

Report

Report to:	Planning Committee
Date of Meeting:	13 March 2018
Report by:	Executive Director (Community and Enterprise Resources)

Application No	EK/18/0001
Planning Proposal:	Erection of 28 no. Flatted Dwellings Over Two Blocks with Associated Landscaping, Roads and Infrastructure

1 Summary Application Information

- Application Type : Detailed Planning Application
- Applicant : CALA Management Ltd and John Henderson
- Location : Peel Road
Thorntonhall
East Kilbride

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) Planning Committee has delegated powers to determine this application
- (2) If planning consent is granted, the decision notice should be withheld until a Planning Obligation in respect of a financial contribution for the improvement/upgrading of educational and off-site affordable housing provision in the area has been concluded between the applicant and the Council.

In accordance with agreed procedure, should there be no significant progress, on behalf of the applicant, towards the conclusion of the Planning Agreement within 6 months of the date of the Committee, the proposed development may be refused on the basis that, without the planning control/developer contribution which would be secured by the Planning Obligation, the proposed development would be unacceptable.

All reasonable legal costs incurred by the Council in association with the above Planning Agreement shall be borne by the developers.

3 Other Information

- ◆ Applicant's Agent: 7N Architects
- ◆ Council Area/Ward: 09 East Kilbride West
- ◆ Policy Reference(s): **South Lanarkshire Local Development Plan (adopted 2015)**
Policy 4 – Development Management and Place Making
Policy 6 – General Urban Area/Settlements
Policy 12 – Housing Land
Policy 13 – Affordable Housing and Housing Choice

Development management, placemaking and design supplementary guidance (2015)
Policy DM1 – Design

- ◆ Representation(s):
 - ▶ 9 Objection Letters
 - ▶ 0 Support Letters
 - ▶ 1 Comments Letters

- ◆ Consultation(s):

Jackton and Thorntonhall Community Council

Network Rail

Roads and Transportation Services (Flood Risk Management Section)

Roads Development Management Team

Housing Services

Education Resources (Schools Modernisation Team)

SEPA

Environmental Services

WOSAS

SP Energy Network

Housing and Technical Resources (Estates Services)

Scottish Water

National Grid

Planning Application Report

1 Application Site

- 1.1 The application site covers an area of approximately 2.6ha. It relates to the south and south-western portion of an existing site at the end of Osborne Crescent, Thorntonhall which the applicants are currently developing. To the west of the site, the land is relatively flat; however there is a change of level to the east as the land slopes north to south. To the north are 12 existing properties, constructed in 2011. There are a number of older properties to the east on Osborne Crescent. To the west is farmland located in East Renfrewshire. To the south is the Glasgow to East Kilbride railway line. The site is undulating and slopes down from south eastern corner to the west and north towards the watercourse. The site includes a number of trees which are covered by a Tree Preservation Order (TPO).

2 Proposal(s)

- 2.1 The applicants propose to amend a previous application granted in 2014 (EK/13/0338). The site was originally to be developed in two portions. The northern portion is currently being developed for 42 detached dwellinghouses. The current application site previously had consent for 11 dwellinghouses taking the consented number to 53. A further application, (which has not been determined) proposed a change to the development to 24 flats and 3 detached houses. The new application removes the 3 houses and proposes 28 flatted dwellinghouses over two blocks of 14 flats in each. This will result in a net increase of 17 units at this part of the site from the 2013 proposal.

3 Background

3.1 Local Plan Background

- 3.1.1 The site has been identified as an extension to the Thorntonhall settlement boundary as part of the South Lanarkshire Local Development Plan (as per Policy 12 - Housing Land). Therefore, the principle of residential development at this location has been established. The local development plan is required to set out a minimum 5 year supply of land capable of being developed for housing ("effective" land) and also a medium to long term pattern for future development.

- 3.1.2 In addition, Policies 4 - Development Management and Place Making, Policy 6 – General Urban Area/Settlements, Policy 12 – Housing Land and Policy 13 – Affordable Housing and Housing Choice are also relevant.

3.2 Planning Background

12 residential dwellings were constructed to the north in 2011 as part of planning application EK/10/0283. The current application is an amendment to a previously approved development of 53 dwellings which is currently under construction (EK/13/0338). A 2017 application for 24 flats and 3 dwellings has never been issued due to a change in proposal by the applicants.

4 Consultation(s)

- 4.1 **Roads and Transportation Services (Development Management)** – recommend conditions relating to drainage, parking and access.

Response: Noted. These conditions have been attached.

