Hons) ARTPI,
DATED 22/06/2017

Representation from : Alan Lowe, 18 Torrance Wynd
East Kilbride
G75 0RY, DATED 21/06/2017

Representation from : Vacca and Sheeran, 13 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : John Clements, 12 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Andy and Margaret Hynde, 11 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Scott and Tracey Bingham, 14 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Mr Hamilton, 10 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Lesley Davidson, 11 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Momo Silla and Julie McFadden, 2 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Mr M Singh, 3 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Diana Gaffney, 6 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Mr McNiven, 7 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Alan Whitaker , 8 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Mr M McCann, 9 Torrance Avenue
East Kilbride
G75 0RN, DATED 22/06/2017

Representation from : Joe Allan, 94 Franklin Place
Westwood
East Kilbride
G75 8LS, DATED 15/06/2017

Representation from : Bill McCreath, DATED 21/06/2017

Representation from : Michael Shanahan, 42 Graham Wynd
East Kilbride
G75 0FG, DATED 12/06/2017

Representation from : Frances Todd, 24 Rangerhouse Road
Whitehills
East Kilbride
G75 0UU
DATED 17/06/2017

Representation from : Alison McLaren, DATED 23/06/2017

Representation from : William Frier, 53 Lomond, East Kilbride, G75 0BP
DATED 06/06/2017

Representation from : William Frier, 53 Lomond
East Kilbride
G75 0BP, DATED 15/06/2017

Representation from : DM Hall / Baird Lumsden Chartered Surveyors, 17

Corstorphine Road, Edinburgh EH12 6DD
DATED 22/06/2017

Representation from : Gillian Lloyd, 28 Graham Wynd,
East Kilbride G75 0FG
DATED 25/09/2017

Contact for Further Information

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

Morag Neill, Planning Officer, Montrose House, Hamilton
Ext 5053, (Tel : 01698 455053)
E-mail: morag.neill@southlanarkshire.gov.uk

CONDITIONS

- 1 The development shall be carried out strictly in accordance with the terms of the application and the accompanying Environmental Report, including all mitigation measures as stated in it subject to the conditions below and no change shall take place without the prior written approval of the Council as Planning Authority.
- 2 Prior to the commencement of development on site, a Construction and Environmental Management Plan shall be submitted to and approved in writing by the planning authority setting out the steps that shall be taken to monitor the environmental effects of the development during the construction phase and the operational phase. The plan shall make specific reference to landscaping, habitat creation, species protection, biodiversity impact, ground water, surface water, noise and dust. Thereafter, the plan shall be implemented to the satisfaction of the Planning Authority in consultation with SEPA and SNH. The methodology of such monitoring, including locations, frequency and gathering of information on background levels should be agreed with the planning authority for approval prior to the commencement of works on site. Results of such monitoring to be submitted to the planning authority on a 2 monthly basis, or on request.
- 3 Prior to the commencement of the development a Construction Phasing Plan shall be submitted to and approved by the Council as Planning Authority.
- 4 Prior to the commencement of the development a Construction Traffic Management Plan shall be submitted to and approved by the Council as Roads and Planning Authority. This will include, but is not limited to, the numbers and types of vehicles including construction personnel transport, the routing of vehicles, access and exit points, wheel washing facilities, route directional signage and onsite parking facilities.
- 5 Prior to the commencement of the development a plan to a scale of (1:500) shall be submitted to the planning authority showing the location of any contractor's site compound and laydown areas required temporarily in connection with the construction of the development. Each plan shall indicate the location of the buildings, laydown areas, car parking, material stockpiles, oil storage, lighting columns and boundary fencing. The plans shall describe the surfacing of each Site compound, the means of drainage and dust suppression within the compound and should set out the activities that will take place within that compound. Thereafter any temporary Site compound at the Site shall be put in place and used in accordance with the approved plans.
- 6 All temporary contractors' site compounds and laydown areas shall be removed and the land reinstated to its former profile and condition no later than 3 months following the date of completion of development to the satisfaction of the Council as Planning Authority.
- 7 Before development begins on site, a scheme for the protection of bats (Bat Protection Method Statement) shall be submitted to and approved in writing by the Council as Planning Authority. Any development shall thereafter be carried out in accordance with the approved scheme.

