

Report to: **Planning Committee**
 Date of Meeting: **28 April 2009**
 Report by: **Executive Director (Enterprise Resources)**

Application No CL/08/0731
 Planning Proposal: Erection of Class 1 Foodstore (Net Sales Area 2,750m²), Petrol Filling Station, Car Wash and Associated Car Parking and Access

1 Summary Application Information

- Application Type : Detailed Planning Application
- Applicant : Tesco Stores Limited
- Location : Loch Park Stadium
Shieldhill Road
Carluke
ML8 5AL

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 the Conditions Listed)

2.2 Other Actions/Notes

- (1) The Planning Committee has delegated powers to determine this application.

3 Other Information

- ◆ Applicant's Agent: DPP LLP
- ◆ Council Area/Ward: 01 Clydesdale West
- ◆ Policy Reference(s): **South Lanarkshire Local Plan (Adopted 2009)**
 - Policy COM3: New Retail/Commercial Development
 - Proposal COM4: New Retail/Commercial Development
 - Policy COM5: Retail Masterplan Sites
 - Policy TRA1: Development Location and Transport Assessment
 - Policy ENV11: Design Quality
 - Policy ENV30: New Development Design
 - Policy DM1: Development Management

- ◆ Representation(s):

▶	20	Objection Letters
▶	0	Support Letters
▶	1	Comments Letters

◆ Consultation(s):

Environmental Services

Roads & Transportation Services H.Q. (Flooding)

Strathclyde Police - Road Policing Dept.

Scottish Water

Sport Scotland

Power Systems

Roads and Transportation Services (South Division)

S.E.P.A. (West Region)

Roads & Transportation Services H.Q.(Transportation)

TRANSCO (Plant Location)

Carluke Community Council

Community Resources (Land Services)

Scottish Natural Heritage

Planning Application Report

1 Application Site

- 1.1 The application site (2.9 ha) comprises the Loch Park Stadium on Lanark Road in Carluke surrounded by residential areas approximately 400 metres to the south of the town centre. The stadium is utilized for football and athletics and contains a full sized grass football pitch surrounded by a running track on the perimeter of which are floodlighting columns. On the northern boundary is a brick building incorporating changing facilities, spectator entrance and offices; either side of the building is uncovered spectator terraces. Opposite on the southern boundary is a covered spectator terrace. Remaining areas within the stadium comprise amenity grassland with small groups of medium size trees. On the western boundary between the stadium and adjacent residential properties is a tree belt.
- 1.2 The central area is flat however beyond the topography varies. The ground rises in modest embankments towards the eastern and southern boundaries whilst on the south/northern corner the ground falls slightly towards boundaries with residential properties. The site is currently in Council ownership.
- 1.3 The site is bounded to the south and west by modern semi-detached dwellings; to the north by the stadium car park and a tenement and to the east by the A73 (Lanark Road), the main vehicle corridor from Lanark through the town. The eastern boundary is defined by a hedgerow along side of which runs a pedestrian footway hemmed in by an outer hedgerow on the road edge. That side of the road is also served by a bus stop. On the opposite side of the A73 are large detached/semi detached traditional villas.

2 Proposal(s)

- 2.1 The proposal involves the construction of a 4,460 m² (gross external) retail store. The net retail area is 2,750 m² with a 75:25 convenience/comparison split. The main building structure measures 60 metres in width by 70 metres in length and 8 metres in height. Externally the building will be finished in glazing, larch board cladding and coloured composite cladding. The frontage features an entrance lobby at a lower level with the distinctive Tesco signage mounted above. The roof is shallow ridged with plant located on a flat area to the rear, visually screened by a parapet. Roof lights and roof mounted wind catcher ventilators are roof features directly linked to energy efficiency measures. Ancillary facilities in close proximity to the store include, trolley bays, cycle racks, sprinkler tank, ATM pods, pump house and combined heat and power plant.
- 2.2 The store is located in the western section with 310 parking spaces and pedestrian and vehicle circulation areas positioned to the front accessed via a roundabout on Lanark Road. A petrol filling station with associated kiosk and car wash facility will be established at the site frontage adjacent to the new roundabout. The design of the roundabout has been amended to include the creation of a hardstanding area with two dropped kerb access points either side of it which will allow residents of properties in Lanark Road to enter and leave their driveways without encroaching onto the geometry of the roundabout itself and access Lanark Road in forward gear.
- 2.3 Landscape buffer zones shall be laid out along the site boundaries. A 3 m high acoustic fence shall be installed around the service yard with the purpose of containing noise emissions. To help protect residential amenity the southern boundary adjoining residential properties shall be defined by a 2.5 timber barrier

fence. The existing tree belt along the western boundary which falls outwith the application site shall be retained.

- 2.4 As part of the sustainability strategy the roof light will reduce reliance on artificial lighting and the wind catcher ventilators will help cool the store interior without resorting to electrical powered ventilation systems. The entrance lobby will act as a barrier preventing heat loss from the building. Another energy efficient measure will be the use of a bio-fuel combined heat and power system.
- 2.5 As supporting information the applicant has submitted a ground investigation, a noise report, sustainability statement, a bat appraisal, a transport assessment, a drainage philosophy, Retail Impact Assessment, a Design and Planning Statement. The applicants have sought the 24 hours opening of the store, with deliveries, the operation of the petrol filling station/car wash and recycling facilities being available from 7 am to 11 pm.
- 2.6 Tesco have also given an undertaking to become involved in initiatives related to the Council's ongoing commitment to support the town centre and surrounding area. Ways in which they consider this could be directly related to the store include the stocking of locally produced goods and use of local services and tradesman; advice and training for local suppliers to help them develop products; recruitment of staff from the local area through the setting up of a recruitment centre and working with Job Centre Plus and local agencies. They are also willing to consider other wider initiatives that may come forward.
- 2.7 It is intended that the existing sports stadium will be replaced by a new modern facility at Carnwath Road adjoining Carluke High School. Planning Permission (CL/08/0744) for the new sports stadium was granted in February 2009.

3 Background

3.1 Relevant Government Advice

- 3.1.1 Policy SPP8: Town Centres and Retailing seeks to direct new development into town centres unless a qualitative and quantitative need can be established and it can be shown that there will be no impact on town centres. A sequential test should be undertaken to demonstrate that the optimum site within the town centre or as close as possible to the town centre has been chosen.
- 3.1.2 Policy SPP11: Physical Activity and Open Space emphasises the importance of sports, facilities in promoting health and quality of life. Playing fields lost as a result of proposed development should be replaced with a new playing field of comparable or greater benefit for sport which is convenient and accessible to users and maintains or enhances playing capacity. The location should be accessible to a range of transport modes.

