

Report

Report to:	Planning Committee
Date of Meeting:	24 January 2023
Report by:	Executive Director (Community and Enterprise Resources)

Application no.	P/22/0771
Planning proposal:	Demolition of building and derelict railway bridge and the erection of three dwellinghouses, access roads and footpath

1 Summary application information

Application type:	Detailed planning application
Applicant:	Ms Maureen Gaffney
Location:	Land 60M North of 68 Biggar Road Biggar Road Symington Biggar South Lanarkshire

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: Barry McMullan
- ◆ Council Area/Ward: 03 Clydesdale East
- ◆ Policy Reference(s): SLDP2: Policy 2 Climate Change
SLDP2: Policy 4 Green Belt and Rural Area
SLDP2: Policy 5 Development Management and Placemaking
SLDP2: Policy 14 Natural and Historic Environment
SLDP2: Policy GBRA1 Rural Design and Development

SLDP2: Policy GBRA7 Small Scale Settlement
Extensions
SLDP2: Policy NHE16 Landscape
SLDP2: Policy 15 Travel and Transport

◆ **Representation(s):**

▶	6	Objection Letters
▶	0	Support Letters
▶	0	Comment Letters

◆ **Consultation(s):**

Network Rail

West of Scotland Archaeology Service

Symington Community Council

Roads Development Management Team

Environmental Services

Scottish Water

Countryside and Greenspace

SP Energy Networks

BT Cellnet

TRANSCO

Roads Flood Risk Management

SGN Use

British Telecom

Planning Application Report

1 Application Site

1.1 The applicant site consists of a dismantled railway line, embankment, railway bridge and section of footpath crossing said bridge which continues along the northern boundary of the site to meet the access to Annieston Farm, further to the north. There is self seeded scrub along the railway solum and embankment and semi mature trees on the footpath embankment adjoining Biggar Road. Between the footpath and railway embankment is a triangular shaped paddock containing a dilapidated agricultural building and an abandoned caravan. It is situated at the eastern and southern edges of Symington. There are existing dwellings to the west and to the south, the site fronts Biggar Road (A72), on the other side of which are two detached dwellings within the settlement boundary of Symington. To the north and east the site is bounded by agricultural land.

2 Proposal(s)

2.1 The application proposes demolishing the bridge and infilling the embankment and removing the agricultural building and a section of the footpath in order to construct three detached, 5 bedroom dwellings with integral garages, served by a single access taken from Biggar Road. The houses are one and three quarters storeys in height, will be finished in render and slate (or slate substitute) and feature dormers, chimneys, steep roof pitches and windows with a vertical emphasis. The design is reflective of traditional rural architecture. A diverted route for the footpath will be formed along the site frontage and the eastern boundary and thereafter rejoin the unaffected section of path. Trees within the site will have to be removed to accommodate the development, however, in compensation, a shelter belt will be established in the paddock, in the applicant's ownership, adjoining the eastern boundary and new trees will be planted along the proposed footpath to the west of the site.

3 Background

3.1 Local Plan Status

3.1.1 The determining issues in the consideration of this application are its compliance with the adopted South Lanarkshire Local Development Plan 2 and its impact on residential amenity, traffic safety, environmental matters, and infrastructure issues.

3.1.2 The 2021 adopted South Lanarkshire Local Development Plan 2 (SLLDP2) identifies the application site as being within the Rural Area, subject to assessment against Policy 4 - Green Belt and Rural Area, Policy 5 - Development Management and Placemaking and GBRA1 - Rural Design and Development. In addition, the proposals require to be assessed against the guidance contained within Policy GBRA7 - Small Scale Settlement Extensions which is the most relevant to the assessment of the application. Policies 2 – Climate Change, 14 - Natural and Historic, 15 – Travel and Transport and NHE16 - Landscape are also of relevance to the determination of this application.

3.2 Relevant Government Advice/Policy

3.2.1 In terms of residential development, Scottish Planning Policy (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. Consideration should be given to the re-use or re-development of brownfield land before development takes place on greenfield sites.

- 3.2.2 SPP also advises that 'Disused railway lines with a reasonable prospect of being reused as rail, tram, bus rapid transit or active travel routes should be safeguarded in development plans. The strategic case for a new station should emerge from a complete and robust multimodal transport appraisal in line with Scottish Transport Appraisal Guidance (STAG). The Clydesdale STAG has concluded the Part 2 appraisal stage and a rail station at Symington on the West Coast Main Line remains a long-term option, however, the disused railway line at the application site is not considered for rail or other forms of public transport.
- 3.2.3 In the Planning (Scotland) Act 2019, Section 3AB paragraph (3) (ii) advises that Scottish Ministers, in the preparation of a National Planning Framework, should have regard to the desirability of preserving disused railway infrastructure for the purpose of ensuring its availability for possible future transport requirements. Section 7, paragraph 4 (c) (aa) of the Act further advises that Local Plans are to have regard to the desirability of preserving disused railway infrastructure for the purpose of ensuring its availability for possible future transport requirements.
- 3.2.4 The Revised Draft National Planning Framework 4 (NPF4) was approved by the Scottish Parliament on 11 January 2023. The next step is its formal adoption and publication by Scottish Ministers. Due to its advanced stage, the Revised Draft NPF4 is now considered to be a material consideration in the determination of this application. The Revised Draft NPF4 (8 November 2022) advises that the policy intent is to promote and facilitate developments that promote walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. Investment in transport infrastructure should support connectivity and reflect place based approaches and local living. More, better, safer, and more inclusive active and sustainable travel opportunities are encouraged. Developments should be in locations which support sustainable travel. As NPF4 has not completed its parliamentary process, only limited weight can be attached to it. Nevertheless, it is a material consideration in the determination of this application.

3.3 **Planning Background**

- 3.3.1 Planning Applications CL/05/0749 and CL/07/0736 for dwellinghouse (Outline) were refused in February 2006 and June 2007 respectively.