- 4.2 **Housing Services** – Previously confirmed that a financial contribution towards the provision of additional off-site affordable housing will be sought.

Response: Noted. These contributions will be subject to a legal agreement.

- 4.3 **SEPA** – Previously no objections subject to conditions relating to flood prevention
Response: Noted. These conditions will be attached to any consent issued.
- 4.4 **Environmental Services** – Previously requested an updated noise survey in relation to the site's proximity to the railway line.
Response: Noted. A condition will be attached to any consent to ensure that the findings of the survey are adhered to.
- 4.5 **WOSAS** – Previously requested an archaeological written scheme of investigation.
Response: Noted. The applicants have submitted an appropriate scheme and a condition will be attached to any consent to ensure that this will be adhered to during construction.
- 4.6 **Roads and Transportation Services (Flood Risk Management)** – no objections subject conditions relating to the provision of Sustainable Urban Drainage (SUDs).
Response: Noted. These conditions will be attached to any consent issued.
- 4.7 **Education Resources (School Modernisation Team)** – Previously confirmed that a financial contribution towards Education provision will be sought.
Response: Noted. This will be subject to a legal agreement.
- 4.8 **Network Rail** – no objections subject to conditions relating to security fencing, noise and drainage and landscaping.
Response: Noted. These conditions have been attached.
- 4.9 **Housing and Technical Resources (Estates Services)** – no objections.
Response: Noted.
- 4.10 **Jackton and Thorntonhall Community Council** – object on the basis of an increase in traffic and the inadequacy of the mini-roundabout access from Peel Road.
Response: Noted. Roads and Transportation Services has confirmed that they have no objections in terms of road safety.
- 4.11 **National Grid** – no response to date.
Response: Noted.
- 4.12 **Scottish Water** - no response to date.
Response: Noted
- 4.13 **SP Energy Network** - no response to date.
Response: Noted

5 Representation(s)

- 5.1 Following statutory neighbour notification and advertisement in the East Kilbride News, 9 letters of objection and 1 comment letter have been received. The points raised are summarised as follows:

- (a) **The proposal will create an increase in traffic of 600% through Baron Court which will pose a risk to child safety, increase noise and disturbance and a lack of parking. There are no footpaths within in the development which will lead to public safety being compromised.**

Response: The application site already has planning permission for residential development. Whilst there has been an increase in numbers, the new properties are aimed at the 'down-sizing' market and vehicle numbers associated with the development are likely to be less than would normally be

expected from additional housing. Given this, vehicular movements are likely to be spread over the day and not all concentrated to morning and evening rush hour. Notwithstanding this, the proposal provides 200% parking provision to each property. This is in excess of the required level of 150%. Environmental Services have not raised any objections in relation to vehicular noise. The site is designed to encourage slower vehicular speeds and this will be aided by traffic calming.

- (b) **The development will result in the loss of security and privacy. Baron Court has already been subject to acts of crime. The applicants should carry out a risk or traffic assessment in terms of safety and security. There have been a number of instances with properties being photographed together with vehicle and mail theft.**

Response: The design of the houses and flats comply with the approved Residential Design Guide, including window to window distances and, therefore, the layout of the development is considered acceptable. The proposal is an amendment to a previous application and, therefore, a risk assessment would not be required in this instance. Moreover, the number of units proposed, even when added to the existing units, would not have triggered the need for a traffic assessment even although the layout and proposal has changed.

- (c) **A road will replace an adjacent grassed area which is factored. Children play in this area and its loss is completely unacceptable. In addition, this area is owned by the residents of Baron Court/Baroness Drive. CALA has mis-sold houses which will result in legal action against them. Cala have not taken into account various property rights which include ownership of septic tanks.**

Response: The original consent relating to 53 units included a road going through this area to service the new housing to the south. This proposal is no different. A significant area of open space will be retained within the whole development. Land ownership and any subsequent sale of a property is a separate legal matter.

- (d) **The previous application was approved without existing residents receiving any explanation. Why are CALA being allowed to significantly increase the population density in the area?**

Response: The reasons behind the application being approved were contained in the Committee Report for application number EK/13/0338 and all those who submitted representations received notification of this. The density of the proposed houses is acceptable in planning terms. The Local Development Plan and two further applications have established the principle of residential development at the site. A significant amount of open space will be retained and the new flatted dwellings are sited within generous grounds.

- (e) **The site of the proposal contains generous tree life and many natural habitats. Has SLC considered the implications on the natural environment if they acquiesce to CALA?**

Response: An ecological survey was updated and no protected species were found. A Tree Preservation Order exists around the site and only one of these trees will be affected by the proposed development. This tree will be replaced.