- 8 Prior to commencement of construction work a site specific method statement for badgers must be drawn up to ensure that all known badger setts are recorded, mitigation is identified and implemented, and where necessary, a licence to disturb badgers or destroy setts is obtained from SNH. This Method Statement shall provide details of measures to protect the site from potential future badger activity, measures to allow the free movement of badgers through the site, measures to reduce the risk of badger road mortalities and measures to prevent badgers establishing new setts within the application site during the various phases of development. This must include an additional survey of the site to ascertain presence and location of badger activity within the vicinity of the development area immediately prior to works commencing on site.
- 9 Prior to commencement of construction work a suitably qualified ecologist should survey upstream and downstream of all watercourses for the presence of otter. This should include a search area of 100 metres, both upstream and downstream, be searched for evidence of otter including holts, couches and pathways. Where development is to be located within 200 metres of fresh water environments, the developer should undertake survey work to identify any otter holts, couches or pathways within the development footprints, and within 100 metre radius of said footprints. Where otter are recorded by the survey, and disturbance to this species is concluded to be likely, the developer must identify appropriate mitigation, where, or seek licence to disturb otters from the Scottish Government to undertake operations within affected areas. All water crossings should included mammal ledges within their design to allow unrestricted otter movements. Otter ledges should be placed 15cm above the highest flood level and, where possible, be approximately 50-60cm in width.
- 10 That before any work commences on the site, a scheme of landscaping shall be submitted to the Council as Planning Authority for written approval and it shall include: (a) an indication of all existing trees and hedgerows plus details of those to be retained and measures for their protection in the course of development; (b) details and specification of all trees, shrubs, grass mix, etc., including, where appropriate, the planting of fruit/apple trees; (c) details of any top-soiling or other treatment to the ground; (d) sections and other necessary details of any mounding, earthworks and hard landscaping; (e) proposals for the initial and future maintenance of the landscaped areas; (f) details of the phasing of these works; and no work shall be undertaken on the site until approval has been given to these details.
- 11 That the approved landscaping scheme shall be completed to the satisfaction of the Council as Planning Authority during the first available planting season following occupation of the building(s) or completion of the development hereby approved, whichever is the sooner, and shall thereafter be maintained and replaced where necessary to the satisfaction of the Council.
- 12 No development shall take place within the application site until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Council as Planning Authority. 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 Council as Planning Authority in agreement with the West of Scotland Archaeology Service.
- 13 That the developer shall arrange for any alteration, deviation or reinstatement of

statutory undertakers apparatus necessitated by this proposal all at his or her own expense.

- 14
- (a) The applicant shall be required to undertake a comprehensive site investigation, carried out to the appropriate Phase level, to 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, 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.
- 15
- (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.
- 16
- Prior to development commencing on site, details of any proposed construction floodlighting together with a lighting assessment shall be submitted to and approved by the Council as Planning Authority. The scheme shall include, where appropriate, details of all aspects of the installation including specific luminaire and lamp type; beam control; wattage; use of reflectors; baffles; louvers; cowling; lux contours/distribution diagrams and column type.

The approved scheme shall be implemented prior to the commencement of the development and shall thereafter be operated in accordance with the approved

scheme to the satisfaction of the Council as Planning Authority.

- 17 That before any development commences on site or before materials are ordered or brought to the site, details and samples of retaining wall facing materials to be used shall be submitted to and approved by the Council as Planning Authority.
- 18 The following activities must not be carried out on site:
- (a) No fires shall be lit within 10 metres of the nearest point of the canopy of any retained tree.
 - (b) No works shall proceed until the appropriate Tree Protection Barriers are in place, with the exception of initial tree works.
 - (c) No equipment, signage, fencing, tree protection barriers, materials, components, vehicles or structures shall be attached to or supported by a retained tree.
 - (d) No mixing of cement or use of other materials or substances shall take place within a Root protection Area, or close enough to a Root Protection Area that seepage or displacement of those materials or substances could cause them to enter a Root Protection Area.
 - (e) No alterations or variations to the approved works or tree protection schemes shall be carried out without the prior written approval of the Council as Planning Authority.
- 19 Prior to the commencement of development on site, a Scheme for the protection of Retained Trees "Tree Protection Plan" shall be submitted to and approved in writing by the planning authority setting out the steps that shall be taken to protect all retained trees. The plan shall include a specific Arboricultural Method Statement and provide full details of Root Protection Areas, Tree Protection Barriers, Schedule of Tree Works, Ground Protection Zones, Construction Exclusion Zones and full details of all working methods in respect of protection of retained trees and phasing of tree protection works. Thereafter, the Scheme for the protection of Retained Plans "Tree Protection Plan" shall be implemented to the satisfaction of the Council as Planning Authority.
- 20 Prior to the development commencing, the applicant shall undertake an updated noise and vibration survey in keeping with BS5228-1-2009 Code of practice for noise and vibration control on construction and open sites, Part 2 Vibration. The survey shall be calculated in accordance with either the measurement or predictive methodologies within the aforementioned document. It shall include the TUV NEL building in The Scottish Enterprise Technology Park as a Sensitive Receptor. Mitigation as appropriate shall be based on the guidance figures within the document.
- The survey shall be submitted to and approved by the Planning Authority and where potential vibration disturbance is identified, it shall include a scheme for protecting the vibration sensitive receptors from construction vibration. Thereafter, the survey shall be implemented to the satisfaction of the planning authority.

