

Report

Report to:	Planning Committee
Date of Meeting:	8 October 2019
Report by:	Executive Director (Community and Enterprise Resources)

Application no.	P/19/1045
Planning proposal:	Erection of 19 single storey and two storey detached dwellings, detached garages, associated access road, infrastructure and landscaping.

1 Summary application information

Application type:	Detailed planning application
Applicant:	Hyndford Dev Co Limited
Location:	East Of Hyndford Road Hyndford Bridge Lanark ML11 8SQ

2 Recommendation(s)

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

- (1) Grant detailed planning permission (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: Derek Scott Planning
- ◆ Council Area/Ward: 02 Clydesdale North
- ◆ Policy Reference(s): **South Lanarkshire Local Development Plan**
Policy 2 Climate change
Policy 3 Green belt and rural area
Policy 4 Development management and placemaking
Policy 12 Housing land
Policy 16 Travel and Transport
Supplementary Guidance 3: Development Management, Placemaking and Design
Policy DM1 Design
Policy DM13 Development within general urban area/settlement

Proposed SLDP2

Policy 2 Climate change

Policy 4 Green Belt and Rural Area

Policy 5 Development Management and Placemaking

Policy 11 Housing

Policy DM1 New Development Design

◆ **Representation(s):**

▶	2	Objection Letters
▶	0	Support Letters
▶	0	Comment Letters

◆ **Consultation(s):**

Roads Development Management Team

Roads Flood Risk Management

Scottish Water

WOSAS

SEPA West Region

Countryside And Greenspace

SNH

Planning Application Report

1 Application Site

- 1.1 The application site is located on the eastern side of Lanark Road (A73) within the small settlement of Hyndford Bridge. It extends to 1.85 hectares and is irregular in shape and comprises agricultural land. The site also includes an existing private access road that serves Charleston Farm. Topographically, the site is relatively flat with the land sloping from north to south towards Lanark Road and west to east towards the River Clyde. There are two mature trees at the entrance to the site that will require to be removed. The site is bounded to the east by the bank of the river Clyde, to the south by existing housing, to the west by Hyndford Road with housing opposite and to the north by the farm access and agricultural fields.

2 Proposal(s)

- 2.1 The applicant seeks planning permission for the erection of 19 detached dwellings with a mix of single and two storey incorporating a range of styles and sizes. The proposal also includes associated roads, footpaths, formal open space, an equipped play area, landscaping and a SUDS basin.
- 2.2 The proposal involves the arrangement of dwellings around a single internal looped access road taking access off Lanark Road as its junction with the existing farm access road. In addition, there will be a footpath link into the site from Hyndford Road linking with a new footpath to be installed along the whole site frontage. The road widths and finishes will be varied with the majority of the internal access road having shared pedestrian/vehicular surfaces. An integrated Sustainable Urban Drainage System will link into a SUDS pond, located at a natural low point at the north east end of the site. Trees, hedgerows, shrubs, wildflower meadows and grassland will be established throughout in informal and formal amenity space providing a green network within the urban fabric. A natural themed play area and formal open space area will be located in the heart of the development with access from the wider settlement being provided with a footpath link off Hyndford Road. The existing footpath link from Hyndford Road to the Clyde along the farm access to Charleston Farm to the north of the site will be unimpeded by the proposed development.
- 2.3 As supporting documents, the applicant has submitted a Design and Access Statement, Planning Statement, Ecology Survey, Badger Report Archaeology Assessment, Water Flow and Drainage layouts and a Ground Investigation Report.

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 Hyndford where Policies 6, General Urban Area/Settlement and 12, Housing Land apply respectively. The remainder of the site is outwith the area allocated for residential use and within the Rural Area where Policy 3: Green Belt and Rural

Area applies. In addition, Policies 2: Climate Change, 4: Development Management and Place Making, and 16: Travel and Transport are relevant as is the Supplementary Guidance on Development Management, Place Making and Design; Affordable Housing and Housing Choice; Sustainable Development and Climate Change; Green Belt and Rural Area and Community Infrastructure Assessment. The Council's Residential Development Guide should also be taken into consideration.