- (f) **The applicants should utilise the existing haul road used for construction purposes.**

Response: The applicants are proposing to use the road design which was previously approved. The proposed road is the most logical access point and

in planning terms, connects the two sites appropriately. Permanent use of the haul road would also remove a large area of open space.

- (g) **The local area around the site has already been heavily developed and removal of this area for development would be a further loss to the community. Why has agreement been given to increase the number of dwellings from 8 to 28 without further regard to provision of more amenities**

Response: The site has been identified as suitable for development in the adopted local development plan. The proposed design of the houses and flats is bespoke and will respect the character and amenity of both the existing properties and the landscape and is consistent with local development plan policy. Additional community facilities are being provided at the tennis club as part of the original planning permission.

- (h) **There will be a minimum 3-fold increase in traffic if the proposal in its current form is approved. The road type on Baron Court is monobloc. We assume a structural assessment has been carried out to ensure that it will withstand the increase in traffic. What were the results of this assessment? Can we assume that if the proposal is approved in its current form and the link road is built SLC will be liable for any resulting damage to the road? The roundabout leading on to Baroness Drive was never designed to handle the volume of traffic which will be generated by new dwellings.**

Response: Roads and Transportation Services have offered no objections to the proposal and are satisfied with the access arrangements. The number of units is below that which would require a transport statement. The roads within the development will ultimately be adopted by the Council and require to be of a suitable standard before adoption.

- (i) **The proposal is discordant and adverse to the built form in the area. The number of dwellings proposed far exceeds the original number proposed by Cala.**

Response: The flats will be located on a flat area beyond an area of thick landscaping. In addition, they will have generous open space around them and meet the relevant requirements of the residential design guide.

- (j) **Why did SLC give Cala more land and why have they buckled to pressure for more development?**

Response: The Council has never had an ownership interest in the application site currently under consideration. The proposal meets the requirements of the local development plan.

5.2 These letters have been copied and are available for inspection on the Planning portal.

5.3 Two requests for a hearing at Planning Committee have also been received. In terms of the Council's criteria for hearings, a hearing must be offered in respect of major developments where they are significantly contrary in terms of the development plan. However in this case, the site has been designated as a housing site in the Local Development Plan and therefore complies with the relevant planning policy. In all other cases, the guidance states that requests should only be favourably considered where in the view of the Head of Planning in consultation with the Committee Chair, an application has attracted a substantial body of objection relative to the proposal/location and the recommendation is to grant consent. However, is not considered that this is the case in respect of this particular application.

6 Assessment and Conclusions

- 6.1 The determining issues that require to be addressed in respect of this application for detailed planning permission are the proposal's compliance with the adopted local development plan, and its relationship with the properties recently constructed in the vicinity.
- 6.2 The adopted South Lanarkshire Local Development Plan classifies the site as Housing Land as per Policy 12. The site was included as an acceptable settlement extension. This portion of land was originally consented in 2014 for 11 detached dwellings as part of a development of 53 units. The 42 dwellings to the north are currently being constructed. A previous application for 24 flats and 3 houses has never been determined as the applicants have decided to amend the layout again. The applicant now seeks consent for a total of 28 dwellings made up of two blocks of 14 flats - each four storey including a penthouse. Each floor will house 4 flats with 2 on the penthouse floor. At this location there are a number of trees covered by a Tree Preservation Order, however, only one of these trees will be affected and will be replaced. The applicant has included them within the development and will provide additional planting, particularly between the houses and the railway line. The existing trees will also provide a buffer between the new houses and those existing on Osborne Crescent and Baron Court. This part of the site will be accessed from the existing roundabout on Peel Road through Baroness Drive and Baron Court.
- 6.3 The open space associated with the development, will be extensive and represents approximately 80 % of the site. The site will be accessed from the roundabout on Peel Road. The applicant is proposing a designing streets layout whereby it will primarily favour the pedestrian and use a series of different chicanes/traffic calming and surfaces to slow down vehicles.
- 6.4 Policy 4 – Development Management and Placemaking, Policy 6 – General Urban Areas and Policy DM1 – Design require that all planning applications take account of the local context and built form and are compatible with adjacent buildings and surrounding streetscape in terms of scale, massing, design, external materials and impact on amenity. All developments require to have no significant adverse impact on the local environment and to enhance its quality and appearance. In addition, new housing development should be of a high quality, provide sustainable measures and open spaces. The site is located directly opposite a similar existing residential area built by the same applicants and is bounded to the east by older, more traditional properties. The proposed flats are suitably large in keeping with other such properties in Thorntonhall. The flats are bespoke to the development and located within a generous landscaped area. The colour of the materials will respond to the trees surrounding them. The blocks will also use modern materials which are sustainable.
- 6.5 The development will raise no privacy issues and the dwellings comply with the Council's approved Residential Development Guide. As discussed in paragraph 6.3, the layout provides significant open space, good footpath connections and gives added protection to the mature trees on the south-eastern corner. The applicant has submitted a Design Statement which has established how the site layout has been influenced by the topography of the site. A Sustainable Urban Drainage Scheme will be incorporated within both the road layout and in a western portion of the open space. The site uses Sustainable Urban Drainage Systems, is close to public transport routes and is therefore acceptable in terms of sustainability. SEPA has advised that they have no objections to the development subject to conditions relating to flooding. I am therefore satisfied that the proposal complies with Policies 4, 6, 12 and DM1 of the adopted plan.