3.2 Local Plan Policy

- 3.2.1 In the South Lanarkshire Local Plan, Policy COM3: New Retail/Commercial Development directs that new-retail development shall be assessed against criteria which require a sequential approach as set out in SPP8. It is also important to demonstrate that the vitality and viability of the town centre will not be undermined and that the proposal can be supported by the catchment population. Proposals for retail convenience stores exceeding 1000 m² shall be accompanied by a retail assessment.
- 3.2.2 The site is specifically affected by Policy COM4: New Retail Commercial Development which identified new retail/commercial developments to be brought

forward in the local plan period in order to address surplus expenditure in the Lanark catchment area that has been identified in the Glasgow and Clyde Valley Structure Plan and includes the development of a new food store at Loch Park, Carluke.

- 3.2.3 The site is also identified as a Retail Masterplan Site. Policy COM5: Retail Masterplan Sites advises that the site at Loch Park should be of an appropriate scale of floor space determined through a retail assessment. Proposals should clearly set out ways in which issues of access, parking, noise, lighting and landscaping will be treated, with clear mitigation to avoid damage to local residential amenity. The remainder of the site should provide a well integrated residential development, taking into account the character of the surrounding residential area.
- 3.2.4 Policy ENV11: Design Quality encourages sustainable development which makes a positive contribution to the character of an area. Policy ENV30: New Development Design aims to promote quality designs which respect the locality and are accessible to sustainable transport modes. Policy DM1: Development Management reiterates the need to respect the local context and amenity, make use of appropriate materials and provide suitable access, parking and have no adverse implications for public safety.
- 3.2.5 Policy TRA1: Development Location and Transport Assessment states the Council will promote transport and land use planning principles which encourage and support the use of land in highly accessible locations for predominately people based development and seek to ensure that development takes account of the need to provide proper provision for walking, cycling and public transport. Major developments should be subject of a Transport Assessment and Green Travel Plan.

3.3 **Planning Background**

- 3.3.1 Other than historic applications relating to the creation of the stadium and associated development there are no recent outstanding planning consents affecting the site.

4 **Consultation(s)**

- 4.1 **Scottish Gas Networks** – have identified a gas main in proximity to the site. Excavations close to such mains should adhere with current safety procedures.
Response: Noted.
- 4.2 **Scottish Power** – no objection however they have advised that there is apparatus within/adjacent to the site which may require alteration or protection. Such costs will be fully rechargeable to the developer.
Response: Noted.
- 4.3 **Environmental and Strategic Services** – have recommended contaminated land and air quality investigations are undertaken. Having considered the noise impact assessment submitted by the applicants, they advise that deliveries, the car wash and recycling facility should only operate during daytime hours between 0800 to 2200 hours and the petrol filling station operate between 0700 and 2300 hours. There was no objection to the 24 hours opening of the store but advised that a 2.5m barrier should be constructed along the boundary of the car park with Jonquil Way, as suggested in the NIA. Due to the proximity of parking spaces to the proposed residential property on Shieldhill Road, the applicant should be asked to provide noise level predictions for these properties to demonstrate that a barrier/restriction on use of this area of the car park is not required. To ensure noise from plant does not disturb residents a noise condition should be applied to ensure noise levels do not exceed the existing background noise level by more than 4dB(A). If deliveries to the

store, and the operation of the car wash and recycling facility are not to be restricted to between 0800 to 2200 hours but operated from 0700 to 2300 hours as suggested by the applicants then it is recommended that in line with the WHO Community Noise document that an evening period be set and the noise levels are restricted to 10 dB lower than daytime values.

Response: If permission is granted the noise issues can be covered by the use of appropriate conditions. In particular, I propose a condition that, while allowing the deliveries and the operation of the car wash and recycle centre to take place between 0700 and 2300, an evening period is set (in this case 0700 to 0800 and 2200 to 2300) during which noise levels must be 10 dB lower than daytime levels. An existing 3m high wall on the northern boundary would be retained which will shield existing properties on Shieldhill Road from noise generated from within the car park. Similarly a site investigation report would be required by conditions. I do not consider the submission of an air quality survey is necessary as, in line with government guidance, this is normally required only in Air Quality Management Areas which are identified in locations where air quality is below accepted standards. The site is not within such a location.

4.4 **Scottish Water:** no objection however upgrading works may be required to ensure there is no loss of service to existing customers.

Response: Noted. If consent is granted a condition will be applied requiring confirmation from Scottish Water that connections to their water and sewerage networks will be approved.

4.5 **Strathclyde Police** – Raised concerns about the impact of the proposals on local road network. Direct access onto roundabout from numbers 33 and 35 Lanark Road, would create difficulties for the concerned residents. The relocation of the north bound bus stop close to the junction with Shieldhill Road would result in an impediment to traffic flows. Roundabout, access roads and footways should all be completed prior to the store opening.

Response: Roads and Transportation Services have been in full discussions with the developer regarding access and transport concerns. This has resulted in an amendment to the design of the roundabout resulting in improvements which reduce potential conflicts for residents accessing their properties from the roundabout. Also a bus stop lay by has been appropriately located to the north of the roundabout which satisfies Roads requirements. Strathclyde Police were re-consulted on the proposals and they have confirmed verbally that their concerns have been addressed. The issue of the timing of traffic signals would be dealt with by condition and monitored by the Roads Service with amendments made as necessary.

4.6 **SEPA** – initially objected because of a lack of information regarding the potential impact to an existing drainage structure or watercourse within the footprint of the proposed development. Following additional comments from the applicants they are willing to withdraw their objection subject to satisfactory investigations being carried out to establish the purpose of the watercourse. A suitable SUD based system should also be provided to ensure that the run off from the development does not increase the risk of flooding elsewhere.

Response: The applicant has submitted a Drainage Philosophy which outlines the design principles for the SUDS therefore I am satisfied that these matters raised can be covered by the use of appropriate conditions. In addition, SEPA have confirmed they are satisfied by the applicant's proposal to carry out a survey of the sewer/water course when they take possession of the site. Should this require realignment, proposals will be prepared for the approval of SEPA.