4 **Consultation(s)**

- 4.1 **Network Rail** - No objection/comments to this application.
Response: Noted.
- 4.2 **West of Scotland Archaeology Service** – In terms of the current application, the removal of the standing building is not considered to raise a particular archaeological issue, as it did not appear on either the 1st or 2nd edition OS maps, indicating that it is likely to be of 20th century date. The proposal would also see the removal of a section of the former track bed, however, as this is a linear feature, the removal of a small section of it would not represent a major loss. Aware that buildings already overlie the route of the former branch line in the area to the west. This would leave the issue of the removal of the derelict railway bridge. This is obviously a visible element of the local historic environment, and as such, it would ideally be retained. However, given its nature and date of construction, the bridge is not of such importance as would lead to advice that planning permission should be refused to secure its continued survival. Instead, advise that if the Council is minded to grant consent for the removal of the bridge and the subsequent development of the plot, a condition should be attached requiring an archaeological standing building survey of the extant structures.

Response: Noted. The recommended condition will be attached if consent is granted.

4.3 **Symington Community Council** – No response received to date.

Response: Noted.

4.4 **Countryside and Greenspace** - It is acknowledged that the applicant recognises the need to replace the western path link lost with the proposed works but there is no detail on specification other than width. The verge and proposed alignment of path do not appear to be in ownership of the applicant and if so the Council's Roads and Transportation Services would need to be consulted. The proposed roadside path if on the Council's Roads and Transportation Services' property will need to be constructed to adoptable standards. If the proposed path is contiguous with the public road it will need a bound surface of bitmac construction otherwise it will degrade very quickly due to the proximity of the road and effects of vehicular traffic. If a path of unbound surface is proposed, then it would need to be separated from the vehicular carriageway. The 2m width is acceptable. Again, consultation with the Council's Roads and Transportation Services is required. The path width of the 'Proposed 1200mm pedestrian access track to connect to the existing nature walk' should be increased to 1500mm minimum to allow comfortable passage of two-way users in what may be a narrow, enclosed corridor. Unbound surface construction would be acceptable.

Response: Revised drawings have been submitted which address these issues. Roads and Transportation Services who were also consulted are satisfied with the revised footpath and access details subject to recommended conditions.

4.5 **Roads Development Management** - The railway bridge which is to be dismantled connects to the wider core path which currently runs to the rear of the site. The removal of the railway bridge and core path to the rear of the site will be acceptable provided the footway along the frontage of the development is a minimum of 3m in width and the internal connection which connects this footway back to the core path is also 3m in width. The proposed footway along the A72 will end at the access to the existing properties off Biggar Road. To the west of this access there is a footway, however, this is segregated by a grass verge and the applicant should therefore ensure a connection is provided at this point in the form of a drop kerb pedestrian crossing over the access road. Land Services should be consulted due to the proposed re-routing of the core path. It may be necessary to stop up the footpath. In conclusion there are no objections subject to conditions covering visibility, footpaths, driveways, parking, access, and traffic management.

Response: The affected footpath is not identified as a Core Path or Right of Way and is not in public ownership. The Access Officer has no objection subject to minor alterations which have been addressed by the submission of amended plans. Although a small section of the path will be removed, a satisfactory diverted route along the site frontage and eastern boundary will be laid out, joining the remaining path to the north east, where the rest of the route will be uninterrupted. The alternative path route will be 3m in width as recommended. Recommended conditions will be attached, if consent is granted.

4.6 **Environmental Services** - No objection subject to a condition covering restricted times for audible construction noise and informatives on demolition and construction, asbestos, and contaminants.

Response: The recommended condition and informatives will be attached, if consent is granted.

- 4.7 **Scottish Water** - There is sufficient capacity at the Coulter Water Treatment Works and Symington Waste Water Treatment works. For reasons of sustainability and to protect their customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into their combined sewer system. There may be limited exceptional circumstances where they would allow such a connection for brownfield sites only, however, this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges. In order to avoid costs and delays where a surface water discharge to their combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. They will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

Response: Noted. If consent is granted a condition will be attached requiring confirmation from Scottish Water that they are willing to accept drainage discharge into their system, in the event that such a connection is required.

- 4.8 **SP Energy Networks** - A map has been submitted detailing infrastructure within the vicinity of the site. This shows underground cables running along the front of the western section of the site and linking into properties to the west of the site (numbers 69 and 69a Biggar Road).

Response: Only the new footpath link could potentially affect these cables. A condition has been attached requiring deviation or reinstatement of statutory undertakers' infrastructure at the developer's expense if these cables have to be removed to accommodate the development.

- 4.9 **Transco** - Have outlined safety procedures and submitted a map which shows no gas infrastructure within the site area.

Response: Noted. If consent is granted, as a precaution an informative will be attached setting down safety procedures to undertake prior to the commencement of construction.

- 4.10 **Roads Flood Risk Management** - No objection subject to the development being served by an appropriate sustainable drainage system, designed in accordance with the Council's developer design guidance and accompanied by completed self-certificates contained within appendices C, D and E.

Response: Noted. If consent is granted, a condition will be attached requiring the submission and approval of drainage details and the implementation of the approved drainage prior to the occupation of the approved dwellings.

- 4.11 **SGN Use** - No response received to date.

Response: Noted – See summary of response from and to Transco above.

- 4.12 **British Telecom** - No response to date.

Response: Overhead wires cross the western section of the site, and it is assumed, taking account of Scottish Power and Transco responses above, that these are telephone wires. If consent is granted, a condition will be attached requiring the diversion of infrastructure at the applicant's expense.

5 Representation(s)

5.1 In response to the carrying out of neighbour notification and the advertisement of the application in the local press for non-notification of neighbours, 6 letters of objection have been received. The issues raised are summarised below:-

a) The application is on Green Belt and if allowed would encourage further sporadic development or extensions to the village boundary.

Response: The site is located within the designated Rural Area where Policy GBRA7 – Small Scale Settlement Extensions allows for sensitive and proportionate expansions of existing settlements.

b) The original existing building does not have planning permission and so would be sporadic development.

Response: The existing agricultural building on site is subject of an approved Prior Notification.

c) The proposed development would break the existing local plan boundary of the village.

Response: See point a) above.

d) The entrance is more or less opposite number 89 which if both were existing could cause a problem to both driveways and other motorists.

Response: The property opposite is in fact number 68 Biggar Road, not number 89. In their consultation response, Roads and Transportation Services have not raised any public or traffic safety concerns.

e) The current site and existing bridge is used by many walkers and if this development was granted would reduce the green space that the local community enjoy at the moment.