- 6.6 Policy 13 Housing Choice specifically refers to affordable housing. Given that the proposal is for more than 20 dwellings, the policy will be applied in this instance by way of a commuted sum. The applicant will pay for this through an appropriate legal agreement.
- 6.7 None of the remaining statutory consultees have objected to the proposal although several have recommended for conditions to be attached. These conditions, where applicable, have been attached. None of the matters raised through representations would justify refusal of the planning application. Given this, it is recommended that detailed planning permission be granted subject to the conclusion of a legal agreement.
- 7 Reasons for Decision**
- 7.1 The proposal complies with Policies 4, 6, 12, 13 and DM1 of the South Lanarkshire Local Development Plan 2015.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

5 March 2018

Previous References

- ◆ EK/13/0338
- ◆ EK/17/0080

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 03.01.2018
- ▶ Consultations

Jackton & Thorntonhall Community Council	29/01/2018
Network Rail	19/01/2018
WOSAS	12/01/2018
Roads and Transportation (Development Management)	07/02/2018
Roads and Transportation (Flood Risk Management)	01/02/2018
- ▶ Representations

Representation from :	Donald Maciver, 4 Baron Court, Thorntonhall, G74 5BP DATED 23/01/2018 20:00:08
Representation from :	Israr, Nabeela, Sara and Alisha Chaudry, 3 Baron Court, Thorntonhall, G74 5BP, DATED 16/01/2018
Representation from :	Paul R Brooks, 4 Baroness Drive, Thorntonhall, Glasgow, G74 5BN, DATED 12/01/2018
Representation from :	James, Bernadette and Louise Sinclair, DATED 30/01/2018

Representation from : Leading Resolutions, , DATED 17/01/2018

Representation from : Atul Sabharwal, Dunvegan House, 5 Baron Court, Thorntonhall, Glasgow, G74 5BP, DATED 26/01/2018

Representation from : Kun Zhao, 2 Baron Court, Thorntonhall, G74 5BP, DATED 26/01/2018

Representation from : Israr Chaudry, 3 Baron Court, Thorntonhall, G74 5BP, DATED 14/01/2018 12:32:51

Representation from : Yacine Titi, Tait's Thornton, Osborne Crescent, Thorntonhall, G74 5AE, DATED 22/01/2018 16:34:39

Representation from : Joe Allan, 94 Franklin Place, Westwood East Kilbride, G75 8LS, DATED 16/01/2018

Contact for Further Information

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

Iain Morton, Planning Officer, Montrose House, 154 Montrose Crescent, Hamilton, ML3 6LB
Ext 5174 (Tel : 01698 455048)
E-mail: iain.morton@southlanarkshire.gov.uk

CONDITIONS

- 1 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.
- 2 That the landscaping scheme as shown on the approved plan 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 the 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.
- 3 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.
- 4 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.
- 5 That notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(Scotland) Order 1992 (or any such order revoking or re-enacting that order), no gates, fences, walls or other means of enclosure shall be erected between the front of the dwellinghouse and the adjoining road.
- 6 That before any development commences on site, details of facilities for the storage of refuse within the site, including design, location, external finishes and access for its uplift, shall be submitted to and approved in writing by the Council as Planning Authority. No dwelling unit shall be occupied until these facilities have been provided in accordance with the approved scheme or such alternative as may be agreed in writing with the Council as Planning Authority.
- 7 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 shall include 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.