- 4.7 **Sportscotland** – has no objection subject to the replacement sports stadium being fully operational prior to commencement of work on site.
Response: These matters can be covered by the conditions of the sale of the land currently in the Council's ownership.
- 4.8 **Roads and Transportation Services (Flood Prevention Unit)** - no objection subject to adherence with the Council's design criteria for Sustainable Drainage Systems (SUDS).
Response: if consent is granted this matter can be covered by conditions.
- 4.9 **SNH** – A bat survey which took place in the winter established that there is no evidence of hibernating bats. If demolition is to take place after the second week in April then a follow up bat survey will have to be undertaken when bats are likely to be actively roosting. Therefore at present Scottish Natural Heritage's position is reserved.
Response: If consent is granted a condition will be applied requiring a summer bat survey along with any necessary mitigation prior to the commencement of work on site.
- 4.10 **Community Resources** – no objection, however there are concerns about the close proximity of the existing play area on Shieldhill Road to the development. The new facility will obviously generate additional traffic. This may affect the users of the play site and its safety may have to be reviewed involving a redesign and new fencing.
Response: The area in which the play area is located has been earmarked for housing and therefore it is likely the facility will be transferred to a more suitable location when that land is redeveloped. New access to the proposed retail store will not be taken from Shieldhill Road. In the meantime adequate protective fencing would be erected between the play area and the site.
- 4.11 **Carluke Community Council** – no response to date.
Response: Noted.
- 4.12 **Roads and Transportation Services** – There have been ongoing discussions with the applicants transport consultants in terms of the scope and content of the Transport Assessment carried out and the nature of the proposed access arrangements and off-site road improvements. Roads are now satisfied that a comprehensive assessment of the impact of the proposal on the road network has been carried out and they are satisfied that there is sufficient capacity to accommodate the proposed development. Amendments have been made to the design of the proposed roundabout on Lanark Road so that it meets Roads guidelines while ensuring accommodation will be made for existing residents to enter and leave their driveways in a safe manner. The siting of a new bus stop and lay-by has been agreed while improvements to the junction of Lanark Road and Shieldhill Road will be carried out, including the widening of the footway in front of 22-32 Lanark Road, the relocation of the 'Stop' line on Shieldhill Road to improve sightlines and the creation of a continuous footway on the southern side of Shieldhill Road. Other recommendations include the provision of a new pedestrian refuge island to the south of the roundabout, the replacement of the existing pelican crossing on Lanark Road with a puffin type crossing and the installation of new controllers for the traffic signals at the Stewart Street/Glamis Avenue and Kirkton Street/Clyde Street/Stewart Street junctions. In addition, the parking and servicing arrangements within the site are considered acceptable.
Response: The detailed negotiations between Roads and the applicants have resulted in a significantly improved access arrangement and a range of off-site works that will improve traffic safety in the area. A series of conditions would be attached to

the consent if granted to ensure these works are carried out timeously and to the Councils specification. It should also be noted that the amended access arrangements have been discussed with several local residents directly affected by these proposals and they have expressed their acceptance in principle to these changes

5 Representation(s)

5.1 The application was advertised in the local press as Development Potentially Contrary to the Development Plan and under Article 12(B) Bad Neighbour Development. Following this and neighbour notification 18 letters of objection (one household submitted 4 of these letters whilst another submitted three) and a petition containing 146 signatures. The petition specifically related to a request to move the position of the roundabout on grounds of road safety. Tym and Partners acting for Somerfield, submitted a letter which elaborated concern about the adequacy of the retail impact assessment. The issues raised in these letters are summarised below:

(a) The roundabout will obstruct traffic flow, in particular emergency vehicles, creating tailbacks taking account of additional traffic generated. Residential properties directly adjoining the roundabout will have to exit and enter onto the roundabout creating dangerous traffic conditions. Danger for pedestrians having to cut across traffic flows into the Tesco store.

Response: The proposal has been subject of a comprehensive Traffic Impact Assessment along with on-going dialogue with Roads and Transportation Services. The conclusion of this assessment is that the development can be accommodated without the creation of adverse traffic and public safety conditions. The design of the roundabout has been amended to take account of the legitimate concerns of the residents affected.

(b) The roundabout should be relocated to the junction of Lanark Road/Shieldhill Road as a means of improving road safety.

Response: This option has been considered however the extent of the available frontage onto Lanark Road is not sufficient to provide a roundabout of the scale required to serve the development.

(c) The roundabout should be relocated to the expansive vacant green belt area opposite Wilton Road/Cartland Avenue.

Response: This is inappropriate as there is clearly no direct link into the site from this location.

(d) This stretch of Lanark Road contains prestigious Edwardian/Victorian properties. The stature of this section of the road will be lost by this proposal to erect a petrol station. The facility should either be omitted or resited to ensure the integrity of the area is protected.

Response: There is a mixture of properties along Lanark Road of varying age and quality. Although the villas close to the site are attractive they collectively do not merit designation as a Conservation Area. The petrol station is located close to the entrance/exit as the most convenient location to minimise disruption to the vehicular and pedestrian flow within the car park to the front of the store. It would also sit some 3m below the land of Lanark Road which will reduce the visual impact.

(e) The bottle bank is unsightly and generates noise. There are already alternative facilities at Castlehill Industrial Estate.

Response: It is now standard practice for large store operators to incorporate recycling facilities as part of their sustainability strategies. Their presence facilitates dual trips thereby reducing unnecessary car journeys. The bottle banks are relatively

innocuous and situated a good distance back from the nearest dwellings. The facility will be regularly maintained by Tesco. In view of this I do not envisage any noticeable disamenity to neighbouring properties.

(f) Potential impact from lighting.

Response: Although details on lighting have not been submitted a condition can be applied requiring prior approval of lighting design to ensure light spillage and luminance is minimized relative to its surroundings.

(g) Noise nuisance in general and in particular the close proximity of loading bay, pump house and generator to nearby residences.

Response: The Noise Report submitted with the application concludes that with mitigation measures the development will comply with current noise standards. The mitigation measures include a 3m high acoustic fence around the service yard in which the loading bay, pump house etc are located. Conditions would be attached to the consent if granted to ensure the restriction of activities at the site and establish maximum noise levels.

(h) Insufficient detail on landscaping proposals.

Response: The landscaping plan submitted with the applications details species type, mix, height and planting densities within the sites.

(i) Operational time limits should be imposed.

