

# Report

Report to:	<b>Clydesdale Area Committee</b>
Date of Meeting:	<b>26 February 2008</b>
Report by:	<b>Executive Director (Enterprise Resources)</b>

Application No	CL/07/0844
Planning Proposal:	Up-Grading of Existing Access Road to a Bitumen Macadam Surface, New Overspill Car Park and Associated Street Lighting

## 1 Summary Application Information

- Application Type : Detailed Planning Application
- Applicant : South Lanarkshire Council
- Location : Lanark Racecourse  
Hyndford Road  
Lanark

## 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 Area Committee has delegated powers to determine this application.

## 3 Other Information

- ◆ Applicant's Agent: Professional Sportsturf Design Ltd
- ◆ Council Area/Ward: 02 Clydesdale North
- ◆ Policy Reference(s): **Lower Clydesdale Local Plan (Adopted)**
  - Proposal LR8: Lanark Moor and Racecourse

### **Finalised South Lanarkshire Local Plan – As Modified**

- Policy STRAT4: Accessible Rural Area
- Policy CRE2: Stimulating the Rural Economy
- Policy ENV11: Design Quality
- Policy ENV33: Development in the Countryside
- Policy ENV4: Protection of the Natural and Built Environment
- Policy ENV28: Regional Scenic Area and Areas of Great Landscape Value

- Policy DM1: Development Management

- ◆ Representation(s):
  - ▶ 2 Objection Letters
  - ▶ 0 Support Letters
  - ▶ 0 Comments Letters
- ◆ Consultation(s):

Roads and Transportation Services (South Division)

## **Planning Application Report**

### **1 Application Site**

- 1.1 The application site extends to 0.55 hectares and is located within the grounds of Lanark Racecourse on the eastern edge of Lanark. It encompasses a blaze access and vacant ground adjacent to an existing synthetic pitch.
- 1.2 The site is bounded to the north and west by vacant ground and racetrack; to the east by a synthetic sports pitch and changing pavilion and to the south by enclosed horse paddocks.

### **2 Proposal(s)**

- 2.1 The applicant seeks detailed consent to up-grade an existing blaze access which runs from Hyndford Road to an existing synthetic sports pitch to a bitumen macadam surface with 6 m lighting columns interspersed along the edge. The proposal also involves the formation of an 89 space car park adjacent to the changing pavilion servicing the sports pitch. The purpose of the car parking is to address problems of unauthorised and haphazard parking along the access road by users of the sports pitch attempting to park as close to the sports facilities as possible.

### **3 Background**

#### **3.1 Local Plan Policy**

- 3.1.1 In the Lower Clydesdale Local Plan (Adopted) the site is covered by Proposal LR8: Lanark Moor and Racecourse which indicates that the Racecourse is an appropriate venue for the development of outdoor leisure facilities.
- 3.1.2 In the Finalised South Lanarkshire Local Plan – As Modified the relevant Policies are STRAT4: Accessible Rural Area, ENV11: Design Quality, CRE2: Stimulating the Rural Economy, ENV33: Development in the Countryside, ENV4: Protection of the Natural and Built Environment, ENV28: Regional Scenic Area and Areas of Great Landscape Value and DM1: Development Management Policy. STRAT4 states that non-residential development within the Accessible Rural Area should conform to CRE2 which encourages certain types of appropriate development including outdoor sport where the proposal requires the land resources and where it is compatible with the functions of the countryside. Applications for outdoor sport and recreation will be considered on their merits, within the context of the local plan policies and objectives. ENV11 and ENV33 seek to promote quality and sustainability and state that development should respect its surroundings and avoid adverse environmental impacts. Policy DM1 has similar aims and emphasises the need to ensure accessibility for all, incorporate safety and security measures within the proposal, provide suitable access, parking and have no adverse implications for safety. Policy ENV4: Protection of the Natural and Built Environment states the Council will assess all development proposals in terms of their effect on the character and amenity of the natural and built environment. The Council will seek to safeguard Regional Scenic Areas within which the site is located. Development will only be permitted where the integrity of the protected resource will not be undermined. Policy ENV28 states that within the Regional Scenic Area and Areas of Great Landscape Value development will only be permitted where it can be accommodated without adversely affecting the overall quality of the designated landscape area.