- 21 Prior to the commencement of the development further details of all proposed Noise Barriers shall be submitted to and approved by the Council as Planning Authority. Details shall include the location, height, materials, design and construction methods for all Noise Barriers. Thereafter, the approved Noise Barriers shall be installed and maintained to the satisfaction of the Council as Planning Authority.
- 22 Prior to the commencement of the development a dedicated Noise Insulation (Scotland) Regulations 1975 assessment shall be submitted to and approved by the Council as Planning Authority.
- 23 Prior to the development commencing, the applicant shall undertake a noise and vibration survey in keeping with BS5228-1-2009 Code of practice for noise and vibration control on construction and open sites, Part 1 Noise. The survey shall be calculated in accordance with the ABC Method contained within this document. The cumulative noise level at noise sensitive receptors shall be calculated in accordance with as outlined within Figure F.1 of the aforementioned document.
- The survey shall be submitted to and approved by the Planning Authority and where potential noise disturbance is identified, it shall include a scheme for protecting the noise sensitive receptors from construction noise. Thereafter, the survey shall be implemented to the satisfaction of the planning authority.
- 24 Construction activities on site, including deliveries to the site (with the exception of maintenance works not audible outside the site boundary), shall be restricted to the following hours of operation:
Mondays to Fridays: Between 08:00 and 19:00
Saturdays: Between 08:00 and 13:00
Sundays & Public Holidays: No Working
- 25 That no development shall commence until details of surface water drainage arrangements (including provision of a flood risk assessment, drainage assessment and maintenance responsibilities) have been submitted to and approved in writing by the Council as Planning Authority; such drainage arrangements will require to comply with the principles of sustainable urban drainage systems and with the Council's Sustainable Drainage Design Criteria and include signed appendices. Thereafter, the detailed scheme shall be implemented to the satisfaction of the Planning Authority.
- 26 Prior to the commencement of the development the detailed design of proposed bus infrastructure, junction design in respect of bus manoeuvres and phasing of installation of bus infrastructure should be submitted to and approved by the Council as Planning Authority in consultation with Strathclyde Partnership for Transport. Thereafter, these measures shall be implemented to the satisfaction of the Planning Authority.
- 27 That the public road adjacent to the site shall be kept clear of mud or other deposited material at all times. If the carrying of material onto the public highway becomes evident then appropriate wheel cleaning facilities shall be installed within a timescale agreed, in writing, with the Council as Planning Authority.

