

	<h1>Report</h1>	Agenda Item <h2>4</h2>
--	-----------------	--------------------------------------

Report to: **Planning Committee**
 Date of Meeting: **14 December 2010**
 Report by: **Executive Director (Enterprise Resources)**

Application No CL/10/0022
 Planning Proposal: Erection of 41 houses with Associated Roads, Parking and Open Space

1 Summary Application Information

- Application Type : Detailed Planning Application
- Applicant : Lancashire Mortgage Corporation Limited
- Location : Biggar Road
Symington

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: Alexander Morton Homes (Scotland) Limited
- ◆ Council Area/Ward: 03 Clydesdale East
- ◆ Policy Reference(s): **South Lanarkshire Local Plan (Adopted)**
 - Policy STRAT4: Accessible Rural Area
 - Policy RES2: Proposed Housing Sites (CL5079)
 - Policy RES3: Residential Masterplan Sites
 - Policy RES6: Residential Land use
 - Policy ENV11: Design Quality
 - Policy ENV29: Regional Scenic Area and Area of Great Landscape Value
 - Policy ENV31: New Housing Development
 - Policy DM1: Development Management

- ◆ Representation(s):
 - ▶ 13 Objection Letters
 - ▶ 0 Support Letters

◆ Consultation(s):

Environmental Services

Scottish Water

Roads and Transportation Services (Area Manager Clydesdale)

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

Roads & Transportation Services H.Q.(Traffic and Transportation)

Symington Community Council

Railtrack

Planning Application Report

1 Application Site

- 1.1 The application site extends to 1.96ha and is situated on the northern edge of Symington and comprises a former chicken processing factory and disused paddock. The factory has since been removed and the site is now vacant with evidence of significant areas of hardstanding. Although the majority of the site is relatively level the access road to the site slopes down to the A72, Biggar Road. Inverarity Vaults, a wine storage business, adjoins the north western corner and takes access through the site.
- 1.2 The site is bounded to the west by the West Coast railway line (a railway bridge crosses Biggar Road close to the access point), to the north by the aforesaid wine business and agricultural fields, to the east by dwellings and to the south by dwellings and Biggar Road on the south side of which are further dwellings.

2 Proposal(s)

- 2.1 The proposal involves the erection of 41 dwellings arranged around a series of loops connecting into a main through road which will also provide access to Inverarity Vaults. The loops converge and continue up to the eastern boundary. It is intended that this route will be extended to serve land to the east which forms part of a wider residential masterplan area. The applicant has submitted an indicative layout showing how future phases of the masterplan site could be developed. The original layout has been substantially amended to take account of the Scottish Government's Designing Streets Policy.
- 2.2 The development will consist of 9 three bedroom terraced, 28 three bedroom semi detached and 4 four bedroom detached houses. All houses will be 1½ storey dwellings with steep pitched roofs, vertical fenestration and traditional dormer designs in keeping with a rural setting. Externally elevations will be finished in dry dash render and slate substitute tiles. Play areas and open space along with complimentary landscaping and a SUDS pond will be formed. Parking will be a mixture of on and off street parking in line with recommendations contained in Designing Streets.
- 2.3 The proposal also involves off site junction improvements to address road and public safety concerns. A set of traffic lights will be established either side of the railway bridge on Biggar Road and at the exit of the site onto the A72. A footway will be formed along part of Biggar Road and under the railway bridge thereby ensuring safer pedestrian passage to the rest of the village.
- 2.4 The applicant has submitted a Noise Impact Assessment as supporting information. This recommends the use of a higher standard of double glazing for all dwellings with even higher standards proposed for dwellings which adjoin the railway.

3 Background

3.1 Relevant Government Advice

- 3.1.1 The Government's recently published SPP states that Planning Authorities should promote the efficient use of land making use of existing infrastructure and service capacity. Brownfield sites are preferred over greenfield locations.
- 3.1.2 Designing Streets Policy (2010) seeks to move the emphasis from being seen as corridors for the movement of vehicles with houses laid out around them to one involving reinvigorated public areas where social interaction is facilitated. The lay out

should be designed to encourage a safe environment for pedestrians and cyclists through the introduction of narrower streets, carefully positioned dwellings, landscaping and off-street parking. Cul-de-sac and dead ends which impede pedestrian movement are discouraged. Permeability which encourages walking is now seen as a high priority whereby it is recommended that footpath links are established which ensures that each house can be easily accessed from main public transport routes. Sense of belonging and security can be enhanced through the creation of semi-enclosed spaces (squares, crescents etc) containing open space. Consideration of the special nature of each location and sensitive use of materials, surplus spaces, landscaping and designs can help create unique distinctive places.

3.2 Local Plan Status

- 3.2.1 In the South Lanarkshire Local Plan (adopted March 2009) there are several relevant policies which apply in respect of this proposal. The site is within the Accessible Rural Area where Policy STRAT4 advises that development should be directed to within settlements and that isolated and sporadic development will generally not be supported.
- 3.2.2 Policy RES2: Proposed Housing Sites states the Council will support development for housing on sites included in the Housing Land Audit and identified in the Local Plan Proposals Map.
- 3.2.3 The site is identified as a Residential Masterplan Site where Policy RES3 states that the Council will support residential development of identified sites where masterplans are brought forward for Council approval that address specified requirements. The requirement for this site is for a comprehensive redevelopment of the site for small scale residential purposes which brings together vacant and derelict ground, surplus garden ground and underused backland areas.
- 3.2.4 Policy RES6 - Residential Land Use places an emphasis upon the protection of residential amenity. Each application will be judged on its own merits with particular consideration given to the impact on residential amenity and/or proposed servicing and parking arrangements and an assessment of the contribution of the proposal to meeting an identified local need.
- 3.2.5 Policy ENV31: New Housing Development emphasises the need to respect the local context and be appropriate to the character and topography of the site. Energy efficient designs and sustainable use of materials which contribute to sustainable development is encouraged.
- 3.2.6 Policy ENV29: Regional Scenic Areas and Areas of Great Landscape Value states that development will only be permitted if it satisfies the requirements of STRAT4 and can be accommodated without adversely affecting the overall quality of the designated landscape area.
- 3.2.6 Policy DM1: Development Management aims to avoid detrimental impacts upon visual and environmental amenity and that the proposal should respect the local context. Policy ENV11 – Design Quality encourages good quality development which enhances the character of the area and adheres to the principles of sustainability.