#### **3.2 Relevant Government Advice/Policy**

- 3.2.1 SPP11: Open Space and Physical Activity recommends that Councils meet demand for recreation provision and ensure facilities are readily accessible and safe.

### 3.3 **Planning Background**

- 3.3.1 A Notice of Intention to Develop application for a full sized synthetic sports pitch, changing facilities, floodlighting and associated parking and roadway was approved in August 2005.

## 4 **Consultation(s)**

- 4.1 **Roads and Transportation Services** – no objection subject to a condition requiring a drainage system capable of preventing any water from flowing onto the public road or into the site from surrounding land to be provided and maintained at the applicant's expense. This may require the installation of additional gullies at the tangent point of the proposed new re-surfacing section at its junction with Hyndford Road.

**Response:** Noted. If permission is granted an appropriate condition can be applied.

## 5 **Representation(s)**

- 5.1 In response to neighbour notification two letters of objection were received. The issues raised are summarised as follows:

- (a) **The original permission for the synthetic sports pitch sought to avoid conflict with the Scottish Equi Centre by restricting general car parking to the existing picnic area whilst a small parking area adjoining the pitch would be formed solely for the use of leisure staff, buses dropping off players and disabled people. The purpose was to ensure the volume of traffic along the access road was kept low. This proposal will significantly increase the volume of traffic along the road along which horses will have to travel to reach the track to grazing fields.**

**Response:** The Council has had to respond to concerns about unauthorised use of the racecourse (including unauthorised vehicles and bikes and unauthorised use of areas of the site by equestrian users) by introducing new fencing and gates. In planning these improvements, an opportunity arose to create a new direct access from the Equestrian Centre stables to Arena A, and another point of exit from the Arena directly across from the bridle path. These improvements would have removed the need for horses to travel along the new tarmac road from the Centre to the bridle path thereby reducing potential conflict and resulting in significant improvements to safety. The improvements would however require agreement from the operator of the Equi Centre as the Arena falls within their lease. Attempts to enter into negotiations have proved to be unsuccessful.

- (b) **The existing 180 bay car park was found to be adequate. What has changed that requires a tarmac road, lighting and all the potential hazards that this presents.**

**Response:** The original intention of the facility was for customers to make use of the existing 180 space car park in the country park and for the new access road to the changing pavilion to be used only by team coaches, emergency vehicles and disabled users. Despite continuous reminders by leisure staff and signage to that effect users have sought to park within the racecourse in as close proximity to the pavilion as possible. This produced a number of complaints from the operator of the equestrian centre and has led to the Council looking to improve safety for all users.

- (c) **Certain traffic calming measures were applied but only on the new section of road, and these do not really make a difference. Signs were erected as undertaken but traffic still moves too fast across the car park track. Making this a tarmac road will make it even easier for drivers to speed and will make matters exceedingly worse. There is no mention on the application plan of traffic calming measures.**

**Response:** If permission is granted a condition could be applied to ensure the installation of traffic calming measures along the full stretch of the road, I would disagree that the existing speed bumps do not make a difference as experience has shown that they do reduce traffic speeds.

- (d) **The plan shows a line of ten 6 metre lighting standards running through the car park and along the road to the ATP. If the car park goes ahead, there will be no need for lighting in the picnic car park, which will then border the new tarmac access route and no-one will stop. Lighting directly opposite the dormitory block of the Equi Centre will be a great nuisance to residential visitors and greatly detract from the rural setting of Lanark Loch. A 6 metre lighting column will be in the sight line from the upper window block and will damage the rural environment. It will then resemble a motorway service lodge rather than a holiday centre for a rural sport and past-time.**

**Response:** The proposed lighting rather than being a nuisance to the residential users of the centre represents a significant safety improvement to what is largely an unlit area at present. The street lighting is predominantly downward directional. Conditions could be applied to ensure the installation of cowls and prevent light spillage. Street lighting is provided in most residential areas without complaint. The equestrian centre is only one use within a popular and important leisure asset and the predominant numbers come from the users of the natural grass and synthetic pitches or users of country walkways. The site therefore has to support the needs of all users and not just one activity.