Response: Conditions would be imposed to limit the hours of deliveries to the store and the opening of the petrol filling station/car wash. The applicants have advised that they do not intend to operate the store on a 24 hour basis. However, I consider it unnecessary to restrict the opening hours although maximum noise levels will be imposed to protect amenity.

(j) Local plan designation did not include a petrol station.

Response: The petrol station is ancillary to the prime use of the site as a food store.

(k) Notification close to the festive season did not lend sufficient time within the two week notification period.

Response: It has been standard practice by South Lanarkshire Council to accept representations after the formal consultation period has expired.

(l) A major construction project could result in further subsidence damage to a nearby property.

Response: This is a legal matter between the owner of the affected property and the developer.

(m) Impact upon the price and value of property.

Response: This is not a valid planning consideration.

(n) Loch Park Stadium is in a green belt area that should be retained for open space. If development is permitted it should only be for residential use.

Response: The site has been identified for retail use in the adopted local plan.

(o) Environmental impact from vehicle fumes and fuel spillage.

Response: These matters are more properly dealt with under Environmental Health legislation.

(p) Tesco notification did not show the roundabout.

Response: Notification procedure only requires the submission of a location plan showing the boundaries of the application site. Details are not required as the notification invites inspection of the detailed plans at the Council Offices.

(q) Reduction in sunlight and overshadowing of residential properties to the rear especially as some of these properties sit 1 metre below the site boundary.

Response: The rear elevation of the store is approximately 8m in height, not much bigger than the average 2 storey house whilst the rear elevation of the nearest houses are situated approximately 22 metres back. In addition, the store would be located to the east of existing properties on Loch Park Avenue so that there would be no over-shadowing for the vast majority of the day. In view of these circumstances the development will not result in significant over-shadowing or loss of sunlight.

(r) The rear wall which will be 3 metres in height will adversely affect the amenity of properties to the rear.

Response: This refers to a 3 metre acoustic fence adjacent to properties in Shieldhill Road with the specific purpose of protecting residents from noise levels. Also the existing tree belt situated between the fence and residential properties shall be retained.

(s) Materials, appearance and design of building will have an adverse impact.

Response: The design is modern incorporating a mixture of external materials including timber. The impact of the development will be softened with boundary landscaping. In consideration I believe the proposed store is respectful of its setting and surroundings and can be integrated without detracting from visual and residential amenity.

(t) Smell

Response: Smell has not been raised as an issue by Environmental Health. The primary purpose of the store is sale rather than preparation of food. Adequate ventilation system would be installed to ensure the satisfactory dissipation of smells.

(u) No survey of badgers has been undertaken.

Response: SNH in their consultation response did not raise badgers as an issue.

(v) Impact upon drainage.

Response: The applicant has submitted a Drainage Philosophy which recognizes the need for a Sustainable Urban Drainage System limiting the discharge to the existing combined sewer to the rate agreed with Scottish Water.

(w) Invalid objection reasons stated by the Council are inappropriate and an infringement on people's rights.

Response: This refers to the notice given to neighbours notified of the application which list issues that are not material in determining an application. They are based on advice in Policy SPP1: The Planning System and compiled from planning appeal case law and legal judgements from cases in the UK.

(x) What will happen with £300,000 floodlights.

Response: The stadium and associated floodlights will be replaced by a new built complex at Carnwath Road funded by the sale of the Loch Park Stadium.

(y) Tym and Partners acting for Somerfield has submitted a letter outlining flows in the Retail Assessment Report. The issues raised are summarised as follows:

- **A Tesco store would have a turnover of at least £36.6 million per annum as opposed to the more modest figure of £23.92 million suggested in the RIA.**
- **The store requires 67% market share of the available convenience expenditure which is not achievable without impact on the vitality and viability of Carluke town centre.**
- **Being located in an out of centre location would draw expenditure away from as well as fail to facilitate linked trips within the centre.**
- **The Council Retail Capacity study assumed no more than 15% of the floor space should be devoted to comparison sales. The RIA by assuming a 75:25 split significantly exceeds this.**
- **The RIA notes 13 vacant units indicating a higher than average vacancy rate and that the town centre is already suffering and in need of sustainable investment.**
- **There is insufficient independent qualitative evidence available which would help promote a sustainable approach to development in Carluke.**
- **The store is 4170 m² whilst the Retail Capacity Study assumes a maximum of 4000 m²**
- **The RIA suggests a 9.9% track diversion from the Somerfield store which we consider to be significant. According to the research undertaken by the Joseph Rowantree Foundation (Retailing, Sustainability and Neighbourhood Regeneration, 2001) local traders need only a 10% custom erosion to be trading at a loss.**

Response: The principle of the development of a foodstore at this site has been established by the local plan designation. Policy COM5 does requires the scale of the development to be determined through a retail assessment and this has been submitted by the applicants. The Retail Capacity Study carried out by the Council at the time the site was being considered for development states a store of 4,000 sqm would not have an adverse impact on the town centre. The increase in floorspace beyond the figure that is now proposed is negligible and therefore I am satisfied that the previous conclusion on impact remains valid. There has been significant investment in the recent years in the form of streetscape improvements while the development of a new health centre, community centre and library all within walking distance of the eastern edge of the town centre is currently nearing completion. The objector has not explored or challenged the proposition that a substantial proportion of the stores turnover shall be claw back from leakage rather than trade diversion from the town centre. Reference is made to research by the Joseph Rowntree Foundation that local traders need only a 10% loss of custom to be trading at a loss. In fact there is no widely accepted agreement on when trade diversion becomes critical on centres as it depends on local trading conditions and the quality and range of retailers present. In terms of the scale of comparison floor space it is correct that the original Retail Capacity Study assumed no more than 15% of the floor space would be devoted to comparison sales. The higher proposed figure of 25% has been assessed and this scale would not adversely impact on existing traders.

5.2 Following the carrying out of neighbour notification in respect of amended plans submitted in late March, 3 further letters of objection was received, additional points raised being summarised below.

(a) While changes to the roundabout and access to properties on Lanark Road is welcome, sufficient room should be available to manoeuvre in and out of driveways. If changes are made to residents boundary walls etc high quality materials should be used.

Response: The revised access arrangements have been assessed by Roads in terms of the ability of vehicles to manoeuvre in and out of existing driveways. They have confirmed that the existing width of the affected driveways is capable of accommodating vehicles within the area available and that works to boundaries will not be required.

