

Report

Report to:	Planning Committee
Date of Meeting:	11 May 2021
Report by:	Executive Director (Community and Enterprise Resources)

Application no.	P/19/1462
Planning proposal:	Formation of site for 30 residential caravans including access, services and infrastructure to serve plots including three LPG gas tanks and 1.8m firewall

1 Summary application information

Application type: Detailed planning application

Applicant: Mr Andrew Marshall
 Location: Rob Roy Caravan Park
 120 Carlisle Road
 Crawford
 Biggar
 ML12 6TW

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: Dan Clements
- ◆ Council Area/Ward: 03 Clydesdale East
- ◆ Policy Reference(s): Adopted SLDP2: Policy 2 Climate change
 Adopted SLDP2: Policy 3 General Urban Areas and Settlements
 Adopted SLDP2: Policy 5 Development Management and Placemaking

◆ Representation(s):

▶	3	Objection Letters
▶	0	Support Letters
▶	0	Comment Letters

◆ Consultation(s):

Housing Planning Consultations

Education Resources School Modernisation Team

West of Scotland Archaeology Service

SEPA West Region

Transport Scotland

CER Play Provision Community Contribs Judith Gibb

Estates Services - Housing and Technical Resources

Crawford and Elvanfoot Community Council

Roads Development Management Team

Roads Flood Risk Management

Fire Safety Officer

Environmental Services

Scottish Water

Planning Application Report

1 Application Site

- 1.1 The application site (0.94 ha) is currently used as a touring caravan site and lies on the eastern edge of Crawford between Carlisle Road and the A702 within the Crawford settlement boundary. The site comprises a mixture of grass and hardstanding and contains a number of small buildings of varying styles of construction which provide on-site facilities for caravan users. A close boarded timber fence has been erected along the boundary fronting Carlisle Road. Vehicular access is taken from Carlisle Road and within the site there is a circular track serving the caravan pitches. Along the northern boundary is a mature tree belt and a water course and beyond the tree belt are terraced dwellings and a car park. To the west, the site adjoins the embankment of the A702 and to the south, there is a car park and field. To the east is a detached dwelling and the Carlisle Road (the principal route through Crawford) on the other side of which are dwellings and a play area. Topographically, the site slopes in a west/east direction.

2 Proposal(s)

- 2.1 The applicant seeks permission for 30 two bedroom static caravans for permanent residential accommodation, arranged around a new u-shaped access. Each caravan shall have two parking spaces, decking along one side and a grassed area to the side and rear. Plot 1 will be reserved as a marketing suite and site manager's accommodation. In the north east corner adjacent the site entrance there shall be a communal refuse/recycling bins compound, communal parking and an LPG compound containing three LPG gas tanks linked to a pipe network providing a gas supply to each caravan – a 1.8m firewall will be installed along the northern boundary of the LPG compound to protect a neighbouring property. The caravans will be serviced with gas by a pipe network from the LPG compound. Each caravan shall have two parking spaces.
- 2.2 The woodland tree belt along the northern boundary will be maintained for screening and landscape amenity.

3 Background

3.1 Local Plan Status

- 3.1.1 On 17 August 2020, the Directorate for Planning and Environmental Appeals issued its report of the Examination of SLLDP2 and a number of modifications to the plan were recommended. At the Planning Committee on 1 December 2020, members agreed to the approval of all of the modifications, the publication and public deposit of the Plan, as modified and the submission of the Plan to Scottish Ministers. SLLDP2 was formally adopted on 9 April 2021 and now supersedes the former Local Plan. For the purposes of determining planning applications the Council will, therefore, assess proposals against the policies contained within the newly adopted SLLDP2. In this regard, the application site and associated proposal is affected by the following policies contained in SLLDP2: Policies 2 – Climate Change, 3 General Urban Areas and Policy 5 – Development Management and Placemaking.

3.2 Relevant Government Advice/Policy

- 3.2.1 In terms of residential development, SPP advises that the planning system should identify a generous supply of land to support the achievement of housing land requirements and maintaining at least a 5 year supply of land at all times. It should also enable the development of well designed, energy efficient, good quality housing in sustainable locations and focus on the delivery of allocated sites. Consideration should be given to the re-use or re-development of brownfield land before development takes place on greenfield sites.