- (e) **Lighting this section will exacerbate the nuisance created by young drivers rallying in the car park.**

**Response:** This is a police matter which should not preclude the favourable determination of this application.

- (f) **The Council seem intent on obstructing the enjoyment of another sport on the racecourse and flout regulations continually, not least recently by erecting fencing and kissing gates, locking access gates, all of this despite the Land Reform Act.**

**Response:** Any gates and fencing erected were to prevent unauthorised access of the racecourse which was resulting in damage and safety concerns. Some of the gates/fencing were subsequently damaged very soon after their installation and are currently the subject of a police investigation.

- (g) **An alternative access could be formed from the roundabout at the Lanark Market entrance and across the racecourse to the football pitches. This would alleviate most of the traffic and hazards around the riding centre.**

**Response:** The alternative access suggested would be disruptive to existing grass pitches and recreational areas and result in the incurrence of unnecessary, additional expenditure to the Council.

This letter has been copied and is available for inspection in the usual manner.

## **6 Assessment and Conclusions**

- 6.1 The determining issues are compliance with adopted and finalised local plan policies.
- 6.2 In the adopted Lower Clydesdale Local Plan, Proposal LR8: Lanark Moor and Racecourse encourages the development of outdoor leisure facilities. As the improvements to the access and car parks are ancillary to the existing synthetic sports pitch, which falls within the definition of outdoor leisure, the proposal is fully compliant with the objectives of the aforesaid proposal.
- 6.3 In the Finalised South Lanarkshire Local Plan – As Modified the site is identified as being within the Accessible Rural Area where Policy STRAT4 applies. Any non-residential development should conform with Policy CRE2: Stimulating the Rural Economy which encourages outdoor recreation which is compatible with its surroundings. The proposed improvements to the access and car parking will serve existing outdoor leisure facilities and are therefore compatible with the terms of the Policy. Policies ENV11: Design Quality and ENV33: Development to the Countryside aim to promote quality and sustainability which respects its surroundings whilst avoiding adverse environmental impacts. Upgrading access and car parking provision along with lighting will enhance and optimise the use of the existing leisure facilities. Policy DM1: Development Management seeks to enhance accessibility, safety, security and parking. The proposal clearly meets these objectives. Policies ENV4: Protection of the Natural and Built Environment and ENV28: Regional Scenic Area and Areas of Great Landscape Value relates to the protection of a Regional Scenic Area in which the application site lies. The proposal does not involve the loss of features or the introduction of elements which would negate the landscape quality. Therefore I am satisfied that these Policies would not be contravened.
- 6.4 The Scottish Equi Centre has objected on grounds of increased traffic along a section of road used by horses, nuisance from lighting and other associated risks. In response, the new car park and access is required to resolve the on-going problem of random parking which in itself is creating safety risks and also recognises and facilitates the demand for the synthetic sports pitch. The Scottish Equi Centre has been offered alternative access to the fields which avoids the stretch of road in question. The Council has endeavoured to address these problems, however the Scottish Equi Centre have so far declined to take up the offer of a safer access route for horses.
- 6.5 Vehicle access along the blaze track is made difficult due to numerous potholes and ruts. Resurfacing with tarmacadam will significantly improve on this situation and make future maintenance much easier. Traffic calming measures can effectively control car speed whilst lighting columns will improve safety. Downward facing lights and cowls can prevent light spillage becoming problematic. The proposed upgrading of the access and car parking will result in improvements for all users of the leisure facilities at Lanark Racecourse. Furthermore, opportunities exist to facilitate a safer route for horses which would address the concerns of the Scottish Equi Centre. A condition will be applied to ensure the formation of a dedicated horse crossing point.
- 6.6 In summary, I consider that the proposal complies with the adopted and finalised local plans will address current parking and safety concerns and will ease access to

a popular leisure facility thereby meeting the needs of the wider Lanark community. I am also satisfied that the mitigation measures referred to above will safeguard the continued operation of the neighbouring equestrian business. Therefore, I consider that consent should be granted.