Response: A diverted footpath will be created which does not significantly extend the length of the existing route or inconvenience walkers. The railway solum is over grown with self seeded scrub and currently the steep embankment and overgrowth is an impediment to easy access – nor does the former railway form a linear footpath route. The dilapidated agricultural building detracts from the character and its removal will result in improvements to the visual and rural amenity. Additional tree planting will enhance the landscape character. Therefore, on balance there will be no overall loss or deterioration of the amenity currently enjoyed.

f) There is a long standing problem with regard to this site which has never had any Planning Permission granted.

Response: The proposal has been assessed on its individual merits, taking account of relevant policies in the adopted Local Plan.

g) There are severe contamination issues due to part of this site being on an old railway line. There is also a risk of methane gas associated with the contamination of the old railway line.

Response: In their consultation response, Environmental Services have not objected nor raised concerns about methane gas. However, they have recommended an informative advising as follows: 'Although the proposed development area is not on the Council's prioritised list of potentially contaminated land sites, it is recommended that an Action Plan is prepared in advance of works commencing, to guide staff in the event that any contamination is encountered during construction'. This Plan will require the Planning Authority

to be advised immediately if contamination is suspected'. This informative will be attached, if consent is granted.

h) The wildlife that enjoys the area should be considered such as rabbits, bats and other pond life such as newts.

Response: The site is not a protected habitat, nor does it have any special biodiversity qualities. The trees on site do not appear suitable for roosting bats. The nearest pond is 100m to the south and in between is a busy road corridor, presenting a significant obstacle to migrating amphibians. Rabbits are not a threatened species and there is spacious surrounding countryside, where they can revert to, in the event of displacement, if indeed they are on the site. There is no evidence of badger sets or badger activity, however, if consent is granted, a pre-commencement condition requiring a badger survey will be attached as a precautionary measure. Also, an informative will be attached which states: 'Should a bat roost be found during construction/demolition, then the roost must not be disturbed and an appropriate licence should be obtained from the Scottish Government as early as possible and before work proceeds'.

i) There has been flooding issues in this part of Biggar Road in part because of drainage issues.

Response: In their consultation response the Flood Unit have not objected subject to a condition requiring the installation of a suitably designed Sustainable Urban Drainage System (SUDS) to control surface water runoff from the site. The recommended condition has been attached. The SEPA 1:200 year flood map shows low/medium flooding on parts of Biggar Road, however, the extent of this flooding does not directly affect the development site other than the edge of the existing path to the railway bridge further to the west – a new path will be constructed along the verge, however, that won't materially change the existing land use or cause flood displacement.

j) There is also a drain on the current infrastructure water, drainage etc.

Response: If Committee grant planning permission, a SUDS condition will be attached to address any drainage issues. Another condition requires the developer to take responsibility for the diversion of any infrastructure.

k) There are powerlines and telephone lines etc on this site which covers neighbouring properties.

Response: Existing infrastructure on site is not an impediment to granting planning permission. Relocation of existing infrastructure is the responsibility of the developer and that can be addressed by a suitably worded condition.

l) Consideration should be taken into account with regard to the history of the site and the village to see if there has been any finds of items of archaeological interest and if there were any old Roman camps or trails in this area.

Response: The West of Scotland Archaeological Service have not objected subject to a condition requiring an archaeological survey carried out to ensure an adequate record of the bridge before its removal. No other archaeological issues were raised in their consultation response.

m) South Lanarkshire have allowed this site to have an illegal building and caravan on site for a number of years and should have taken action to have this removed as it has been an eyesore and a source of rodent infestation. Rather than grant permission the owner should be issued with a notice to remove all structures and the old caravan and clean up the site.

Response: The building on site has been the subject of an approved Prior Notification for an agricultural building albeit it is in a dilapidated condition. The caravan has been abandoned and vandalised to such an extent it is now an eyesore. A condition has been attached requiring the removal of this caravan prior to the commencement of works on site. The agricultural building will inevitably have to be removed to facilitate the development. Environmental Health have separate legislative powers to deal with pest nuisance. An informative has been attached which states: 'The applicant is advised that adequate pest control measures should be employed to ensure that any demolition and/or associated ground works occurring as part of this development do not give rise to increased pest activities'.

- n) Living directly opposite this proposed site may compromise road safety as objector tries to exit and enter driveway.**

Response: The properties opposite and the access into the proposed development fall within the 30mph speed limit zone. Roads and Transportation Services have not objected subject to conditions.

- o) The old bridge is part of a road used for decades by many villagers to access Camp Road and a Right of Way over Annieston Farm to Thankerton, not then having to a walk along the very busy A72 with no pavement.**

Response: There is no record of a registered Right of Way along the access to Annieston Farm, notwithstanding this, the section of the route from Symington, affected by the development, will be diverted via a footpath alongside the A72, laid out to a specification acceptable to Roads and Transportation Services, before continuing along a new built footpath following the eastern boundary of the site where it rejoins to route to Annieston Farm.

- p) Loss of public path which used to be an access path to Annieston Farm. When the owners of the farm applied to straighten the road to its current junction one of the conditions was that the existing road be left as a public pathway. To grant the application would mean the Council ignoring its own conditions.**

Response: The route will be diverted to accommodate the development otherwise an uninterrupted, continuous route from Symington to the access road to Annieston Farm shall be retained. The section of footpath to be diverted is owned by the applicant.

- q) The former railway bridge is not derelict and there is no need to demolish it. While it is never going to be a working railway bridge again, it is part of the built heritage and history of Symington and its unnecessary removal is nothing short of vandalism.**

Response: The bridge is simple in appearance and does not constitute a significant or unique work of civil engineering. It is not a designated Listed Building or a Scheduled Ancient Monument and the West of Scotland Archaeology Service has not objected to its removal. The bridge although interesting is not of sufficient worth to justify refusing the application in the interests of preserving built heritage. The bridge is owned by the applicant who is presumably responsible for its continuing maintenance. There does not appear to be any campaign or request for the bridge to be taken into community or public ownership.

- r) **The destruction and removal of mature trees adjacent to Biggar Road, including native species along with the habitat they provide, is completely unnecessary as their removal is to make way for a footpath which is already existing and utilising the bridge.**

Response: The loss of these trees is regrettable, however, after inspection, none of them individually or as a group are of particular merit or value. The applicant proposes significant compensatory tree planting along the edge of the new path and in the paddock adjoining the eastern boundary of the site.