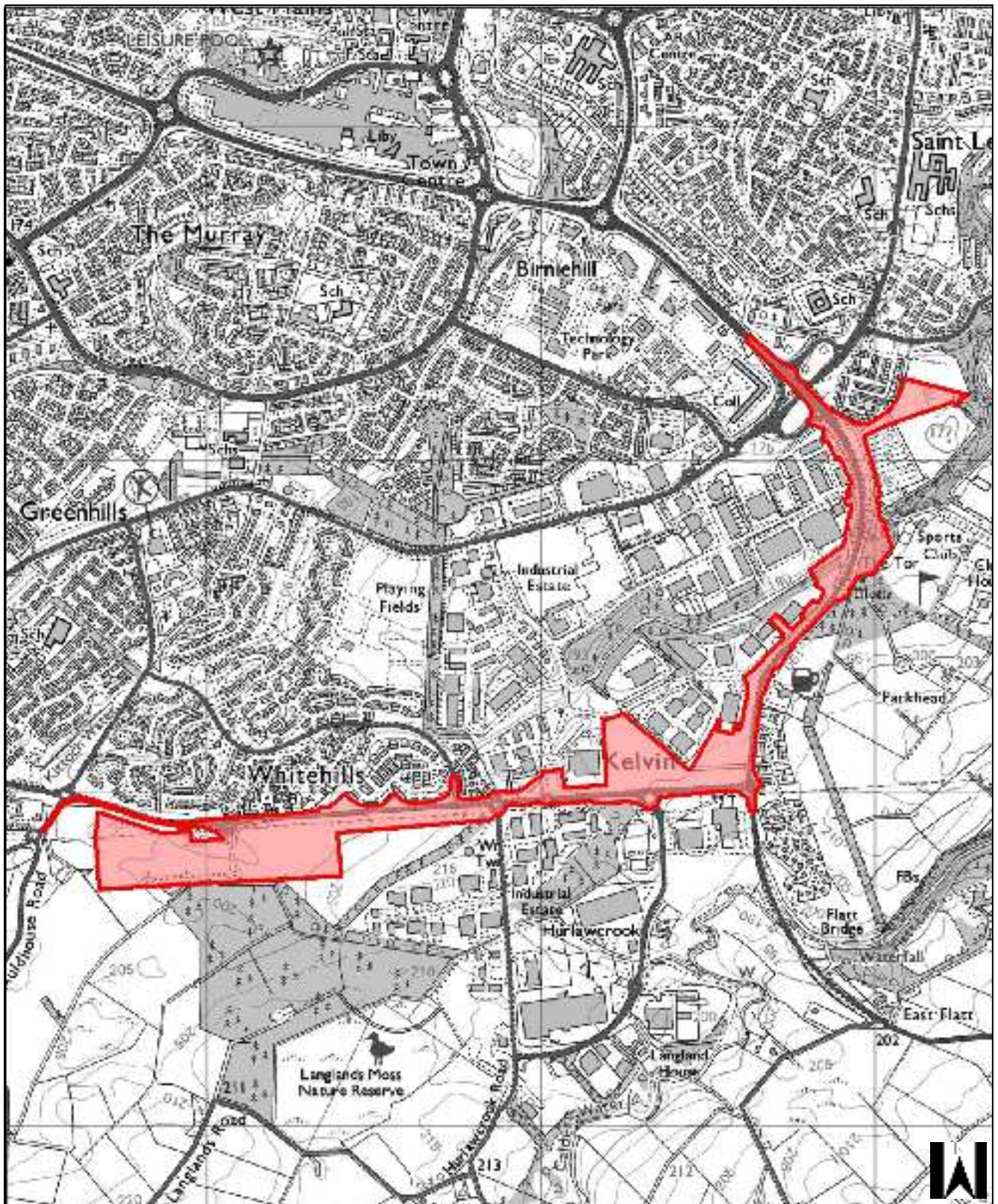
- 28 At all times during the carrying out of operations authorised or required under this permission water bowsters, sprayers, whether mobile or fixed shall be used at such times as it is necessary to minimise the emission of dust from the site. At such times as the prevention of dust nuisance by these means is not possible, movement of soils and overburden shall temporarily cease until such time as the weather conditions improve.
- 29 Prior to development commencing on site, a scheme for the control and mitigation of dust shall be submitted to and approved in writing by the Council as Planning Authority. No changes to the approved scheme shall take place unless agreed in writing by the Council as Planning Authority. The scheme shall thereafter be implemented in accordance with a programme to be agreed in writing with the Council as Planning Authority.

REASONS

- 1.1 In the interests of amenity and in order to retain effective planning control.
- 2.1 In the interests of amenity and in order to retain effective planning control.
- 3.1 In order to retain effective planning control
- 4.1 To safeguard the amenity of the area.
- 5.1 In the interests of amenity and in order to retain effective planning control.
- 6.1 In order to retain effective planning control
- 7.1 To ensure the protection of Bats.
- 8.1 To ensure the protection of Badgers.
- 9.1 To ensure the protection of Otters.
- 10.1 In the interests of the visual amenity of the area.
- 11.1 In the interests of amenity.
- 12.1 In order to safeguard any archaeological items of interest or finds.
- 13.1 In order to retain effective planning control
- 14.1 To avoid unacceptable risks to human health and the environment, to ensure that the land is remediated and made suitable for its proposed use.
- 15.1 To avoid unacceptable risks to human health and the environment, to ensure that the land is remediated and made suitable for its proposed use.
- 16.1 To minimize the risk of nuisance from light pollution to nearby occupants.
- 17.1 In the interests of amenity and in order to retain effective planning control.

- 18.1 In order to protect trees and to retain effective planning control.
- 19.1 In order to protect trees and to retain effective planning control.
- 20.1 To minimise noise, vibration and disturbance to neighbouring residents/occupants during construction.
- 21.1 To safeguard the residential amenity of the area.
- 21.2 To minimise the risk of nuisance from noise to non-business occupants.
- 21.3 In order to retain effective planning control
- 22.1 To minimise the risk of nuisance from noise to residents and in order to retain effective planning control.
- 23.1 To minimise noise, vibration and disturbance to neighbouring residents/occupants during construction.
- 24.1 To minimise noise disturbance and to protect residential amenity.
- 25.1 To ensure that the disposal of surface water from the site is dealt with in a safe and sustainable manner, to return it to the natural water cycle with minimal adverse impact on people and the environment and to alleviate the potential for on-site and off-site flooding.
- 26.1 In the interests of traffic and public safety.
- 27.1 To clarify those details approved and in the interests of pedestrians and vehicular traffic safety.
- 28.1 To minimise any nuisance from dust and to protect residential amenity.
- 29.1 To minimise the risk of nuisance from dust to nearby occupants.

For information only



For information only