3.3 **Planning Background**

- 3.3.1 Section 42 approval CL/14/0016 to vary condition 3 of planning application of Planning Permission CL/10/0547 for residential development (Planning Permission in Principle) to extend the time period for the commencement of the development was granted in February 2014 and expired in February 2016. It was identified as a site forming part of the housing supply in the previous Local Plan proposal map.

4 **Consultation(s)**

- 4.1 **SEPA** – The proposal is below the threshold whereby they would provide bespoke advice.

Response: Noted.

- 4.2 **Estates Services** – No objection.

Response: Noted.

- 4.3 **Transport Scotland** – No objection.

Response: Noted.

- 4.4 **WOSAS** – As the site falls with an archaeological sensitive area, normally, they recommend that there should be a prior archaeological evaluation of the application area and that the applicant be asked to secure this and bring forward its results for consideration before the application is determined by the Council, as advised in the guidance set out in Scottish Planning Policy and PAN 2/2011. However, the site is partially disturbed already by existing agricultural and later modern use and the alternative would be to attach a condition requiring a programme of archaeological works.

Response: In view of past ground disturbance, it would seem unreasonable to insist upon prior archaeological investigations, therefore, as an alternative, an appropriately worded condition as recommended by WOSAS will be attached in the event that planning permission is granted.

- 4.5 **Roads and Transportation Services** – No objection subject to conditions covering visibility, access, footway connection and drainage. Sufficient parking spaces have been shown on the plan.

Response: Appropriate conditions shall be attached if planning permission is granted.

- 4.6 **Scottish Water** – There is sufficient capacity at the Daer Water Treatment Works. At time of initial consultation in November 2019, they were unable to confirm capacity at the Crawford Waste Treatment Works, however, after carrying out a review they advised the applicant in December 2020 that there is now sufficient capacity. There are no issues currently identified within their water and/or wastewater network that would adversely affect the demands of this development. The proposal potentially impacts upon existing Scottish Water infrastructure within the site which may have to be relocated. 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.

Response: Noted. Surface water will be dealt with by a sustainable urban drainage system (SUDS) and a condition has been attached requiring the approval of the drainage design. If permission is granted, informatives will be attached to the Decision Notice advising that responsibility for diversion of infrastructure rests with the applicant and that they should make direct contact with Scottish Water.

- 4.7 **Flood Unit** – No objection subject to conditions covering SUDS and flood assessment.

Response: Appropriate conditions have been attached.

- 4.8 **Environmental Services** – No objection subject to compliance with Caravan Sites and Control of Development Act 1960 and the Licensing of Relevant Permanent Sites (Scotland) Regulations 2016. Prior to the development becoming occupied as a commercial caravan site, the relevant site licence shall be obtained. The applicant shall contact Environmental Services at an early stage of the project, to ensure compliance with current legislation. The general arrangements for the site and, in particular, the density and spacing shall comply with the current Mobile homes: model standards for residential site licenses. This shall be assessed within the licensing process.

Response: If consent is granted, a condition will be attached to ensure a site licence is obtained.

- 4.9 **Education Resources** – Have confirmed that they will not be looking for a contribution in this instance.

Response: Noted.

- 4.10 **CER Play Provision Community** – No response to date.

Response: Noted. There are play areas and amenity space in close proximity to the site and countryside walks are easily accessed. A static caravan park for permanent residential occupation is an unconventional and a relatively rare form of residential development, likely to be occupied by retired individuals or couples, therefore, because of the nature and scale of the development, the normal standards for conventional housing in respect of amenity provision and contributions for off site community facilities would not apply in this case.

- 4.11 **Housing** – no response to date.

Response: Noted. Static caravans would, in most cases, be below the average cost of solid constructed housing, thereby, falling within the definition of affordability. In these circumstances, a contribution towards, or on site provision of affordable housing would be deemed to be unnecessary.

- 4.12 **Crawford and Elvanfoot Community Council** – No response to date.