- 8 That the proposed water crossing is designed to convey the 1:200 year flow plus appropriate freeboard and that road has a neutral effect on flood risk and therefore existing ground levels within the functional floodplain should not be altered.
- 9 That the culvert under the railway shall remain in situ.
- 10 That the use of the garages hereby permitted shall be restricted to private use incidental to the enjoyment of the dwellinghouse on the site and no commercial activity shall be carried out in or from the garages.
- 11 That should more than 6 months elapse from the date of the protected species survey and the commencement of works, a further survey shall be carried out and no work shall commence until the applicant receives written confirmation from the Council as Planning Authority.
- 12 That no dwellinghouse shall be occupied until the site is served by a sewerage scheme constructed in accordance with Scottish Water standards and as approved by the Council as Planning Authority in consultation with Scottish Water as Sewerage Authority.
- 13 That before the development hereby permitted hereby approved is brought into use, a dropped kerb access to the site shall be constructed in accordance with the specification and to the satisfaction of the Council as Roads and Planning Authority.
- 14 That before the development hereby permitted hereby approved is completed or brought into use, the vehicular access access from the heel of the footway/service strip shall be hard surfaced across its full width to prevent deleterious material being carried onto the road.
- 15 That before the development hereby approved is completed or brought into use, a visibility splay of 2.4 metres by 43 metres measured from the road channel shall be provided on both sides of the vehicular access 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.
- 16 That before the development hereby approved is completed or brought into use, a visibility splay of 2.4 metres by 2.4 metres measured from the heel of the footway shall be provided on both sides of the vehicular access and everything exceeding 0.6 metres in height above the road channel level shall be removed from the sight line areas and thereafter nothing exceeding 0.6 metres in height shall be planted, placed or erected within these sight lines.
- 17 The surface of the access road shall be so trapped and finished in hardstanding as to prevent any surface water or deleterious material from running onto or entering the highway.
- 18 The applicant shall undertake a noise assessment to determine the impact of railway noise on the proposed development using the principles set out in "Calculation of Railway Noise" (DoT/Welsh Office, HMSO, 1995) or by a method to be agreed by the Planning Authority such as the evaluation of the cumulative levels based on Single Event Levels (SEL). For night time the LAmax shall be provided. The survey shall take cognisance of the Scottish Government Document: Technical Advice Note Assessment of Noise. 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 proposed dwellings from rail noise. The scheme shall ensure that the internal levels with windows closed do not exceed an LAeq,16hr Aeq,8hr Aeq,16hr of 40dB daytime and an Lof 30dB night-time. That unless otherwise agreed with the Planning Authority, the external levels shall not exceed an Lof 50dB daytime in any rear garden areas, when measured free-field. The approved scheme for the mitigation of noise shall be implemented prior to the development being brought into use and where appropriate, shall be retained in accordance with the approved scheme to the satisfaction of the Council as Planning Authority.

- 19 That prior to development commencing, a vibration survey shall be submitted to and approved by the Council as Planning Authority. All construction shall be compliant with British Standard BS 6472:1992 - Guide to evaluation of human exposure to vibration in buildings (1-80 Hz).
- 20 The applicant must provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal should be made. Details of the proposed fencing shall be submitted to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.
- 21 That any Sustainable Urban Drainage Scheme must not be sited within 10 metres of the railway boundary and should be designed with long term maintenance plans which meet the needs of the development. The development shall be carried out only in full accordance with such approved details.

REASONS

- 1.1 In the interests of the visual amenity of the area.
- 2.1 In the interests of amenity.
- 3.1 In the interests of amenity and in order to retain effective planning control.
- 4.1 These details have not been submitted or approved.
- 5.1 In the interests of amenity and in order to retain effective planning control.
- 6.1 To ensure that adequate refuse arrangements are provided that do not prejudice the enjoyment of future occupiers of the development or neighbouring occupiers of their properties, to ensure that a satisfactory external appearance is achieved and to ensure that appropriate access is available to enable refuse collection.
- 7.1 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.
- 8.1 To ensure that there will be no increased risk of flooding to land and properties either on-site or downstream due to impedance of flood flows, increased surface water run off and/or reduction of flood storage capacity.
- 9.1 To ensure that there will be no increased risk of flooding to land and properties

either on-site or downstream due to impedance of flood flows, increased surface water run off and/or reduction of flood storage capacity.