- 3.1.2 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. The new plan builds on the policies and proposals contained in the currently adopted South Lanarkshire Local Development Plan. For the purposes of determining planning applications, the proposed South Lanarkshire Local Development Plan 2 is now a material consideration. In this instance, Policies 2 'Climate Change', 4 'Green Belt and Rural Area', 5 'Development Management and Placemaking', 11 'Housing, and DM1 New Development Design are relevant.

3.2 **Relevant Government Advice/Policy**

- 3.2.1 In terms of residential development, SPP advises that the planning system should identify a generous supply of land to support the achievement of housing land requirements and maintaining at least a 5 year supply of land at all times. It should also enable the development of well designed, energy efficient, good quality housing in sustainable locations and focus on the delivery of allocated sites. In terms of development in the rural area, SPP states that most new development should be guided to locations within or adjacent to settlements. Planning should take every opportunity to create high quality places and direct development to the right places, in particular by encouraging the re-use of brownfield sites.

- 3.2.2 The SPP states that within the Rural Area, the planning system should:

- in all rural and island areas, promote a pattern of development that is appropriate to the character of the particular rural area and the challenges it faces;
- encourage rural development that supports prosperous and sustainable communities and businesses whilst protecting and enhancing environmental quality.

3.3 **Planning Background**

- 3.3.1 There have been no relevant planning applications in the past five years. The majority of the site has been allocated as a housing site in the South Lanarkshire Local Development Plan (adopted in 2015) and the proposed South Lanarkshire Local Development Plan 2.

4 **Consultation(s)**

- 4.1 **Roads and Transportation Services Development Management Team** – have raised no objections subject to conditions relating to a number of matters including visibility, traffic calming, footpath provision, parking and surfacing.
Response: Noted. These matters can addressed by condition if planning permission is granted.

- 4.2 **Roads and Transportation Services HQ (Flooding Unit)** – offer no objection subject to conditions requiring a flood risk assessment and a Sustainable Urban Drainage System (SUDS). They have advised that the outfall position for the SUDS appears to be in the flood envelope
Response: Noted. Should consent be granted, conditions can be attached to cover these matters.
- 4.3 **SNH** – made no comment on the proposed development and directed the Council to its standing advice for development of this scale. Having reviewed the ecological information submitted with the application, it is considered that, provided the development is carried out in accordance with the mitigation measures for badgers outlined in the Ecological Report and the correct procedures are followed in terms of birds, then protected species are unlikely to be affected by the development.
Response: Noted. Recommended mitigation measures can be covered by condition.
- 4.4 **Countryside and Greenspace** – having reviewed the landscaping they advised these proposals are acceptable.
Response: Noted
- 4.5 **Scottish Water** – have no objections to the development and advise that the site will be served by Coulter Water Treatment Works.
Response: Noted.
- 4.6 **West of Scotland Archaeology Service** – having reviewed the information submitted in support of the application they advise that the development of the site raises no substantive archaeological issues and, therefore, no archaeology works are required.
Response: Noted
- 4.7 **SEPA** – have advised they have no objection to the proposed development in terms of flood risk. They acknowledge that the developer intends the use of a private sewage treatment facility and, therefore, advise that this, in principle, is satisfactory subject to the scheme getting authorisation from SEPA in accordance with the terms of The Water Environment (Controlled Activities)(Scotland) Regulations 2011 (as amended)(CAR).
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 as Development Contrary to the Development Plan and for the non-notification of neighbours, 2 letters of objection have been received. The issues raised are summarised below:
- a) **The loss of habitat for birds, bats, and the numerous other creatures who use the area.**
Response: Ecological Surveys have been undertaken which concludes that the development will not have an adverse impact upon protected species or other wildlife. SNH have made no comment on the application.

- b) **The severe disruption which will be caused in the building of the project. Previous works to power lines caused weeks of tailbacks on Hyndford Road due to temporary traffic lights/increased bridge traffic. One can only imagine the disruption caused by this extent of development, in terms of traffic generation (the road is already clogged with lorries and the Hyndford Bridge itself already causes tailbacks at peak times), exhaust fumes, noise pollution and massive driver inconvenience.**

Response: The Roads Service have not raised any issues in terms of construction traffic nor is envisaged that the development of the application site will have any impact on the traffic on trunk road from which the site is accessed. A condition requiring the submission of a Traffic Management Plan is also proposed.