(b) Concern about 'boy racers' using the car park. Consideration should be given to a barrier system to prevent access when the store is closed.

Response: The applicants have advised that they regularly monitor use of their car parks and will implement security measures if they become necessary. It is unreasonable to expect them to provide a barrier system when there is not a problem and I am given comfort by their commitment to address this issue if the need arises.

These letters have been copied and are available for inspection in the usual manner.

6 Assessment and Conclusions

- 6.1 The application proposes the erection of a foodstore and ancillary facilities at Loch Park stadium in Carluke. Determining issues in this instance are compliance with structure and local plan policies and government advice, road safety and the impact on residential amenity.
- 6.2 The proposal requires consideration of two fundamental but related issues, namely the redevelopment of the existing Loch Park Stadium facilities and the erection of a new food store outwith the town centre of Carluke. The site was protected from inappropriate development in the Lower Clydesdale Local Plan in recognition of its strategic significance as a sporting facility. The preparation of the South Lanarkshire Local Plan sought to address a shortfall in convenience shopping floorspace within the Lanark catchment area, of which Carluke forms a part, which was identified in the 2006 Glasgow and the Clyde Valley Structure Plan. The Council promoted the development of new food store provision in the South Lanarkshire Local Plan at Loch Park, together with the creation of a new replacement stadium at Carnwath Road adjacent to Carluke High School. These proposals were considered at the local plan inquiry in 2007-2008 and the Reporters recommended that there be no change to the designations subject to the explicit linkage of the two proposals. As a result the now adopted South Lanarkshire Local Plan identifies the site at Loch Park as suitable for retail development.
- 6.3 The proposed replacement stadium incorporating synthetic football pitch and athletics track along with spectator facilities (CL./08/0744) was approved by Committee in February 2009 and work is expected to commence this summer. The location of the stadium will compliment existing facilities at the adjacent leisure centre and Carluke High School. As a result, the loss of the facility at Loch Park is more than compensated by the new stadium proposal. The new facility will be an improvement on the existing in terms of layout, design and general provision. The existing facility has a grass pitch but suffers from poor drainage whilst the replacement will be synthetic making it less vulnerable to poor weather conditions enabling enhanced playing capacity. SportScotland have not objected to the proposal while the Council has control over the commencement of any development at the site through its role as landowner.
- 6.4 In the South Lanarkshire Local Plan (Adopted 2009), Policy COM3: New Retail/Commercial indicates that retail stores exceeding 1000m² shall be subject of a sequential test and retail assessment to ensure that the vitality and viability of the relevant town centre is not undermined. The objectives of this policy were fully

tested at the Local Plan Inquiry and therefore the proposal complies with Policy COM3. In addition a retail development at Loch Park Stadium is supported now explicitly by proposal COM4: New Retail/Commercial Development. Accordingly, the principle of developing the site for retail purposes is now fully established.

- 6.5 The site is also identified as a Retail Masterplan Site where Policy COM5: Retail Masterplan Sites advises that the store at this site should be of a size determined by a retail assessment. The application should include details of access, parking, noise, lighting along with accompanying mitigation measures to avoid impacting upon residential amenity. The remainder of the site should provide a well integrated residential development.
- 6.6 The applicant has undertaken a Retail Impact Assessment (RIA) which sets out a quantitative analysis of retail capacity in the catchment area and the impact of the proposal on Carluke town centre.

Retail Capacity

The total combined turnover of the convenience goods floorspace within the catchment area is £13.46m at 2008, which represent only 37% of the total available convenience expenditure. Only 45% of the total available convenience expenditure is currently retained within the town whilst 55% of expenditure is being leaked to Lanark, Hamilton and Wishaw/Newmains where there are large supermarkets. It is estimated that existing stores within Carluke area currently over trade by £3.5m. When this is added to projected expenditure growth and additional new trade from beyond the catchment generated by a new supermarket. In considering all these factors the total potential capacity to accommodate additional convenience floorspace in Carluke is approximate £20.8m. The lack of a comparable large convenience store with a wide range of goods suitable for main shopping trips is contributing to significant leakage from the catchment area. The introduction of a new supermarket would meet latent demand and reduce the need for shopping trips outwith the catchment area. This conclusion reflects that of the Council's study carried out in 2007 and therefore the situation remains unchanged.

Retail Impact

Within Carluke Town Centre the largest convenience store is currently Somerfield at 800 m² whilst the Co-op and other town centre convenience stores cumulatively amount to 885m². Outwith the town centre there is also an Aldi store at an edge of centre site (1315m²) and other shops with a total floorspace of 240m². The new store will comprise of 2060m² of convenience goods floorspace resulting in a convenience turnover of £21.4m at 2013. 95% of its trade will be drawn from within the catchment area with 5% drawn from outwith equating to £2.14m for convenience goods and £0.31m for comparison. Convenience goods expenditure from 2008-2013 will grow by £2.55m to be distributed amongst existing retailers on a pro-rata basis. The largest proportion of the proposed store turnover will be clawback from leaked expenditure; recapturing 86% of current leakage (£18.1m at 2015) implying that only £2.2m of the stores turnover will be derived from existing retail units within Carluke. Only £0.85m would be diverted from the town centre to the Tesco equating to 9% of the centre's turnover and this would be principally from Somerfield and Scotmid. This would not undermine the vitality and viability of the town centre. The projected growth comparison expenditure is expected to rise from £69,31m in 2008 to £90.97m in 2013. The Tesco store element of comparison would have a turnover of £2.81m. Taking account of this growth, expenditure from the proposed store is unlikely to have an adverse impact upon comparison stores in Carluke.

The town centre which lies close by can be easily accessed from the application site via good pedestrian bus and vehicular links and therefore footfall in the town centre could actually increase as a result of retained expenditure and the opportunity for dual trips. In view of the above I am of the opinion that the applicant has demonstrated that the proposed store will remedy qualitative and quantitative deficiencies, vitality and will contribute to the viability of the town centre and there is sufficient expenditure within the catchment area to accommodate the store.