- s) **The proposal would breach the firm boundary definition provided by the railway bridge.**

Response: On the southside of Biggar Road the settlement boundary extends further eastward beyond the location of the bridge over the now dismantled railway. A new defensible boundary will be created with the establishment of a shelter belt adjacent to the eastern boundary of the site.

- t) **The proposal does not involve a gap site or infill site and would lead to ribbon development.**

Response: The proposal is assessed as being acceptable under the terms of Policy GBRA7 – Small Scale Settlement Extensions.

- u) **The removal of the railway bridge, roadside bank and existing pathway on the western end of the plan would have a significant erosive effect on the scenic quality of the area caused by the extension of the development into the countryside as this requires the removal of several trees including Scots Pine. This vegetation contributes to the attractiveness of the village entrance.**

Response: See point r) above.

- v) **The railway bridge is a claimed Right of Way.**

Response: There is no record of a registered Right of Way over the railway bridge. The Council Access Officer has not objected to its removal.

- w) **The bank on the northwest side of the path up to the bridge is inside the objector's boundary and its removal will significantly impact upon the objector's land and will necessitate the removal of trees within.**

Response: The applicant asserts that the existing bridge is within her sole ownership, as indicated on the title deed plan, submitted as supporting information. There is no proposal to alter the bank to the north west of the bridge path in anyway.

- x) **There is no indication on the plans of how the boundary with the objector's property will be landscaped other than the roadside footpath and tree and vegetation removed. Responsibility for maintenance of such significant landscaping will lead to the on-going responsibility of the developer's and successive owners.**

Response: Revised plans have been submitted detailing additional tree planting alongside the roadside footpath. If approval is granted, a condition would be attached requiring the submission and approval of a maintenance regime for the tree planting scheme.

y) **The infill of the land on the development site will cause a disparity with the height of the objector's land which will remain as ex railway line at much lower level. The impact on the water table may affect flooding issues.**

Response: Cross sections supplied show that infilling of the track will only result in a moderate rise in ground levels from that existing. Most reprofiling relates to the embankment on the northside of the railway line. A condition has been attached requiring the installation of adequate drainage.

z) **The five bedroom houses do not provide a compelling reason to make an exception to the local development plan as they would not make a contribution to affordable housing for local residents with modest incomes.**

Response: The planning assessment concludes that the proposal complies with the adopted Local Plan therefore no exception has been made. The scale of the development is too small to require the inclusion of or contribution towards affordable housing.

aa) **Access to and/or parking for the building by construction or workers' vehicles should not be made from or in front of 69/69A Biggar Road due to the substandard visibility at this place.**

Response: A condition has been attached requiring the submission and approval of a Traffic Management Plan detailing access and parking arrangements. The Traffic Management Plan will only be approved if it can satisfactorily demonstrate that public and traffic safety will not be compromised.

bb) **The objector has a right of access along Annieston farm road.**

Response: This is a separate legal matter which is not relevant to the planning assessment of the proposal. Indeed, it is well established that the planning process does not exist to duplicate other legal provisions. Notwithstanding this the applicant has checked titled deeds and asserts that there is no reference to a legal right of access along the section of the access which will be removed. The access to Annieston farm will not be affected.

cc) **The railway bridge is not derelict, it is well used by members of the public and provides a safe pedestrian and cycle access for adults and children into Symington. There is no pavement from the bottom of the farm road into Symington and it would represent an unacceptable risk to pedestrian safety.**

Response: The access and railway bridge are not maintained by the local authority or any other third party. The diverted access will provide a safe pedestrian route which connects onto Annieston farm road.

dd) **There is no reason to demolish the bridge, it is an obvious attempt to restrict public access and would be a contravention of the Right to Roam legislation.**

Response: Without a maintenance regime the bridge will deteriorate eventually leaving it in an unsafe condition. A suitable and safe alternative access route will be formed, with negligible inconvenience to the user. There will be no contravention of the Right to Roam legislation.

ee) **The route is still viable as light road access when the end of the farm road is blocked by roadworks and amenities works.**

Response: Due to the lack of maintenance the access is not suitable for light vehicle use nor is there a right of access to Annieston farm road via the railway bridge.

5.2 These letters are available for inspection on the planning portal.

6 Assessment and Conclusions

6.1 The determining issues in the consideration of this application are its compliance with Government Guidance and the adopted South Lanarkshire Local Plan 2.

6.2 The Scottish Planning Policy (SPP) states that the planning system should in all rural and island areas promote a pattern of development that is appropriate to the character of the area and the challenges it faces and encourage rural development that supports prosperous and sustainable communities and businesses whilst protecting and enhancing environmental quality. In this instance, it is considered that the proposed development is consistent with the SPP in that it can integrate with and round off the settlement edge of Symington, re-use brownfield land and avoid adverse environmental impacts. The proposal, if approved, would help meet demand for good quality housing at a scale proportionate to the settlement size.

6.3 This application has been resubmitted following deferral from the previous Planning Committee on 22 November 2022. Members at the November Committee meeting had raised issues about development of a section of former railway track and whether the proposal was compliant with national planning policy in respect of preserving former railway tracks in case there is demonstrable demand in the future to justify re-opening for rail travel or whether the route could be re-used for an alternative transport route such as a cycleway. The application was deferred to enable time to consider these issues and elaborate on findings in an updated report to be presented to the next available Committee.