- c) **The fear that the development would stall and we would be left looking at a building site for an indeterminate amount of time. This is endemic in Lanark, as seen by the nearby Barracks site and the Auction Ring development at the other end of Hyndford Road. Would we receive an absolute guarantee that the project would be completed in a reasonable time scale?**

Response: There can be no guarantee on the timescales to complete a development under the planning legislation once development has started.

- d) **Loss of privacy - one residents' bedroom window opens directly onto the site. Can they be assured that no-one will be in a position to directly see into that bedroom? In addition, the erection of two storey dwellings will lead to overlooking affecting residential amenity.**

Response: Due to the distances between the proposed dwellings and the existing houses in the settlement of Hyndford, the development complies with privacy standards and, in particular, for window to window distances between the proposed and existing dwellings in the Residential Design Guide.

- e) **Road safety - the access point for the development lies very close to a filter road accessing Hyndford Road. It is a very tight give way and having three streams of traffic (Hyndford Road, the slip road and the proposed site entrance) in such close proximity compromises road safety, especially for cars exiting the site and turning right into the oncoming traffic. The speed of traffic on the road with regard to turning traffic from the development. Hyndford Road from the bridge is a very busy and a heavily trafficked through route especially with HGVs it is felt this whole stretch of road would need to be traffic calmed to mitigate against accidents.**

Response: The Roads Service have not raised any issues in terms of road safety and the improved junction to serve the new development is considered acceptable.

- f) **The local infrastructure. Currently Hyndford Bridge is criss-crossed with many overhead power lines, a situation which has led to accidents in the past. Added to this are numerous cables buried underground and a somewhat scattershot sewage/water system. Will guarantees be given that the new development will incorporate and**

improve upon the existing infrastructure or will another distinct system be created? The scale of the proposal will need a holistic approach with the relevant bodies (inc. Scottish Water re. drainage concerns - any overflow would run directly into my property). I would like assurances this will happen for the good of the whole community, not just new residents.

Response: The installation of new infrastructure is controlled by the relevant bodies for each such as Scottish Power, BT, Scottish Water, SEPA etc. A separate drainage system is proposed which will have an outfall to the Clyde and this will have to comply with the standards required by SEPA and Building Standards. All other infrastructure connections will be done in consultation with the relevant bodies directly outwith the planning system and, therefore, the coordination of these is not possible through the planning system.

- g) **There is sufficient brownfield land in this Housing Market Area to avoid using Greenfield sites for example land adjacent to Winston Barracks lying to the east of the roundabout between Hyndford Bridge and Lanark.**

Response: The majority of the application site is now identified in the adopted local development plan as a new housing site and is, therefore, considered acceptable in planning policy terms. The fact that there are other sites available does not affect the assessment of this application on its own merits.

- h) **The scale of the development as noted in the supporting planning statement notes the Hamlet comprises approximately 27 houses therefore this single development will swamp the Hamlet increasing its size by 70%.**

Response: As stated above, the majority of the site is identified as housing land. The scale of the increase, in terms of residential development, is considered appropriate for the settlement. In terms of settlement increase, the hamlet is in the most case, linear along Hyndford Road with a combined development road frontage of approximately 380m. The proposed development has a road frontage of 120m which is approximately an increase of 30% when viewed from Hyndford Road.

- i) **5 of the proposed houses are within the Rural Area and not part of the settlement and there can be no urgent land supply reason for justifying additional units being considered, bearing the huge proposed increase in the size of the community being proposed.**

Response: The development of the proposed layout has, in part, been driven by the road safety concerns of opening a new access onto the A73 within the site frontage identified in the Local Development Plan. As a result, the access to the site is via the existing farm access that would be upgraded to adoptable standard. The access would be outwith the site identified for housing as would the intervening land. The proposals include the erection of 5 houses within this area. This, in turn, has developed into the proposed layout to utilise the land created by the access arrangement. The increase in size of the application site is considered acceptable in this case and will use an existing natural defensible settlement edge in the form of the farm access.