- 6.7 Policy SPP8: Town Centre and Retailing seeks to direct new retail development to within existing town centres. Proposals on edge of centre and out of centre sites must demonstrate a qualitative and quantitative need and show town centre locations are not available using a sequential approach. Also the proposal should not conflict with the objectives of the Development Plan. The Retail Impact Assessment submitted by the applicant has demonstrated that there is sufficient potential retail expenditure with the primary catchments area to support a medium sized supermarket. Loch Park is within walking distance of the town centre and is also served by a bus route. I would accept that there are no suitable sites within the town centre or more suitable alternative sites outwith. There are a number of available vacant sites within the town centre but none are of a sufficient size and scale to accommodate a supermarket which can address qualitative and quantitative deficiencies in the retail sector within the town. The Scottish Government Reporter assigned to the Local Plan Inquiry concluded that the site lies within a long established residential area, in a part of town not well served by retail facilities and in the absence of other sites closer to the centre can be justified in sequential terms. In considering the Retail Impact Assessment I believe that the report has demonstrated satisfactorily that the development will not impact upon the vitality and viability of the town centre. The site has been identified for retailing on the local plan proposals map and for reasons detailed below the development complies with local plan policies. Therefore the proposal is consistent with the aims outlined in Policy SPP8.
- 6.8 In terms of the remaining requirements of Policy COM5 a noise assessment report has been produced which advises that through operational restriction and the installation of acoustic barrier fencing neighbouring residents can be protected from noise nuisance. A landscape layout clearly details the planting species mix around the boundaries designed to provide additional amenity protection and help the site integrate with its surroundings. Vehicle and pedestrian access, arrangements and parking provision are detailed on site plans. Also amended plans to address public and road safety concerns have been submitted showing a redesigned roundabout which incorporates a slip road for adjacent residents thereby avoiding their driveways having to take direct access onto the roundabout with the potential for conflict with oncoming traffic. There are issues relative to lighting which will be dealt with by condition if consent is granted. Finally, the land not required by Tesco but which forms the remainder of the masterplan site is sufficient to accommodate a residential development with access taken from Shieldhill Road. In views of these factors I am satisfied that the proposal complies with Policy COM5.
- 6.9 Policies ENV11: Design Quality, ENV30: New Development Design and DM1. Development Management encourage good quality designs which adhere to the principles of sustainability; are accessible to public transport modes, meet standards for accessing and parking and respect the local context and amenity. The site is surrounded by residential areas and although the development will fundamentally change the current leisure use of site the proposal has been sensitively designed to minimise impacts with its surrounding and allow optimum integration. The integration process will be enhanced by landscape planting around the boundaries, fencing and the retention of a tree belt along the western boundary. Timber cladding on the

elevations with public frontages will present an attractive, sustainable feature. The design of the building has incorporated energy efficiency/renewable features such as roof mounted wind catchers, bio-fuel, a combined heat and power system, improved air lightness etc which cumulatively shall result in at least a 15% reduction in carbon dioxide over and above current Building Standards regulations. By clawing back a significant proportion of expenditure leakage outwith the catchment area car journeys will be noticeably reduced. Recycling facilities will also be established within the site. The access and parking provision meets required guidelines. The site adjoins a bus route, is located close to the town centre and the layout is user friendly for cyclists and pedestrians. In view of this the proposal complies with Policies ENV11, ENV30 and DM1.

- 6.10 Policy TRA1: Development Location and Transport Assessment encourages developments in high accessible locations which facilitate walking, cycling and transport use. Major developments should be subject of a Transport Assessment and a Green Travel Plan. The application site adjoins the A73 which is a bus route. a bus stop would be sited on the A73 at the entrance to the site. The town centre (400m to the north) and the railway station can easily be accessed from the site. As the proposed store will be surrounded by high density residential estates a significant proportion of the Carluke population is within 5-10 minutes walking distance from the store. Pedestrian routes, separate from the vehicular routes will carefully be laid out to provide easy linkages between the store entrance and the pathway system adjoining the main road. Cycle racks will be located at the front of the store. The applicant has submitted a Transportation Assessment which involves a Green Travel Plan. Roads and Transportation Services are satisfied with the findings of that document. As outlined earlier, a satisfactory access can be provided while a range of off-site works will improve traffic safety in the town. In view of this the proposal complies with Policy TRA1.
- 6.11 In conclusion the principle of a retail store at the site has been established by the newly adopted local plan. The existing Loch Park Stadium will be replaced by improved facilities at Carnwath Road, providing consolidation and easy access to the adjoining leisure centre and Carluke High School. A Retail Impact Assessment has demonstrated that at present there is considerable leakage to large stores outwith the primary catchment area. The proposed store will redress qualitative and quantitative deficiencies and will claw back a significant proportion of the leakage. The store, car park, petrol station, car wash and ancillary facilities have been designed and laid out to minimise impacts upon neighbouring residential properties, utilizing the topography and proposed landscaping to optimum effect primarily influenced by the need to protect residential amenity. Finally, a satisfactory access design that takes account of local residents concerns has been achieved. Therefore after very careful consideration I recommend that planning permission be granted.

7 Reasons for Decision

- 7.1 The proposed development complies with Policies COM3, COM4, COM5, TRA1, ENV11, ENV30, DM1 and Proposal COM4 of the South Lanarkshire Local Plan (Adopted 2009). It adheres with the principles set down in SPP8 and SPP11 and can be successfully integrated with its surroundings without adversely affecting visual and residential amenity or road safety.

Iain Urquhart
Executive Director (Enterprise Resources)

21 April 2009

Previous References

- ◆ None

List of Background Papers

- ▶ Application Form
- ▶ Application Plans
- ▶ Consultations
 - Environmental Services 15/01/2009
03/02/2009
&
02/04/2009
 - Power Systems 12/01/2009
 - Community Resources (Land Services) 13/01/2009
 - TRANSCO (Plant Location) 06/01/2009
 - Strathclyde Police - Road Policing Dept. 20/01/2009
26/01/2009
 - Sport Scotland 02/02/2009
 - S.E.P.A. (West Region) 20/02/2009
26/03/2009
&
02/04/2009
 - Roads and Transportation Services (Flood Prevention Unit) 13/03/2009
 - Scottish Water 26/01/2009
 - Scottish Natural Heritage 20/01/2009
- ▶ Representations
 - Representation from : Mrs Christine S Young , 35 Lanark Road, Carluke, ML8 4HE, DATED 31/12/2008, 05/01/2009, 22/01/2009, 23/01/2009 and 03/04/2009
 - Representation from : Mr S Young, 35 Lanark Road, Carluke, ML8 4HE, DATED 31/12/2009
 - Representation from : Mr Gordon Jess, 33 Loch Park Avenue, Carluke, ML8 5AS, DATED 31/12/2008
 - Representation from : William McKelvie, 37 Loch Park Avenue, Carluke, ML8 5AS,