Response: There has been relatively little feedback from the community in general on this proposal.

- 4.13 **Fire Safety Officer** – No response to date.

Response: Issues relating to fire safety would be covered by the caravan site licence which are determined under separate legislation by Environmental Services.

5 Representation(s)

- 5.1 Following the carrying out of statutory neighbour and the advertisement of the application in the Lanark Gazette for the non-notification of neighbours, 3 letters of objection (two from the same objector) were received. The issues raised are summarised as follows:-

- a) **The 30 residential caravans that are to be parked at this location will create a fire hazard to the community and also with this comes 30 Butane Gas bottles which pose a serious hazard (Gas Safety Installation and Use Regulations 1998).**

Response: Rather than having a gas container per caravan, gas will be piped to the caravans from 3 communal LPG tanks. The Licensing of Relevant Permanent Sites (Scotland) Regulations 2016 covers fire safety – the applicant would have to apply for a licence from Environmental Services in respect of the aforesaid Regulations.

- b) **Roads, Gateways and Traffic Routes onto the Infrastructure, given the size of the plan and the amount of traffic that will be generated. The entering and egressing of this campsite will create a hazard not only to the local community but to the local school too which is located no more than 200 yards away. Also large vans and industrial machinery will be used at all times of the day and night and this will affect the local community who are going to be most affected by this development.**

Response: In their consultation response, Roads and Transportation Services have not raised any road or public safety concerns. The proposal is for permanent residential accommodation so it is unlikely that large vans and industrial machinery would use the site at all times of the day and night, other than during the construction phase of the development.

- c) **Amenity and Privacy of the Caravans. With so many caravans in such a small space, has planning taken into consideration that each unit should be at least 6 metres apart and also any fire regulations.**

Response: Due to the uniqueness of a static caravan site, the normal standards for permanent conventional housing would not apply. The distance between the side elevations of the caravans is 6.0m, however, in the central bays, the distance between the rear elevations is 5.820, which is just short of 6.0m. Fire regulations are dealt with by separate legislation.

- d) **If this site is approved have they appropriate Public Liabilities Insurance if there were to be any instances of fire or any other chemical spill or spoil that is left on the site?**

Response: This is a matter which falls outwith the planning remit and would be dealt with by separate legislation.

- e) **The proposal for a residential caravan park will appear out of character with the existing residential properties within this area. There has been for the last 5 years a peaceful outlook onto fields and meadows and this will be an eyesore for the community and will generate numerous complaints from the locals no doubt. Also, without doubt that this site will be used for the Travelling community who will bring with them their commercial vehicles which will dump the last job they have done either on the site or at quiet local road or close to the railway access points which was seen to happen when they were here previously. The council have a right to ensure the local community is not put under any harm or subjected to any Hazardous waste that is taken into the village or dumped in it. The proposed development will have a detrimental impact on the amenities and the negative impact on the local neighbourhood. The local Authority is obliged to protect the living standards of the local residents. It will also have a negative effect on the character and appearance of the area.**

Response: This is an existing touring caravan site, therefore, the essential character of the site will not be significantly changed. If the static caravans were to be used for temporary holiday use, planning permission would not have been required. Along the northern boundary there is a mature woodland belt which screens the site from the nearest housing to the north. In terms of the single storey detached house fronting Carlisle Road, there is an existing fence, along with boundary trees which contain views out towards the site. To the east a new front boundary wall visually contains views towards it – on the eastside of Carlisle Road the outlook is primarily from a play area rather than housing. To the south the nearest housing is separated by a carpark and field. In

consideration, the impact upon existing housing and local amenities will be negligible.

The application is not for a travellers' site, the nature of the layout and spacing does not lend itself to this type of development. The plots will be marketed for private sale to accommodate the range of proposed static caravans. The likely purchaser will be retired individuals or couples looking to downsize or seeking more affordable accommodation.