- j) **We do not accept the argument put forward that unit numbers require to be maximised to make the entire site viable from an economic perspective. The zoned, site would therefore appear to be an ineffective site in principle and should be considered in the future for dezoning.**

Response: There are many supporting arguments put forward by the applicant for the proposed development. The merits of the application have been considered in full and the proposals are considered acceptable in terms of their scale, form, land use, visual amenity etc. The viability of the site has not been considered in the assessment.

- k) **The site is not in a sustainable location for this scale of development with no local facilities.**

Response: The site is 1.2 miles from the town of Lanark and in easy commuting distance to access all the facilities the town the size of Lanark has to offer. The nearest bus stop is only 60m south of the proposed footpath access from the site and there is a regular bus service to and from Lanark including a bus stance at the train station giving public transport access to the whole of the country. The proposed layout includes a play area and informal open space.

- 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 applicant seeks detailed planning consent for the erection of 19 dwellinghouses and associated infrastructure in the settlement of Hyndford Bridge just outside Lanark. The determining issues in considering this application are its compliance with the policies of the adopted South Lanarkshire Local Development Plan, the associated Supplementary Guidance and the Council's Residential Development Guide, the impact on the amenity of the adjacent properties and surrounding area and road safety.
- 6.2 The application site comprises agricultural land with the majority of the site being located within the settlement boundary of Hyndford Bridge in the adopted South Lanarkshire Local Development Plan. It is identified as part of the housing land supply through Policy 12: Housing Land. As such, residential development on this portion of the site is considered to be acceptable in principle subject to compliance with other Council policy and guidance on new residential development with particular reference to layout and design.
- 6.3 A smaller portion of the site which would include the access road, five of the proposed houses, the SUDS treatment basin and the structural planting fall outwith the settlement boundary where Policy 3 Green Belt and Rural Area applies. Policy 3 states that, in the Green Belt, limited expansion of an existing settlement boundary may be appropriate where the proposal is proportionate to the scale and built form of the settlement, it is supportive of the sustainability of the settlement and where a defensible settlement boundary is maintained. In terms of the overall application site, proportionately the extent of physical development represents a minor extension of the settlement boundary. In addition,

the land occupied by the 5 houses represents only 14% of the total site area. It is, therefore, considered that there would not be any additional impact upon the character of the area as a result of this addition to the settlement boundary. A strong landscape buffer belt will be established along the north east edge providing the necessary defensible boundary in conjunction with the access road to the north. Therefore, the proposal complies with Policy 3.

- 6.4 Policies 4: Development Management and Place Making and 6: General Urban Area/Settlements along with supplementary guidance on Development Management, Placemaking and Design requires the Council to seek well designed proposals which integrate successfully with their surroundings, take account of the local context and built form and to be compatible with adjacent buildings and surrounding streetscape in terms of scale, massing, design, external materials and impact on amenity. In addition, development should be well related to existing development, public transport, local services and facilities. The submitted layout accords with the principles of the Designing Street policy as a result of the permeability of the site and the creation of safe links to adjacent areas. The proposed detailed house designs are of an acceptable quality and are of an appropriate scale and mass that is similar to the existing dwellings in the locality. Although largely complying with the Council's Residential Development Guide in terms of plot ratio, garden sizes, window to window distances and parking provision, in many instances, throughout the layout, the gable to gable distance on a couple of the plots is less than the recommended minimum 4 metres. However, variation in building lines, house design, house scale and gable spacing creates character and avoids a monotonous streetscene. The overall quality of the proposed development and the impact on the residential amenity and character of the area will not be compromised on this basis and, as such, this variance is acceptable. In view of this, the proposals are considered to be in compliance with Policies 4 and 6 and associated Supplementary Guidance.
- 6.5 With regard to road safety, Policy 16: Travel and Transport requires all new development proposals to consider the resulting impacts of traffic growth. Connection to walking, cycling and public transport networks are included in the design layout which provide a viable alternative to car travel. In addition, existing and proposed walking and cycling routes will be safeguarded. The proposals are also considered to conform to the Local Transport Strategy, Core Path Plan and the Council Guidelines for Development Roads. In addition, there are no objections to the development in terms of traffic, the site access road or the internal layout from the Roads Service.
- 6.6 Policy 2: Climate Change and the associated Supplementary Guidance seeks to, where possible, minimise and mitigate against the effects of climate change and sets out a range of criteria which new development should consider to achieve this. A Strategic Impact Assessment of the site was carried out at the time of the adopted Local Development Plan (which included the site as housing land for the first time). The proposed development is consistent with the criteria relevant to this type of development at this location being sustainably located in terms of access to public transport and services and avoiding areas of medium to high flood risk. The proposed development is considered to be consistent with Policy 2 and with the guidance set out in the supplementary guidance.