6.4 The SPP refers to the reasonable prospect of a disused railway being reused as a rail route. In that respect, the site must be looked at in the context of its surroundings and what remains of the original rail track. To the northwest of the site the original route of the track would have followed what is the current northern boundary of Symington until joining what is the existing west coast railway line. However, over time visible evidence of the section of the former railway track from the western edge of the application site to where it would have merged onto the west coast railway line has largely disappeared because it has either been absorbed into garden ground or been built upon. To reinstate the line would result in existing buildings having to be demolished or, if not, the very proximity of a railway to dwellings would render them uninhabitable because of associated noise and vibration caused by trains travelling along the tracks. Then consideration would have to be given to the investment, engineering difficulties and disruption that would inevitably arise from re-joining a reinstated route onto an existing railway line. The disused track forms part of the former Symington/Biggar to Peebles railway. The route to the east of the application site is visibly discernible, however, the viaduct over the river Clyde has now been removed and most of the route within Biggar town, including the former railway station, has been redeveloped. Also, a new road to Annieston Farm to the east of the application site has been formed across the solum presenting another obstacle. Notwithstanding the above, the UK Levelling Up Fund was announced at the 2020 UK Spending Review. The Fund focuses on capital investment in local infrastructure and prioritises regeneration and growth in places of need and areas of low productivity and connectivity. South Lanarkshire Council, in partnership with Scottish Borders and Dumfries and Galloway Councils, have prepared a bid for future funding to develop the Clydesdale Way which extends for 239km connecting walking and cycle links with neighbouring authorities and beyond. As part of this bid, the section of former railway between Symington and Biggar is proposed to be constructed to a cycleway. This is likely to be a long-term

project and there is no current funding commitment, however, the proposed development would not obstruct the proposed routing of the cycleway. During the November Committee, reference was made to routes in the recent past which have been re-opened such as the Airdrie-Bathgate, Larkhall-Hamilton and Edinburgh-Borders links, however, circumstances in these instances are not comparable when considering concentrations of economic activity, higher population densities, commuting travel demand or, in the case of the Borders, distance from major conurbations. In the Local Plan proposal map a provisional site for a new station stop (aspirational site currently being investigated) for Symington on the west coastline has been identified on the far southwestern side of Symington, approximately 1km from the application site. This project has been under consideration for over 20 years, however, to date no funding commitment has been earmarked – in view of this lack of progress towards establishing a railway station on an existing line renders the possibility of a reinstatement of a disused line, between Biggar and Symington in the near to medium future even more unlikely. Even if re-opening was to be considered in the future, involving creation of new viaducts and bridges and associated infrastructure, the likely scenario is that a new station for Biggar on the western edge of the town would be required and for Symington there is sufficient undeveloped greenfield land to the north of the application site, allowing space for the route to be realigned, a more likely option given the proximity of dwellings along the original route.

- 6.5 During the November Committee meeting reference was made to a proposed cycleway which may use the route of the old railway track, however, a cycleway is unlikely to continue past the application site along the northern boundary of Symington as, in this locality, signs of the rail track have been erased having been absorbed into garden ground or built upon, then further to the north west is the major impediment of the west coast railway, requiring significant resource allocation to create a tunnel under or bridge over the railway, an investment which would be difficult to support in light of other pressing priorities. A cycleway when reaching the eastern edge of Symington could avoid these difficulties by continuing along Biggar Road through the town and then connecting into another cycleway further to the west.
- 6.6 SPP refers to the reasonable prospect of disused railway lines being reused and the Planning (Scotland) Act 2019 advises on the desirability of preserving disused railway lines for future, possible transport requirements, however, it does not advocate preservation in situ and a blanket ban on all development of former railway infrastructure without taking account of particular circumstances pertaining to the development site and its surroundings. It would seem disproportionate, unreasonable, and unfair on the applicant to refuse the application on the remote possibility that the full extent of the original route will be required for a reinstated railway sometime in the future, irrespective of how ground conditions have changed, and Symington has evolved since the line closed. The Draft Revised NPF4 does not include the desirability of preserving disused railway lines for future needs as a policy intent, however, after the consultative period has ended, the Finalised NPF4, to be approved by the Scottish Parliament may include reference to disused railway lines in the subject matter. The Revised Draft NPF4 does strongly encourage sustainable travel which can be in various forms. There is a possibility in the future that bus routes between Biggar and Lanark via Symington could use electric or hydrogen fuel buses and considering local demand and resource implications that might be a preferred public transport alternative to the huge commitment involved in reopening an old, disused railway line where original bridges have been removed and parts of the solum have already been developed for other uses – such a bus service could

stop at a park and ride attached to the proposed railway station referred to in paragraph 6.4 above.

- 6.7 Development Plan 2 specifies that within the Rural Area the aim is to protect the amenity of the countryside while at the same time, support small scale development in the right places that is appropriate in land use terms and is of a high environmental quality that will support the needs of communities. It functions primarily for agriculture, forestry, recreation and other uses appropriate to the countryside. Development which does not need to be in the countryside will be expected to be accommodated within the settlements identified on the proposals map. Isolated and sporadic development will not be supported. There are a number of instances where small scale residential development could be acceptable including redevelopment of previously developed land, gap site development, consolidation of building groups and proportionate expansion of settlements. In this case the relevant policy is Policy 'GBRA7 Small Scale Settlement Extensions' which states that within the Rural Area proposals for new houses on sites adjoining existing settlements will be required to meet the following criteria:-
1. The development shall round off the existing built form of the settlement and maintain a defensible settlement boundary. This should be achieved through the retention or enhancement of existing features or by additional structural planting.
 2. The proposals shall respect the specific local character and the existing pattern of development within the settlement. The development should be of a scale proportionate to the size of the existing settlement.
 3. The location, siting and design of the new house(s) shall meet existing rural design policy and guidance as set out in Policy GBRA1 and in supporting planning guidance.
- 6.8 The site is located at the southeastern edge of Symington – it is bounded to the west by dwellings in the settlement boundary and also to the south, on the farside of Biggar Road, by detached dwellings within the settlement boundary. In considering the shape of the settlement boundary in this location, where the boundary to the south runs beyond the eastern extremity of the site, the proposal, in such circumstances represents a logical rounding off of the settlement edge. The proposal is small scale and proportionate to the settlement size of Symington. The proposed dwellings will front onto Biggar Road, reflecting the development pattern aligning Biggar Road to the west and south. The proposed shelter belt planting along the eastern boundary will create a definitive and defensible boundary. Therefore, it is considered that from a land use perspective the proposal is acceptable and accords with Policies 4 and GBRA7.
- 6.9 The proposed development has also been considered against Policies 5 'Development Management and Place Making' and GBRA1 'Rural Design and Development'. Proposals should not have a significant adverse impact on the local area and address the six qualities of placemaking. In addition, any new development must relate satisfactorily to adjacent and surrounding development in terms of scale, massing, materials and intensity of use. Proposed developments shall be well related to locally traditional patterns of scale and shall avoid the introduction of suburban-style developments into the rural environment. Proposals specifically for residential development should not be isolated or sporadic. The character and amenity of the area must not be impaired by reason of traffic generation, parking, overshadowing, overlooking or visual intrusion. Development proposals shall incorporate suitable boundary treatment and landscaping proposals to minimise the visual impact of the development on the surrounding landscape. Existing trees,

woodland and boundary features such as beech and hawthorn hedgerows and stone dykes, shall be retained on site. Proposals shall be readily served by all necessary infrastructure. Proposals shall have no unacceptable significant adverse impact on the natural and historic environment and no adverse effect on the integrity of Natura 2000 sites.