- f) **The number of residential caravans applied for on the site is excessive.**
Response: The number and density of caravans is similar to other sites of this nature. Notwithstanding, standards for density and spacing will be covered separately through the site licensing regulations.
- g) **In a small village like Crawford this is likely to have a serious impact on capacity of the local school to cope if the caravan occupants were all to be families with children.**
Response: Two bedroom static caravans are unlikely to be suitable for families.
- h) **If there were to be more than 1 car per caravan this would cause the narrow access roads within the site to become obstructed. Being in a rural area, more than 1 car per caravan is very likely to occur.**
Response: There are two off road parking spaces within the curtilage of each caravan in addition to a communal parking area adjacent to the entrance. Roads and Transportation Services have confirmed that the parking provision is acceptable.
- i) **There will be an increased likelihood of social tensions on the site due to the proximity of the caravans to one another for matters such as pets, loud music, noise, parking. In particular, the cars parked in the back section appear to park adjacent to the neighbours' caravan wall. This would cause disturbance issues due to proximity and is unsafe.**
Response: There is no evidence to substantiate this claim. Anti-social behaviour is dealt with by the Police and, if relating to noise, by Environmental Services through separate legislative powers. Anyone buying a plot should be fully aware of the site arrangements and layout.
- j) **There is very little scope for the occupants to erect garden sheds next to their caravans for storage which will be limited in extent within the caravans.**
Response: Each caravan plot has only been assigned a small curtilage area for gardening, notwithstanding, there is still space in most instances for a small hut.
- k) **Insufficient capacity in the sewerage system.**
Response: Scottish Water have confirmed that there is sufficient capacity within the sewerage network to deal with discharge from the proposed development.
- l) **There is no tree screening proposed between the A702 and site.**
Response: There are mature trees on the embankment of the A702 which adjoins the site. Also, there is a hedgerow which runs along the side of the road verge.

- m) **Employment availability, social entertainment and access to health facilities for the caravan occupants in this rural area will be limited without transport.**

Response: This is an issue which affects all residents of Crawford whether living in a caravan or a house.

- n) **An indication of the nature of the boundary fence with Carlisle Road is not stated on the plan.**

Response: A condition has been attached requiring the submission and approval of fencing details.

- o) **There appears to be insufficient room for fire engines to access the further reaches of the site due to the tight turns on the site's internal access roads necessitated by the high density of caravans on the site. This constitutes a hazard in the event of a fire on a high density site.**

Response: Roads and Transportation Services in their consultation response did not raise concerns about the road layout. Fire safety issues will be dealt with through the site licensing assessment.

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 the Adopted South Lanarkshire Local Plan 2 (LDP2).

6.2 Policy 2: Climate Change seeks to minimise and mitigate against the effects of climate change by considering various criteria including being sustainably located, reuse of vacant and derelict land, avoidance of flood risk areas, incorporating low and zero carbon generating technologies, opportunities for active travel routes and trips by public transport, electrical vehicle recharging infrastructure and, where appropriate, connection to heat networks. The site is sustainably located within the settlement boundary of Crawford where there are a number of services. The proposal will redevelop a touring caravan site and will not encroach onto an undeveloped greenfield site. The site is not at risk of flooding and there are no infrastructure constraints. The application was submitted well before the adoption of the current local plan, therefore, the retrospective requirement for low carbon technology would in this instance seem unreasonable, notwithstanding, in considering the size of static caravans and associated electrical and fuel consumption, their carbon footprint will likely be lower than conventional housing. Charging of electrical vehicles can be accessed via electrical connection points within the caravans. In consideration, the proposals would not undermine the objectives of the policy.

6.3 The site is identified in the adopted South Lanarkshire Local Development Plan as being within the settlement boundary of Crawford. Policy 3 - General Urban Areas and Settlements states that residential developments on appropriate sites will generally be acceptable provided they do not have a significant adverse impact on the amenity and character of the area. The proposed static caravans, being on an established touring caravan site, can be integrated into its setting without any amenity impacts. Therefore, the proposal complies with Policy 3.