- 6.7 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 proposal accords with Policies 2, 4, 5, 11 and DM1 in the proposed SLLDP2.
- 6.8 Two letters of objection have been received which raise concerns about road safety, impact on amenity and the character of the area and the effect on protected species. These issues are addressed in section 5 above and are not considered to warrant refusal of the application. In view of all of the above, and taking into account the current local development plan context and the supporting information submitted with the application, the proposal represents an appropriate form and co-ordinated approach to development of the application site. The proposals represent an appropriate form of residential development for the site and it is, therefore, recommended that detailed planning consent be granted subject to the conditions listed.

7 Reasons for Decision

- 7.1 The proposal will have no adverse impact on residential or visual amenity and raises no road safety concerns. The development complies with Policies 2, 3, 4, 12 and 16 of the adopted South Lanarkshire Local Development Plan together with the relevant Supplementary Guidance. In addition, the development is consistent with the policies in the proposed SLLDP2.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

Date: 17 September 2019

Previous references

- ◆ None

List of background papers

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

Roads Development Management Team

Roads Flood Risk Management	19.08.2019
Scottish Water	12.07.2019
WOSAS	29.07.2019
SEPA West Region	22.07.2019
Countryside And Greenspace	10.07.2019
SNH	10.07.2019

► Representations	Dated:
David Watson, By Email	24.07.2019
Gordon And Carol MacCallum, 23 Northland Drive, Glasgow, G14 9EB	29.08.2019

Contact for further information

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

Steven Boertien, Planning Officer, Montrose House, 154 Montrose Crescent, Hamilton,
ML3 6LB
Phone: 01698 455116
Email: steven.boertien@southlanarkshire.gov.uk

Conditions and reasons

01. That all trees to be retained on the edge of the site both within the application site or in surrounding land shall be fully protected during the period of construction and prior to any work commencing on the site, written details including plans specifying the nature of such measures shall be submitted to and approved by the Council as Planning Authority prior to any works starting on site.

Reason: To ensure that adequate steps are taken to protect existing trees on the site throughout the period of the proposed building operations.

02. That the landscaping scheme hereby approved 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.

Reason: In the interests of the visual amenity of the area.

03. That no development shall commence until further details of surface water drainage arrangements 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 shall include a flood risk assessment report and all signed appendices as required. The development shall not be occupied until the surface drainage works have been completed in accordance with the details submitted to and approved by the Council as Planning Authority.

Reason: 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.

04. That no development shall commence on site until the applicant provides written confirmation from Scottish Water and or SEPA as appropriate to the Council as Planning Authority that the site can be satisfactorily served by a water supply and sewerage scheme designed in accordance with their standards.

Reason: To ensure the provision of a satisfactory sewerage system

05. That before any development commences on site or before any materials are ordered or brought to the site, details and samples of all materials to be used as external finishes on the development shall be submitted to and approved by the Council as Planning Authority.

Reason: To ensure the development is satisfactory in appearance and to maintain the visual quality of the area.

06. That notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 2011, no gates, fences, walls or other means of enclosure shall be erected between the front of the dwellinghouse and the adjoining road with the exception of a 800mm high wall or fence and before the development starts, samples of the pallet of materials to be used shall be submitted to and approved by the Council as Planning Authority.

Reason: To safeguard the residential amenity of the area.

07. That before development starts, full details of the design and location of all fences and walls, including any retaining walls, to be erected on the site shall be submitted to and approved by the Council as Planning Authority.

Reason: To ensure the development is satisfactory in appearance and to maintain the visual quality of the area.