- 6.10 The application site relates to a dismantled railway, railway bridge, footpath and paddock with dilapidated agricultural shed which structurally is falling apart – beside this building is an abandoned caravan. There has already been a history of development along the former railway to the west of the site and, therefore, the opportunity for a continuous transport corridor or footway has been lost. The railway bridge which will be removed is not visually distinctive or of historic or engineering relevance whereby its preservation is important to the local heritage. The existing building and abandoned caravan are an eyesore which detracts from the entrance into the village therefore the redevelopment of this brownfield site is a positive opportunity to replace a sense of dereliction with a small scale residential development at the settlement edge. Although trees will be felled to accommodate the development, adequate compensatory planting is proposed. No important landscape features will be lost, and the proposal will not have a significant impact upon protected habitats or species – as a precaution a condition requiring a badger survey has been applied. Suitable parking has been provided and Roads and Transportation Services in their consultation response have not raised any traffic or public safety issues. There are no infrastructure constraints. The proposed dwellings will integrate successfully into the settlement edge of Symington. It is a good quality design, sensitive to the rural character and will be finished in render and slate (or slate substitute). The plots and garden sizes reflect the average for the area and accord with the Residential and Rural Development Guides. In consideration the proposal is an appropriate form and scale of development for this location and therefore complies with Policies 5 and GBRA1.
- 6.11 Policy 2 ‘Climate Change’ 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. To help meet government targets on climate change the need for development to be served by renewable energy sources and electric vehicle recharging infrastructure are highlighted.
- 6.12 If Committee grant Planning Permission, conditions will be attached requiring renewable energy, electrical vehicle recharging points and tree planting. There is no evidence that the site is at risk from flooding and a condition would be applied requiring the installation of an approved Sustainable Urban Drainage System. The proposed development is consistent with Policy 2.
- 6.13 Policy 14 – Natural and Historic Environment states that the Council will assess all development proposals in terms of their impact on the natural and historic environment, including landscape. The Council will seek to protect important natural and historic sites and features from adverse impacts resulting from development, including cumulative impacts. Category 3 areas include Special Landscape Areas where development which would have a significant adverse impact following the implementation of mitigation measures will only be permitted where the effects are outweighed by significant social or economic benefits. Policy NHE16 – Landscape advises that development proposals within Special Landscape Areas will only be permitted where they can be accommodated without having an unacceptable significant adverse effect on the landscape character, scenic interest and special qualities and features for which the area has been designated. All proposed development should take into account the detailed guidance contained in the South Lanarkshire Landscape Character Assessment 2010.

- 6.14 The site falls within the Broad Valley Upland Landscape type where the consolidation of smaller rural settlements is favoured over incremental residential development in open countryside. Another aim is to conserve natural river landscapes by discouraging schemes which introduce engineered features or structures. The design has been influenced by traditional rural architecture and the minor infilling of a former railway line cannot be described as an engineered feature - the development will sensitively integrate into its setting consolidating the northeast edge of Symington. No features which make a significant contribution to the landscape character of the area will be affected. Some scrub and a group of medium mature trees along the frontage will be removed to accommodate the development, however, the removed trees will be replaced by additional tree planting to the west and east of the site. In considering the above, the proposal complies with policies 14 and NHE16.
- 6.15 Policy 15 – Travel and Transport states that existing walking and cycling routes, including former railway lines will be safeguarded and enhanced where appropriate. The loss of these routes will only be acceptable where compensatory replacement can be provided.
- 6.16 A section of an existing footway including a railway crossing bridge will be removed, however, an acceptable and safe alternative diverted route will be provided thereby ensuring a continuous, uninterrupted route. The diversion is minor in nature and will not result in any inconvenience or a significant extension in the length of the route. Therefore, the proposal is consistent with the terms of Policy 15.
- 6.17 Overall, the proposed layout, design, location and impact of the development on the surrounding amenity is considered to be acceptable. 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 amenity, the setting of Symington or landscape character and raises no road safety concerns. The development complies with Policies 2, 4, 5, 14, 15, GBRA1, GBRA7 and NHE16 of the adopted South Lanarkshire Local Development Plan 2 together with the relevant Supplementary Guidance.

David Booth

Executive Director (Community and Enterprise Resources)

Date: 16 January 2023

Previous references

- ◆ CL/05/0749 – Clydesdale Area Committee - 14 February 2006
- ◆ CL/07/0736
- ◆ P/22/0771 – Planning Committee - 22 November 2022

List of background papers

- ▶ Application form
- ▶ Application plans
- ▶ South Lanarkshire Local Development Plan 2 (adopted 2021)
- ▶ Neighbour notification letter dated

► Consultations	
Network Rail	06.06.2022
West of Scotland Archaeology Service	15.06.2022
Symington Community Council	
Countryside and Greenspace	01.06.2022
Roads Development Management Team	28.09.2022
Environmental Services	26.08.2022
Scottish Water	06.06.2022
SP Energy Networks	09.09.2022
BT Cellnet	
TRANSCO	
Roads Flood Risk Management	09.09.2022
SGN Use	
British Telecom	

► Representations	Dated:
Mr Eamonn Courtney, Woodemailing House, 66 Biggar Road, Symington, Biggar, ML12 6FT	13.06.2022
Julian and Karen Dow, 69 Biggar Road, Symington, Biggar, ML12 6FT	22.06.2022
Linda Garrish, 69A Biggar Road, Symington, Biggar, ML12 6FT	27.06.2022
Mrs Sheena Carlyle, 68 Biggar Road, Symington, Biggar, Lanarkshire, ML12 6FT	15.06.2022
Mr Robin Thompson, Annieston Farm, Symington, Biggar, ML12 6LQ	29.10.2022 29.10.2022
Mr F Thompson, Annieston Farm House, Symington, Biggar, ML12 6LQ	27.10.2022 27.10.2022

Contact for further information

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

Ian Hamilton, Planning Officer, Floor 6, Council Offices, Almada Street, Hamilton, ML3 0AA
 Phone: 07551 845 733
 Email: ian.hamilton@southlanarkshire.gov.uk

Detailed planning application

Paper apart – Application number: P/22/0771

Conditions and reasons

01. 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.