## **7 Reasons for Decision**

- 7.1 The proposal complies with Proposal LR8 of the adopted Lower Clydesdale Local Plan and Policies STRAT4, CRE2, ENV11, ENV33, DM1, ENV4 and ENV28 of the Finalised South Lanarkshire Local Plan – As Modified and does not raise any amenity or road safety issues.

**Iain Urquhart**  
**Executive Director (Enterprise Resources)**

11 February 2008

## **Previous References**

- ◆ None

## **List of Background Papers**

- ▶ Application Form
- ▶ Application Plans
- ▶ Consultations

Roads and Transportation Services (South Division)

19/12/2007

- ▶ Representations

Representation from : Maureen Taylor, Scottish Equestrian Centre Hotel, Lanark Racecourse , Lanark, ML11 9TA, DATED 18/12/2007

Representation from : Mike and Vivienne Falla, Cowieslinn Cottage, Eddleston, Peebles EH45 8QZ, DATED 05/02/2008

## **Contact for Further Information**

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

Ian Hamilton, Planning Officer, South Vennel, Lanark, ML11 7JT  
Ext 3186 (Tel :01555 673186 )  
E-mail: Enterprise.lanark@southlanarkshire.gov.uk

## CONDITIONS

- 1 That the development hereby permitted shall be started within five years of the date of this permission.
- 2 That the development shall be carried out strictly in accordance with the plans hereby approved and no change to the design or external finishes shall take place without the prior written approval of the Council as Planning Authority.
- 3 That no development shall commence until 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 requirements.
- 4 That before the development hereby approved is completed, a drainage system capable of preventing any flow of water from the site onto the public road or into the site from surrounding land shall be provided and maintained to the satisfaction of the Council as Roads and Planning Authority.
- 5 That prior to the completion of the development a dedicated crossing area for horses, which includes road markings and signage shall be established to allow horses to cross the vehicular access road safely.
- 6 That details of traffic calming measures for the full length of the access road shall be submitted to and approved by the Council as Planning Authority and that the approved traffic calming measures shall be fully implemented prior to the completion of the development to the satisfaction of the aforesaid Authority.
- 7 That the existing sight lines from the access road along Hyndford Road in both directions shall be fully maintained and nothing exceeding 1.05 metres in height shall be planted, placed or erected within these sight lines.
- 8 Before the lighting columns hereby approved are brought into operation, the lamps shall be cowled to prevent spillage of light onto the adjacent properties, all to the entire satisfaction of the Council as Planning Authority:
- 9 That prior to the completion of the development the applicant shall demonstrate that the lighting shall not result in unreasonable levels of glare and upward spillage of light.
- 10 That before development starts a Phase 1 or Desk Study, to review all currently available information about the historical uses of this site, shall be carried out to determine any types of contamination likely to be encountered and possible pathways to sensitive receptors shall be submitted to and approved by the Council as Planning Authority. If this investigation gives any indication of the potential for contaminants to be present, development shall not begin until a full intrusive survey has been carried out and its findings submitted to and, approved by the Council as Planning Authority. This survey shall clearly document the



methodology, findings and results. The risks posed by the presence of pollutants in relation to sensitive receptors shall be assessed to current guidelines and, where appropriate recommendations for further investigations or remediation options to reduce these risks identified.

## **REASONS**

- 1 To accord with the provisions of the Town and Country Planning (Scotland) Act 1997.
- 2 In the interests of amenity and in order to retain effective planning control.
- 3 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.
- 4 To ensure the provision of a satisfactory drainage system.
- 5 In the interest of public safety.
- 6 In the interest of public safety.
- 7 In the interest of road safety.
- 8 In the interests of amenity.
- 9 In the interests of amenity.
- 10 To ensure the site is free of contamination and suitable for development.