08. That before each dwelling hereby approved is completed or brought into use, the private vehicular access/driveways as shown on the approved plans shall be provided and shall be hard surfaced across its full width to prevent deleterious material being carried onto the road. Each driveway and garden areas of the dwellings shall have adequate drainage installed as to prevent water from entering the shared road/pavement surface.

Reason: To prevent deleterious material or water from being carried onto the shared road/pavement.

09. That no electricity transforming or switching equipment, gas governor or sewage pumping station shall be erected on any part of the site without the prior written consent of the Council as Planning Authority.

Reason: In order to retain effective planning control.

10. That before development starts on site the developer shall submit a site and traffic management plan to the Council as planning authority for approval and development shall not start until written approval has been given.

Reason: to ensure that appropriate management and site compounds are put in place to minimise disturbance to the main commuter road and residents surrounding the site.

11. That during site works and construction, wheel washing facilities shall be installed at the entrance/exit to the site, in order that all vehicles leaving the site are kept clear and free of debris. The applicant or subsequent operator(s) shall at all times be responsible for the removal of mud or other materials deposited on the public highway by vehicles entering or leaving the site.

Reason: In the interests of traffic and public safety.

12. The developer must ensure at all times that no construction vehicles or staff vehicles are parked on Hyndford Road or the surrounding public roads to the satisfaction of the Council as Planning Authority.

Reason: In the interests of traffic and public safety.

13. That no piling works shall be undertaken on site until a method statement has been submitted to and approved in writing by the Council as Planning Authority. This statement shall include an assessment of the impact of the piling on surrounding properties, taking into account the guidance contained in BS 6472: 1992 'Evaluation of human exposure to vibration in buildings'. It shall detail any procedures which are proposed to minimise the impact of noise and vibration on the occupants of surrounding properties. This statement shall be prepared by a suitably qualified person, and the piling works shall thereafter be carried out in accordance with the approved method statement.

Reason: To ensure the impact of noise and vibration is minimised in accordance with BS 6472: 1992

14. That each driveway should have a visibility splay of 2 x 20m and pedestrian visibility splays of 2.4m x 2.4m, (measured from the heel kerb of the footway). Within these splays nothing over 900mm in height, including trees and shrubs are permitted within the splay area.

Reason: In the interests of traffic and public safety.

15. That before the development hereby approved is completed or brought into use, a visibility splay of 4.5 metres by 120 metres measured from the road channel shall be provided on both sides of the new vehicular access road into the development off Hyndford Road 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.

16. That no dwellinghouse shall be occupied until the access roads and footpaths leading from the existing public road have been constructed in accordance with the specification and to the satisfaction of the Council as Roads and Planning Authority.

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

17. That prior to the completion or occupation of the 16th dwellinghouse within the development hereby approved, all of the works required for the provision of the open space and play area as shown on the approved plans shall be completed, and thereafter, that area shall not be used for any purpose other than as open space and a play area.

Reason: To ensure the provision of adequate play facilities within the site.

18. That before development starts on site an updated badger survey shall be undertaken and any mitigation identified in the report shall be fully implemented before and during the construction of the development, with any temporary fencing or barriers removed following the completion of the development. No tree felling or

trees works shall be carried out between the months of March and October unless a nesting bird survey is carried out prior to any works being carried out. In addition all trees to be removed shall be surveyed by a qualified ecologist for the presence of bats prior to the works being carried out.

Reason: In order to protect European Protected Species and nesting birds.

19. That notwithstanding condition 2 above, that prior to development starting on site an additional landscaping scheme shall be submitted for approval by the Council as Planning Authority for the area of land on the river bank around the outfalls of the drainage systems. The approved scheme shall thereafter be implemented following the completion of the drainage installation works and prior to the 10th house being occupied.