02. That the roof of the dwellings, hereby approved, shall be clad externally in natural slate or a slate substitute which closely resembles slate.

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

03. 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.

04. That before any of the dwellinghouses situated on the site upon which a fence is to be erected is occupied, the fence or wall for which the permission of the Council as Planning Authority has been obtained under the terms of Condition 03, shall be erected and thereafter maintained to the satisfaction of the Council.

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

05. That no trees within the application site shall be lopped, topped, pollarded or felled, or otherwise affected, without the prior written consent of the Council as Planning Authority.

Reason: In the interests of amenity and to ensure the protection and maintenance of the existing trees within the site.

06. Prior to the commencement of the development hereby approved (including any demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Council as Planning Authority. Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) A full specification for the installation of boundary treatment works.

- e) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) A specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- k) Boundary treatments within the RPA
- l) Methodology and detailed assessment of root pruning
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist
- n) Reporting of inspection and supervision
- o) Methods to improve the rooting environment for retained and proposed trees and landscaping
- p) Veteran and ancient tree protection and management.

The development shall thereafter be implemented in strict accordance with the approved details.

Reason: To ensure that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality.

07. Prior to completion of the development, full details of the tree planting scheme, shown on the Block Plan as Proposed (Dr no: AR2118(FS)003 Rev J), shall be submitted to and approved in writing by the Council as Planning Authority. This will include planting and maintenance specifications, including cross-section drawings, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times.
- Any trees that are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works or five years of the carrying out of the tree planting scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season.

Reason: To enhance the natural heritage of the area.

08. That the approved tree planting shall be completed to the satisfaction of the Council as Planning Authority during the first available planting season following occupation of the dwelling 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.

09. That no dwellinghouse shall be occupied until the developer provides a written agreement from Scottish Water that the site can be served by a water and sewerage scheme constructed to the specification and satisfaction of Scottish Water as the Water and Sewerage Authority.

Reason: To ensure that the development is served by an appropriate effluent disposal system and water supply.

10. 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 Developer Design Guidance (May 2020) and shall include the following signed appendices: C 'Sustainable Drainage Design Compliance certificate', D 'Sustainable Drainage Design Independent Check Certificate' and E 'Confirmation of Future Maintenance of Sustainable Drainage Apparatus' . The development shall not be occupied until the surface drainage works have been completed in accordance with the details submitted to and approved in writing 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.

11. Prior to the commencement of works on site, the applicant will require to provide confirmation from Scottish Water that they are willing to accept the drainage discharge and design.

Reason: To ensure that the site will be effectively drained.

12. Prior to development commencing, the developer shall secure the implementation of an archaeological standing building survey of the extant structures, to be carried out by an archaeological organization acceptable to the Planning Authority. The scope of the archaeological standing building survey will be set by the West of Scotland Archaeology Service on behalf of the Planning Authority. The name of the archaeological organization retained by the developer shall be given to the Planning Authority and to the West of Scotland Archaeology Service in writing not less than 14 days before the survey commences. Copies of the resulting survey shall be deposited in the National Record for the Historic Environment Scotland and in the local Historic Environment Record upon completion.

Reason: To ensure that an adequate record of the bridge prior to its removal.

13. That no development shall take place until surveys to determine the presence or absence of badgers within the site and on the land immediately adjacent to the site have been undertaken and submitted to and approved by the Council as Planning Authority. The development shall not begin until any such action as is recommended by these surveys has been implemented and completed in accordance with the agreed details.

Reason: In order to protect badgers.

14. The applicant shall ensure that audible construction activities shall be limited to, Monday to Friday 8.00am to 7.00pm, Saturday 8.00am to 1.00pm and Sunday - No audible activity. No audible activity shall take place during local and national bank holidays - without the prior written approval of the planning authority. Under exceptional conditions the above time restrictions may be further varied subject to written agreement with the council as Planning Authority.

Reason: To minimise noise disturbance to nearby residents.

15. 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.

Reason: In order to retain effective planning control.

16. That unless otherwise agreed in writing, pedestrian access across the former railway bridge and along the northern boundary of the site shall remain unimpeded at all times until the diverted route, detailed on the Black Plan as Proposed (Dr no: AR2118(FS)003 Rev J) has been completed and is available for public use.

Reason: In the interests of public access.

17. That before the development hereby approved is completed or brought into use, a visibility splay of 2.4metres by 60 metres measured from the road channel shall be provided to the left of the vehicular access and a visibility splay of 2.4metres by 43 metres measured from the road channel shall be provided to the right of the vehicular access as indicated in Drawing AR21118(FS) 003 Rev J of the approved plans 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.

18. That all dwellinghouses with garages shall have driveways with a minimum length of 6 metres measured from the heel of the footway/service strip and the first 2 metres of each driveway as measured from the heel of the footpath shall be hard surfaced across its full width to prevent deleterious material being carried onto the road.

Reason: To ensure the provision of adequate on-site parking facilities to reduce the incidence of roadside parking.

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

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

20. That before the development hereby approved is completed or brought into use, the new vehicular access so far as it lies within the boundaries of the road abutting the site, shall be constructed in accordance with the specification of the Council as Roads and Planning Authority.

Reason: In the interests of traffic and public safety.

21. That prior to any works associated with the construction of the development commence a Construction Traffic Management Plan shall be submitted to the Council as Roads and Planning Authority for approval. This should provide details of access and parking provision for staff and visitors, intended working hours, how deliveries of materials will be managed and stored and what wheel washing facilities will be provided to prevent mud being carried on to the adopted road.

Reason: in the interests of traffic and public safety as well as to preserve the amenity of the surrounding area.

22. Prior to the occupation of the dwellings, the developer shall provide a drop kerb pedestrian crossing over the access road to the west of the site to link the proposed footpath with the existing footpath along the A72, to the satisfaction of the Council as Planning and Roads Authority.

Response; In the interests of public safety.