6.4 Policy 5 - Development Management and Place Making, together with the Development Management and Placemaking Supplementary Guidance supports residential developments where they do not have a significant adverse effect on the amenity of the area. In addition, any new development must relate satisfactorily to adjacent and surrounding development in terms of scale, massing, materials and

intensity of use. The character and amenity of the area must not be impaired by reason of traffic generation, parking, overshadowing, overlooking or visual intrusion. The site is visually contained by existing mature landscaping and the embankment of the A702. The proposed development is in keeping with the existing use of the site as a touring caravan site. There is sufficient distance from the proposed caravans and the nearest neighbouring dwellings. The access, layout and parking provision is considered acceptable and reflects similar sites elsewhere. In view of the above, it is considered that the proposal would relate satisfactorily to adjacent development, and the character and amenity of the residential area would not be impaired by reason of traffic generation, parking, visual intrusion or physical impact. The proposal is, therefore, satisfactory in terms of Policy 5 - Development Management and Place Making of the adopted local development plan.

- 6.5 The proposal will result in the redevelopment of a touring caravan site within the settlement of Crawford with the purpose of providing and meeting demand for static caravan accommodation on a permanent basis rather than for temporary holiday use. There are few examples of this type of residential site within South Lanarkshire although there is an established site near Lanark and there are examples in other Local Authority areas throughout Scotland. There is latent demand for this type of accommodation especially from retired couples or individuals seeking to downsize or find affordable and easier to maintain properties within an attractive setting. A previous planning permission established the acceptability of a residential development. In view of all of the above, and taking into account the local development plan context, the proposal represents an appropriate form of residential development for the application 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 not adversely impact on residential or visual amenity, raises no road safety concerns, conserves the most important part and reuses a touring caravan site to meet demand for static caravan accommodation. The proposal accords with the requirements of the policies and guidance within the adopted South Lanarkshire Local Development Plan 2 (namely Policies 2 - Climate Change, 3 - General Urban Areas and 5 - Development Management and Place Making and Development).

Michael McGlynn
Executive Director (Community and Enterprise Resources)

Date: 22 April 2021

Previous references

- ◆ CL/10/0547
- ◆ CL/14/0016

List of background papers

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

► Consultations		
Housing Planning Consultations		
Educ Res School Modernisation Team		23.06.2020
West Of Scotland Archaeology Service		29.10.2019
SEPA West Region		22.10.2019
Environmental Services		16.06.2020
Transport Scotland		24.10.2019
CER Play Provision Community Contribs Judith Gibb		
Estates Services - Housing And Technical Resources		23.10.2019
Crawford And Elvanfoot Community Council		
Roads Development Management Team		11.02.2021
Roads Flood Risk Management		03.12.2019
Fire Safety Officer		
Environmental Services		
Scottish Water		14.11.2019
► Representations		
Mr John Damer, 22 Carlisle Road , Crawford , South Lanarkshire , ML12 6TW	Dated:	23.10.2019
Mr Roger Lewington, Dunalastair House, 2 Dunalastair Road, Crawford Biggar, South Lanarkshire, ML12 6TT	25.10.2019	25.10.2019

Contact for further information

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

Ian Hamilton, Planning Officer, Montrose House, 154 Montrose Crescent, Hamilton, ML3 6LB

Phone: 01698 455174

Email: ian.hamilton@southlanarkshire.gov.uk

Conditions and reasons

01. 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.

02. 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.

03. Prior to completion or first occupation of the development hereby approved, whichever is the sooner; a woodland management plan covering the existing tree belt along the northern boundary shall be submitted to, and approved in writing by the Council as Planning Authority. The management plan should be prepared by a qualified and experienced forestry or arboricultural consultant and should include the following elements:-

- a) a statement of the overall design vision for the woodland and for individual trees retained as part of the development - including amenity classification, nature conservation value and accessibility.
- b) type and frequency of management operations to achieve and sustain canopy, under-storey and ground cover, and to provide reinstatement including planting where tree loss or vandalism occurs.
- c) frequency of safety inspections, which should be at least three yearly in areas of high risk, less often in lower risk areas
- d) confirmation that the tree pruning work is carried out by suitably qualified and insured tree contractors to British Standard 3998 (2010).
- e) special measures relating to Protected Species or habitats, e.g. intensive operations to avoid March - June nesting season or flowering period.
- f) inspection for pests, vermin and diseases and proposed remedial measures.
- g) recommendations relating to how trees within the immediate vicinity of properties or within private areas are to be protected, such that these are retained without the loss of their canopy or value as habitat.
- h) confirmation of cyclical management plan assessments and revisions to evaluate the plan's success and identification of any proposed actions.