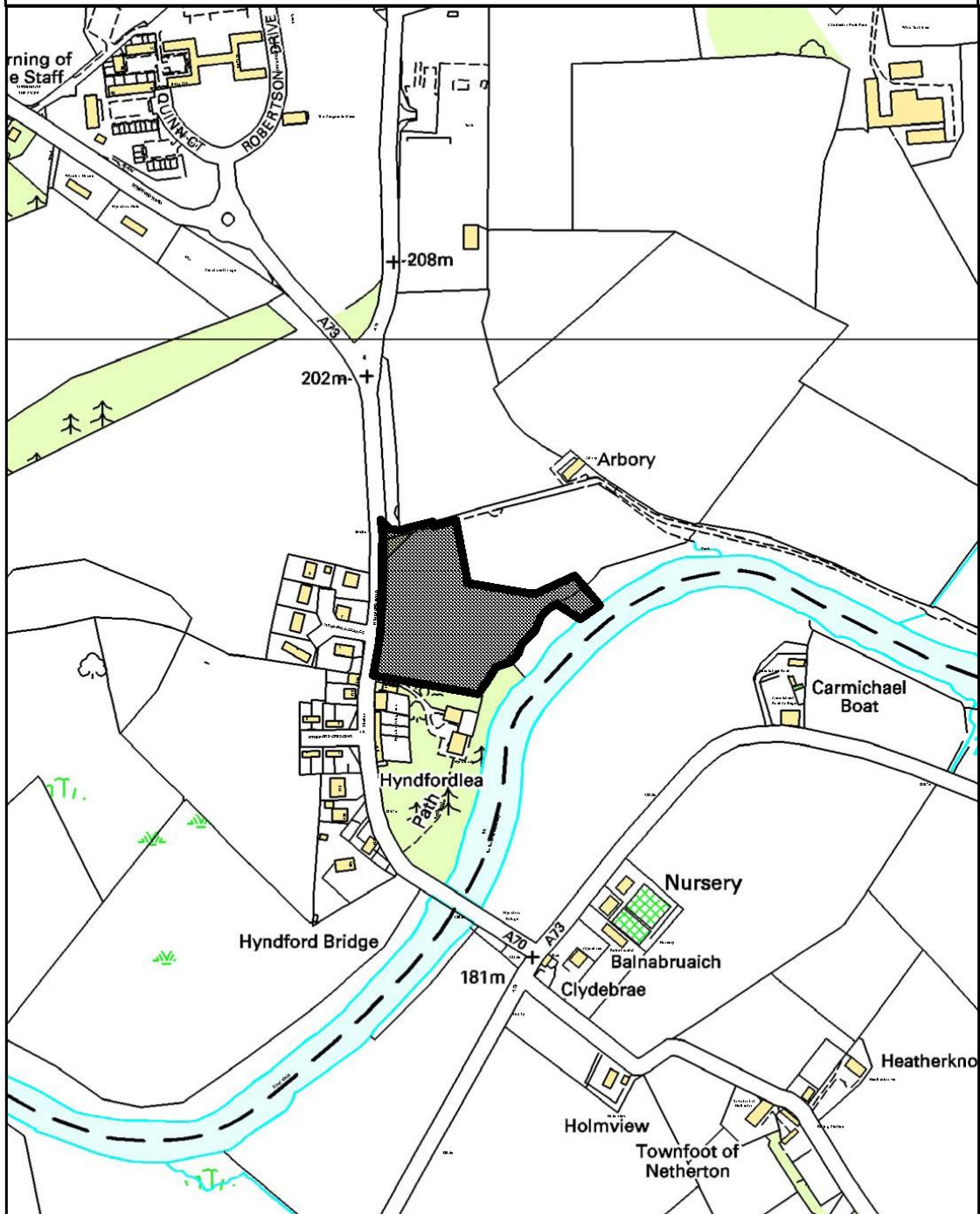
Reason: To ensure an appropriate landscaping scheme is approved and implemented to protect the visual amenity and return the riverbank to an acceptable condition following the engineering works to install the drainage infrastructure.

20. The parking spaces/driveways must be hard surfaced, trapped and sealed to prevent any deleterious material or water from leaving the driveway and entering the carriageway.

Reason: In the interests of traffic and public safety

P/19/1045

East of Hyndford Road, Hyndford Bridge, Lanark



© Crown copyright and database rights 2019 OS 100020730. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



Scale:
1:5,000
Date:
11/09/2019



South Lanarkshire Council
Community and Enterprise Resources
Planning and Economic Development