23. Prior to the commencement of development on site, an energy statement covering the new build element of the approved development which demonstrates that on-site zero and low carbon energy technologies contribute at least an extra 10% reduction in CO₂ emissions beyond the 2007 building regulations carbon dioxide emissions standard, shall be submitted to and approved in writing by the Council as Planning Authority. The statement shall include:
 - a) the total predicted energy requirements and CO₂ emissions of the development, clearly illustrating the additional 10% reduction beyond the 2007 building regulations CO₂ standard;
 - b) a schedule of proposed on-site zero and low carbon energy technologies to be included in the development and their respective energy contributions and carbon savings;
 - c) an indication of the location and design of the on-site energy technologies; and
 - d) a maintenance programme for the on-site zero and low carbon energy technologies to be incorporated.

Reason: To secure a reduction in carbon dioxide emissions.

24. That prior to the commencement of works, details and locations of charging points for electrical cars, at a rate of one charging point per house plot, shall be submitted for the written approval of the Council as Planning Authority. Prior to the completion of the development the approved charging points shall be installed, available for use and thereafter maintained and replaced where necessary to the satisfaction of the Council.

Reason: To ensure facilities for recharging electrical cars are available for the use of the residents.

25. Prior to commencement of the development hereby approved, details of measures to facilitate the provision of full fibre broadband to serve the development, including details of appropriate digital infrastructure and a timescale for implementation, shall be submitted to and approved in writing by the Council as Planning Authority, unless otherwise agreed in writing with the applicant. The approved measures shall thereafter be carried out in accordance with the agreed implementation timescale.

Reason: To ensure the provision of digital infrastructure to serve the development.

26. The approved on-site zero and low carbon energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the Council as Planning Authority.

Reason: To secure the timeous implementation of on-site zero and low carbon energy technologies.

27. The development to which this permission relates shall be begun no later than the expiration of three years beginning with the date of grant of this decision notice.

Reason: To comply with Section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended).

28. That before any development commences on site, the existing caravan shall be removed from the site to the satisfaction of the Council as Planning Authority.

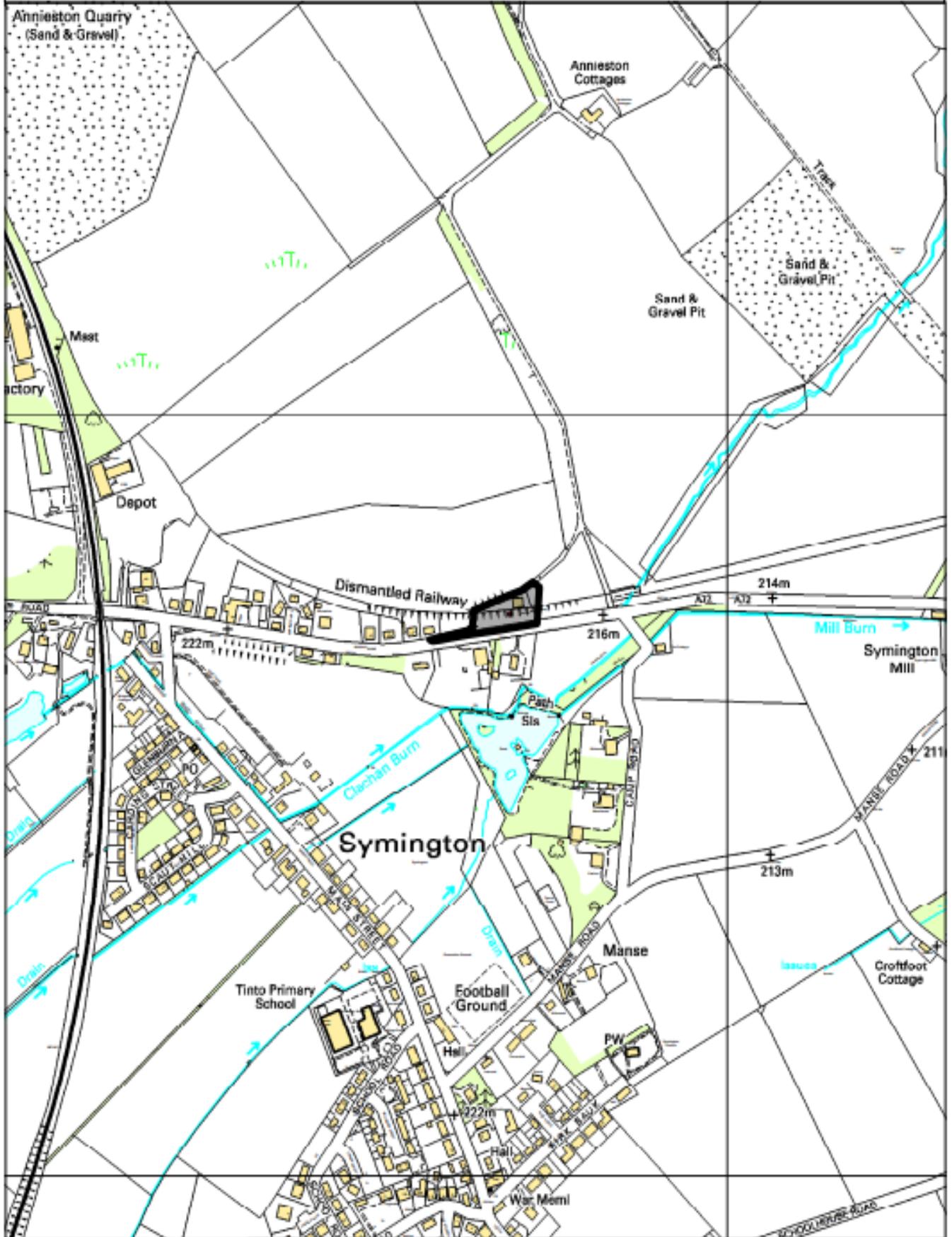
Reason: To ensure the site does not detract from the visual amenity of the surrounding.

29. That prior to any work commencing on the site, a maintenance management schedule for the tree planting scheme approved under the terms of Condition 07 shall be submitted to and approved by the Council as Planning Authority. Thereafter, the landscaping shall be maintained in accordance with the approved management schedule to the satisfaction of the Council.

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

P/22/0771

Land 60M North of 68 Biggar Road, Biggar Road, Symington



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Scale:
1:7,000
Date:
02/11/2022



South Lanarkshire Council
Community and Enterprise Resources
Planning and Economic Development