- 10.1 In the interests of amenity and in order to retain effective planning control.
- 11.1 In order to safeguard protected species
- 12.1 To ensure the provision of a satisfactory sewerage system
- 13.1 In the interest of public safety
- 14.1 To prevent deleterious material being carried into the highway.
- 15.1 In the interest of road safety
- 16.1 In the interest of public safety
- 17.1 In the interest of public safety
- 18.1 In the interests of amenity and in order to retain effective planning control.
- 19.1 In the interests of amenity and in order to retain effective planning control.
- 20.1 In the interests of public safety and the protection of Network Rail infrastructure.
- 21.1 To protect the stability of the adjacent railway embankment and cutting and the safety of the rail network.

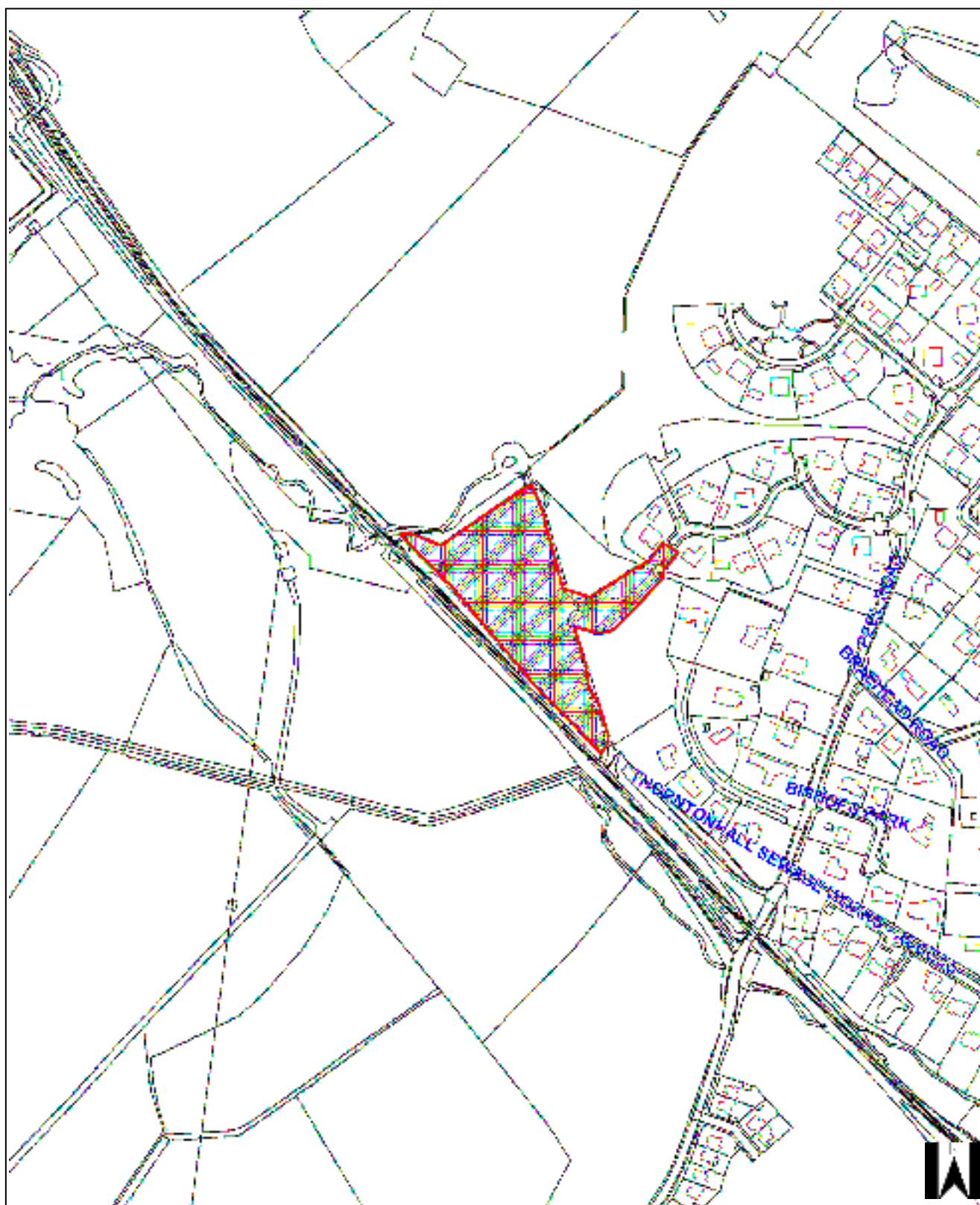
EK/18/0001

Peel Road, Thorntonhall, East Kilbride

Planning and Building Standards

Scale: 1: 5000

For information only



For information only