Reason: To ensure that woodland areas are satisfactorily safeguarded, managed and maintained in the long term /in perpetuity in the interest of nature conservation and the visual amenity of the area.

04. That before development starts, full details of the design and location of all fences and walls, including 1.8m high firewall adjoining the northern boundary of the LPG tank compound, 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.

05. That before any of the static caravans 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 04, 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.

06. That before the development hereby approved is brought into use, a 5.5m 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.

Reason: In the interests of traffic and public safety.

07. That before the development hereby approved is completed or brought into use, the first 4 metres of the access from the edge of the public road shall be hard surfaced across its full width to prevent deleterious material being carried onto the road.

Reason: To prevent deleterious material being carried onto the road.

08. 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.

Reason: In the interests of traffic and public safety.

09. That before the development hereby approved is completed or brought into use, a footway connecting the site to the existing public footpath network, shall be constructed to the specification of the Council as Roads and Planning Authority.

Reason: In the interests of public safety.

10. That before the static caravans hereby approved are occupied, a drainage system capable of preventing any flow of water from the site onto the public road or into the site from surrounding land shall be provided and maintained to the satisfaction of the Council as Roads and Planning Authority.

Reason: To ensure the provision of a satisfactory drainage system.

11. That no development shall commence until a flood risk assessment has been carried out in accordance with the latest industry guidance, including a completed and signed copy of Appendix A 'Flood Risk Assessment Compliance Certificate' of the Council's Developer Design Guidance (May 2020) to be submitted and approved by the Council as Planning and Flood Authority.

Reason: In order to ensure the risk of flooding to the application site from any source is at an acceptable level as defined in the Scottish Planning Policy and there is no increase in the future of flood risk to adjacent land as a result of the proposed development.

12. 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' 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 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.

13. That no static caravan shall be occupied until the site is served by a sewerage scheme and water supply constructed to the specification and satisfaction of Scottish Water as Sewerage Authority.

Reason: To ensure that an appropriate sewerage system and water supply is provided.

14. No development shall take place within the development site until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Council as Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Council as Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason: In order to safeguard any archaeological items of interest or finds.

15. Prior to development commencing on site, details of external lighting together with a lighting assessment shall be submitted. The scheme shall include, where appropriate, details of all aspects of the installation including specific luminaire and lamp type; beam control; wattage; use of reflectors; baffles; louvres; cowling; lux contours/distribution diagrams and column type.

The approved scheme shall be implemented prior to the completion of the development and shall thereafter be operated in accordance with the approved scheme to the satisfaction of the Council as Planning Authority.

Reason: To minimise the risk of nuisance from light pollution to nearby occupants.

16. 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.

17. There shall be no more than two bedrooms in each of the approved static caravans.

Reasons: In the interests of amenity and to ensure there is sufficient space within the site for parking and other services.

18. That before the development hereby approved is completed or brought into use 2 no. parking spaces (3.0m x 6.0 modules) per caravan shall be laid out, constructed and thereafter maintained to the specification of the Council as Roads and Planning Authority.

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

19. That prior to commencement of development on site the applicant shall submit confirmation that a Licence under the terms of Caravan Sites and Control of Development Act 1960 and the Licensing of Relevant Permanent Sites (Scotland)

Regulations 2016 and in accordance with the current Mobile homes: model standards for residential site licenses, has been granted.