DATED 31/12/2008, 06/01/2009, 12/01/2009 & 15/01/2009

- Representation from : Mr & Mrs G Aitchison, 31 Lanark Road, Carluke, ML8 4HE, DATED 16/01/2009
- Representation from : L Aitken, 33 Unitas Crescent, Carluke, , DATED 05/02/2009
- Representation from : Fiona Lawrie, 30a Lanark Road, Carluke, ML8 4HE, DATED 05/01/2009
- Representation from : Laura Smith & David Hall, 35 Loch Park Avenue, Carluke, DATED 05/01/2009
- Representation from : Stuart Graham, 23 Jonquil Way, Carluke, ML8 5AZ, DATED 05/01/2009
- Representation from : Mr A L Gray and Mrs M E Gray, 33 Lanark Road, Carluke, ML8 4HE, DATED 05/01/2009
- Representation from : Mr & Mrs Daniel Isbister, 39 Shieldhill Road, Carluke, ML8 5AL, DATED 29/01/2009
- Representation from : Graeme St John, 9 Walter Street, Wishaw, ML2 8LQ, DATED 10/03/2009
- Representation from : Roger Tym & Partners, 19 Woodside Crescent, Glasgow , G3 7UL, DATED 04/03/2009

Contact for Further Information

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

Ian Hamilton, Planning Officer, Council Offices, South Vennel, Lanark ML11 7JT
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Detailed Planning Application

PAPER APART – APPLICATION NUMBER : CL/08/0731

CONDITIONS

- 1 That the development hereby permitted shall be started within five years of the date of this permission.
- 2 Details of the phasing of the development shall be submitted to the Council for approval, and no work shall begin until the phasing scheme has been approved in writing. Following approval, the development shall be implemented in accordance with the approved scheme.
- 3 That the development shall be carried out strictly in accordance with the plans hereby approved and no change to the design or external finishes shall take place without the prior written approval of the Council as Planning Authority.
- 4 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.
- 5 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.
- 6 That before the development hereby permitted is occupied or brought into use, a 2.5 metre high timber fence shall be erected along the northern and southern boundaries.
- 7 That before the development hereby permitted is occupied or brought into use, all the fences or walls including acoustic barriers for which the permission of the Council as Planning Authority has been obtained under the terms of Conditions 6 and 5 above, shall be erected and thereafter maintained to the satisfaction of the Council.

- 8 That before any work commences on the site, a scheme of landscaping for the area shaded green on the approved plans shall be submitted to the Council as Planning Authority for written approval and it shall include:(a) an indication of all existing trees and hedgerows plus details of those to be retained and measures for their protection in the course of development; (b) details and specification of all trees, shrubs, grass mix, etc.; (c) details of any top-soiling or other treatment to the ground; (d) sections and other necessary details of any mounding, earthworks and hard landscaping; (e) proposals for the initial and future maintenance of the landscaped areas; (f) details of the phasing of these works; and no work shall be undertaken on the site until approval has been given to these details.
- 9 That the landscaping scheme approved under the terms of condition 6 above shall be carried out simultaneously with the development, or each phase thereof, and shall be completed and thereafter maintained and replaced where necessary to the satisfaction of the Council as Planning Authority.
- 10 That prior to any work commencing on the site, a maintenance management schedule for the landscaping scheme approved under the terms of Condition 6 above 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.
- 11 That before the development hereby approved is completed or brought into use, the entire access road and footpath network serving the development (including the new roundabout on the A73) shall be laid out and constructed in accordance with the specification of the Council as Roads and Planning Authority.
- 12 That before the development hereby approved is completed or brought into use, all of the parking spaces shown on the approved plans shall be laid out, constructed and thereafter maintained to the specification of the Council as Roads and Planning Authority.
- 13 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.
- 14 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 (SUDS) and with the Council's Sustainable Drainage Design Criteria and requirements in consultation with SEPA. The SUDS shall include a second level interceptor for hard standing areas including car parking areas and roads and, during the construction phase (where necessary) temporary silt traps or silt lagoons.
- 15 That before work starts on site a survey of the existing drainage structure crossing the site to confirm its purpose and extent shall be carried out and that the findings of the investigations shall be reported to the Council as Planning Authority. Any proposal to divert or realign the drainage structure shall be approved by and implemented to the satisfaction of the Council prior to the commencement of work on site.
- 16 That the development shall not be brought into use until the developer provides a written agreement from Scottish Water that the site can be served by a sewerage

and water scheme constructed to the specification and satisfaction of Scottish Water as the Water and Sewerage Authority.

- 17 (a) Prior to commencement of any works on site, a comprehensive site investigation carried out to the appropriate Phase level, shall be submitted to and approved in writing by the Council as Planning Authority. The investigation shall be completed in accordance with the advice given in the following:
- (i) Planning Advice Note 33 (2000) and Part IIA of the Environmental Protection Act 1990 (as inserted by section 57 of the Environment Act 1995);
 - (ii) Contaminated Land Report 11 - 'Model Procedures for the Management of Land Contamination (CLR 11) - issued by DEFRA and the Environment Agency;
 - (iii) BS 10175:2001 - British Standards institution 'The Investigation of Potentially Contaminated Sites - Code of Practice'.
- (b) If the Phase 1 investigation indicates any potential pollution linkages, a Conceptual Site Model must be formulated and these linkages must be subjected to risk assessment. If a Phase 2 investigation is required, then a risk assessment of all relevant pollution linkages using site specific assessment criteria will require to be submitted.
- (c) If the risk assessment identifies any unacceptable risks as defined under Part IIA of the Environmental Protection Act, a detailed remediation strategy will be submitted to and approved in writing by the Council as Planning Authority. No works other than investigative works shall be carried out on site prior to receipt of the Council's written approval of the remediation plan.
- 18 Prior to development commencing on site, a scheme for the control and mitigation of dust shall be submitted to and approved in writing by the Council as Planning Authority. No changes to the approved scheme shall take place unless agreed in writing by the Council as Planning Authority. The scheme shall thereafter be implemented in accordance with a programme to be agreed in writing with the Council as Planning Authority.
- 19 That details of all external lighting and CCTV cameras shall be submitted to and approved by the Council as Planning Authority prior to commencement of work on site. The details shall be accompanied by a study demonstrating the impact of the floodlighting proposals on residential properties and measures to mitigate against light pollution. The approved details shall be implemented to the satisfaction of the Council and thereafter maintained to its satisfaction. No changes shall be made to the approved scheme without the prior written consent of the Council.
- 20 That all areas potentially affected by the proposed development shall be carefully surveyed by a suitably qualified person for bats between mid-May and late August. If bats are found to be in or around the development site, mitigation measures for their protection shall be put in place, in consultation with SNH prior to work starting.
- 21 That store servicing, the internet delivery service, petrol filling station, car wash facility and recycling facility (with the exception of maintenance works not audible outside the premises), shall be restricted to between 0700 and 2300. However, none of the above activities (with the exception of the petrol filling station) shall be

permitted between 0700 and 0800 and between 2200 and 2300 unless the applicant can demonstrate through the submission of an additional noise assessment, approved by the Council, that noise levels during these periods shall be 10 dB lower than daytime values.