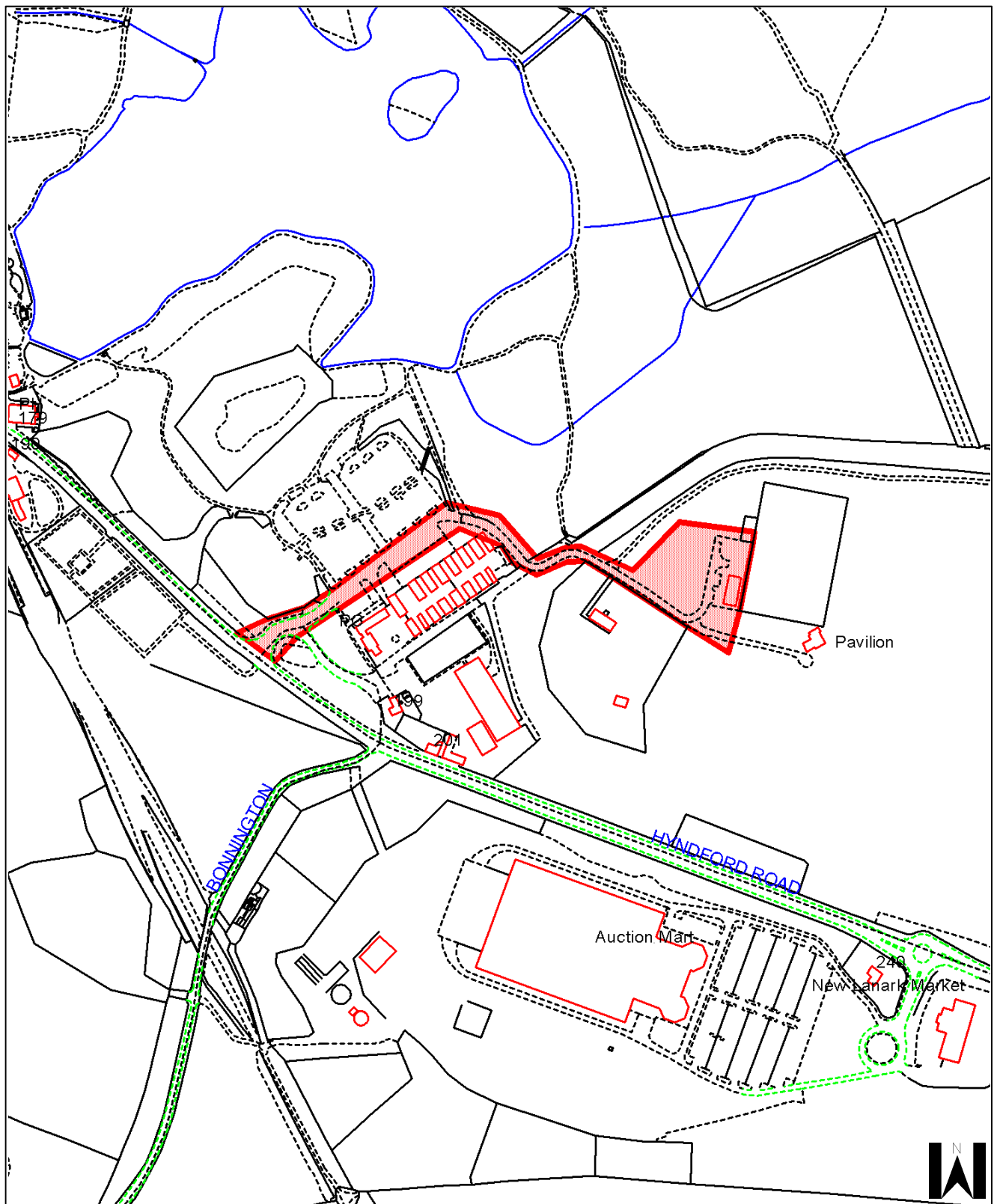
## **INFORMATIVES**

- 1        It should be noted that a Road Opening Permit under section 56 of the Roads (Scotland) Act 1984 is required.
  
- 2        It should be noted that the drainage system required under the terms of condition 4 of the planning consent may require the installation of additional gullies at the tangent point of the proposed new resurfacing section at its junction with Hyndford Road.



For information only

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