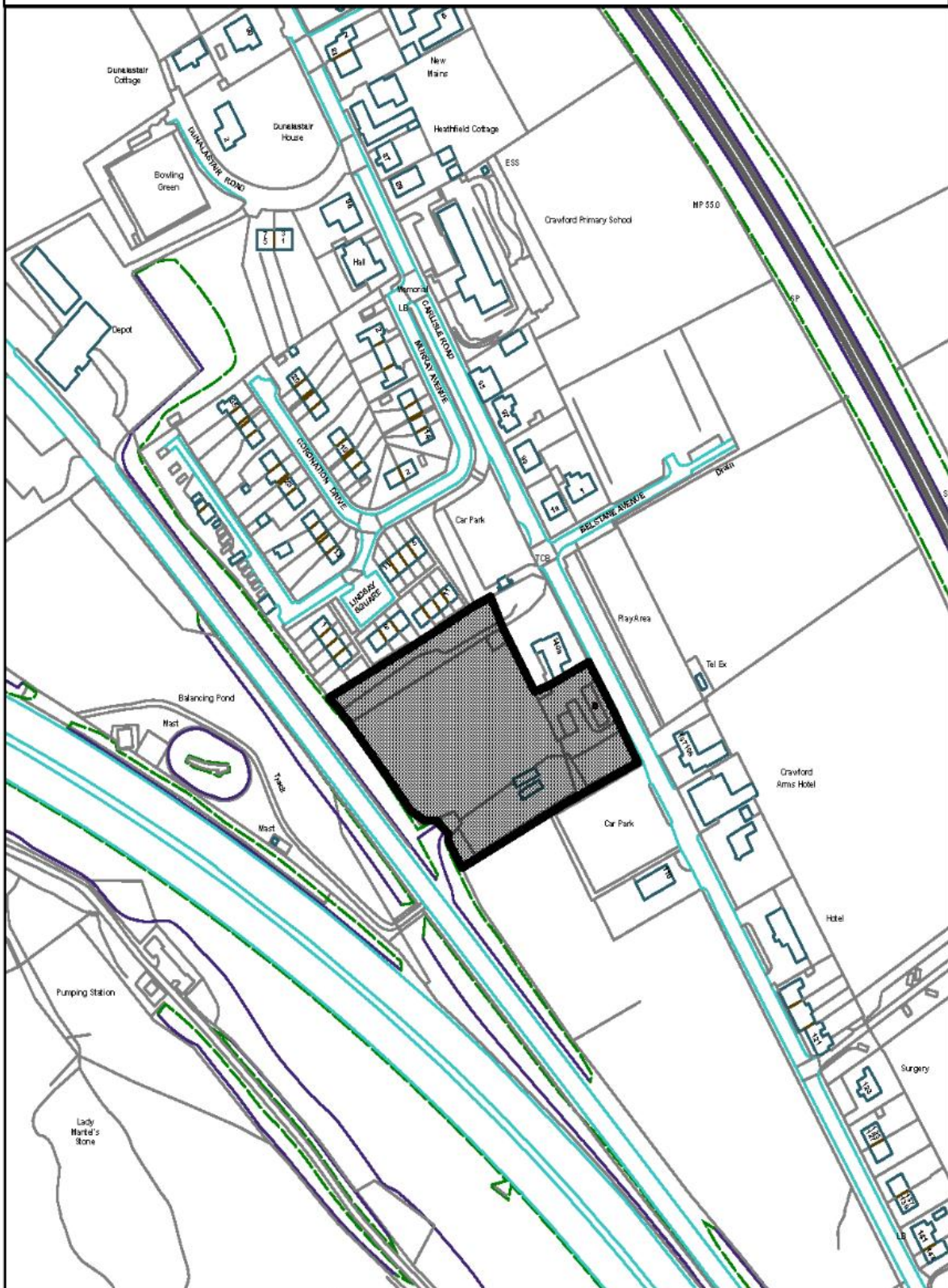
Reason: To comply with relevant standards in respect of general arrangements, density, spacing and fire regulations.

20. That notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(Scotland) Amendment Order 2011 (or any such order revoking or re-enacting that order), no structures shall be erected within the curtilage of each caravan without the submission of a further planning application to the Council as Planning Authority.

Reason: To ensure that the Council retains control over future developments on the site.

P/19/1462

Rob Roy Caravan Park, 120 Carlisle Road, Crawford



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



Scale:
1:2,500
Date:
23/07/2020



South Lanarkshire Council
Community and Enterprise Resources
Planning and Economic Development