- 22 That between the hours of 0800 and 2000 the measured noise level emitted from the premises [L_{aeq} (1hr)] shall not exceed the pre-existing background noise level [L_{aeq} (1/2hr)] by more than 4dB(A) when measured in accordance with BS4142: 1997 at buildings where people are likely to be affected. Between the hours of 2000 and 0800 the noise level emitted from the premises [L_{aeq} (5mins)] shall not exceed the pre-existing background noise level [L_{a90} (1/2hr)] by more than 4dB(A) when measured in accordance with BS4142: 1997 at buildings where people are likely to be affected.
- 23 That notwithstanding condition 19 above, all external lighting (including floodlights within the car park) shall be switched off when the facilities hereby approved are not open to the general public.
- 24 That notwithstanding condition 11 above, the design of the roundabout shall incorporate a visual barrier to prevent southbound drivers maintaining their passage over the access area shaded ORANGE on the approved plans together with a pedestrian guardrail in the location marked in BROWN on the approved plans. These measures shall be implemented to the satisfaction of the Council as planning Authority before the roundabout becomes operational.
- 25 That before any work starts on site, the applicants (in consultation with the Council's Roads and Transportation Services) shall submit details of new road signage and road markings to the Council as planning Authority for its consideration and approval. The approved scheme shall be fully implemented to the satisfaction of the Council before any part of the development becomes operational.
- 26 Development shall not commence until details of surface finishes to all parking and manoeuvring areas has been submitted for the consideration and written approval of the Council as Planning Authority. Development shall thereafter be carried out using the approved materials or such alternatives as may be agreed in writing with the Council as Planning Authority.
- 27 That before any work starts on site, details of pedestrian provision on the south arm of the new roundabout shall be submitted for the approval of the Council as Planning Authority. For the avoidance of doubt this should include a pedestrian refuge island, associated carriageway widening (where necessary) and a new footway connection to the existing footway network. The approved scheme shall be implemented to the satisfaction of the Council before any part of the site becomes operational.
- 28 That before any part of the development hereby approved becomes operational, the applicants shall carry out, at their own expense, the following works;
 - a) The widening of the existing footway on the western side of Lanark Road between Shieldhill Road and the pedestrian access into the site to a minimum 1.8m in width
 - b) The relocation of the existing road marking arrangement at the junction of

Shieldhill Road and Lanark Road to a position to be agreed with the Council as Roads Authority

c) The provision of a 2m wide footway on the southern side of Shieldhill Road between the existing play area on Shieldhill Road and the footpath referred to in (A) above.

d) The replacement and relocation of the existing pelican crossing on Lanark Road with a new puffin type pedestrian crossing, in a position to be agreed with the Council as Roads Authority.

These works shall all be carried out to the specification and satisfaction of the Council.

- 29 That before any part of the development hereby approved becomes operational, the bus lay by shown on the approved plans shall be laid out and made available, together with an illuminated cantilever bus shelter, to a specification of the Council as Roads Authority.
- 30 That before any part of the development hereby approved becomes operational, the developer shall provide, at their own expense, new controller proms at the junctions of Stewart Street/Glamis Avenue and Kirkton Street/Clyde Street/Stewart Street to allow alterations to the traffic signals at these locations. The works involved shall be agreed in advance with the Council as Roads Authority.
- 31 That before any work starts on site the applicants shall submit a Travel Plan for the consideration of the Council as Planning and Roads Authority. It should consider in particular how staff at the development will be encouraged to car share and use other modes of transport rather than the private car as well as encouraging customers to use modes of transport other than the private car. The approved plan shall be implemented to the satisfaction of the Council as soon as the site becomes operational and shall thereafter be monitored by the operators on site to ensure compliance with the scheme. The Council will reserve the right to seek evidence of compliance with the approved plan and the preparation of additional measures, where appropriate, within a timescale to be agreed with the Council.

REASONS

- 1 To accord with the provisions of the Town and Country Planning (Scotland) Act 1997.
- 2 In the interests of amenity and in order to retain effective planning control.
- 3 In the interests of amenity and in order to retain effective planning control.
- 4 In the interests of amenity and in order to retain effective planning control.
- 5 These details have not been submitted or approved.
- 6 In the interests of amenity and in order to retain effective planning control.
- 7 In the interests of amenity and in order to retain effective planning control.
- 8 In the interests of the visual amenity of the area.
- 9 In the interests of amenity.
- 10 In the interests of amenity.
- 11 To ensure satisfactory vehicular and pedestrian access facilities to the site.
- 12 To ensure the provision of adequate parking facilities within the site.
- 13 In order to retain effective planning control
- 14 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.

- 15 To ensure the maintenance of the existing drainage regime.
- 16 To ensure that the development is served by an appropriate effluent disposal system and water supply.
- 17 To avoid unacceptable risks to human health and the environment, to ensure that the land is remediated and made suitable for its proposed use.
- 18 To minimise the risk of nuisance from dust to nearby occupants.
- 19 To prevent light spillage onto neighbouring properties and to protect the privacy of local residents.
- 20 To minimise the risk to bats.
- 21 To minimise noise disturbance to adjacent occupants.
- 22 To protect noise sensitive properties from sound levels that will cause a nuisance.
- 23 To safeguard the residential amenity of the area.
- 24 In the interest of public safety
- 25 These details have not been submitted or approved.
- 26 These details have not been submitted or approved.
- 27 In the interest of public safety
- 28 In the interest of road safety
- 29 These details have not been submitted or approved.
- 30 In the interest of road safety
- 31 To encourage the use of means of transport other than the private car

For information only

For information only