3.3 Planning History

- 3.3.1 Outline Planning permission (CL/02/0621) was granted for a residential development in December 2003. The outline consent was renewed in January 2007 (CL/06/0819).

4 Consultation(s)

- 4.1 **SEPA** – Initially objected because the private sewerage arrangements were considered to be unsuitable. However due to the planned up-grades to Scottish Water septic tanks serving Symington the developers' intention now is to connect into the public local sewer. On that basis SEPA have now withdrawn their objection subject to the attachment of a condition ensuring that no dwellings are occupied until a connection to the public sewer can be made.

Response: Noted. An appropriate condition will be attached.

- 4.2 **Scottish Water** – No objection however they have advised that there is limited capacity in their network.

Response: Noted. A condition will be attached requiring prior confirmation from Scottish Water that connections into the water and sewerage networks can be achieved before works start on site.

- 4.3 **Environmental Services**– The applicant has submitted a noise impact assessment in respect of road and rail noise affecting the development. They confirm that the proposed measures to reduce noise levels within the property are satisfactory but that further work is required in respect external garden areas. It is understood that the depot to the immediate north of the proposed development receives HGV deliveries/dispatches on a 24 hour basis and as such a condition is recommended that a noise impact survey of the depot is undertaken. A condition requiring contaminated land investigations should also be attached.

Response: The depot only operates during the day and is subject of approximately 6 deliveries a day. In such circumstances noise levels are not expected to be onerous especially as the depot is a wine warehouse not associated with noise generation of an industrial nature. Notwithstanding the Noise Report has been up-dated to cover this matter and no adverse effects are anticipated. Conditions will be attached to the consent to ensure the noise mitigation measures within the proposed houses are implemented and that an assessment is made of the likely impact on external garden areas.

- 4.4 **Symington Community Council** – Objected to the proposal in their consultation response on the original layout and have reiterated their objection to the amendment. The 41 houses are out of keeping with the size of Symington and the proposed development is detached from the heart of the village and it is unlikely that it would ever become integrated into the village community. This would create an undesirable precedence. Due to increased traffic generation and insufficient visibility and footways, public safety would be compromised. The proposed soakaway and the natural run off from the proposed tarmac access road with a steep decline onto Biggar Road is bound to exacerbate the current flooding problem. The infrastructure of the village is inadequate to cope with a development of this scale. There is no indication in the application of planning gain for Symington.

Response: The principle of a residential development has already been established by a previous outline consent and identification of the site on the Local Plan Proposals Map as being suitable for housing. The site falls within the settlement boundary of Symington which does not exhibit the normal characteristics of a traditional rural village and is devoid of a defined centre. It appears to have been formed by the coalescence of unrelated building groups through blocks of newer development of varying age. The Council's Residential Development Guide recommends that new development should be limited to between 20-29 dwellings per hectare. The 41 houses within a 1.96 hectare site complies with the aforesaid parameters. The site is situated behind the Biggar Road frontage and therefore the

proposed houses will not be visually prominent from the main road. The removal of a derelict brownfield site will result in environmental improvements. I am fully satisfied that the character of Symington will not be adversely affected.

Proposals for the installation of traffic lights and footways will address road safety concerns. A SUDS scheme which incorporates a detention pond will in fact reduce run off onto Biggar Road thereby reducing rather than exacerbating the current flooding problem. With the planned up-grading of the sewerage system there are no significant infrastructure issues which would impede this development. A precedent is unlikely as there are limited development opportunities within the settlement boundary of Symington. As the developer will be establishing on-site amenity and play areas and off-site road improvements there is no requirements through the Residential Development Guide to request additional financial contributions.

- 4.5 **Roads and Transportation Services (Traffic and Transportation)** – Advise that they are satisfied that the traffic generated from the development will have no capacity effects on the existing road network. Following detailed discussions with the applicants, it has been agreed that the development will be accessed by a new traffic signal junction. The initial traffic signal layout is satisfactory in principle. However, a further detailed design is required to be undertaken to the Council's specification and approved by the Roads and Transportation Service. The traffic signal junction should be in operation before the first property is occupied. The existing bus stops located to the west of the site require to be re-located. Therefore two new bus stop shelters and associated infrastructure will be required. This will require further discussions with Roads and Transportation Services. A 2 metre wide footway should be provided along Biggar Rd. Residents should be made aware of sustainable methods of travel through a 'welcome pack'. Each household should be supplied with details of local amenities and public transport information as a means of reducing private car travel. A Stage 1 Safety Audit should be submitted for approval to the Road and Transportation Service

Response: Noted. The issues relating to the footway, traffic lights and bus stop can be covered by condition. The request for a Travel Plan and Safety Audit will be addressed by an informative.

- 4.6 **Roads and Transportation Services (Area Manager – Clydesdale)** – no objections subject to some minor amendments to parking and turning arrangements.

Response: The layout has been amended to reflect these comments.

- 4.7 **Railtrack:** No response to date

Response: Noted

5 Representation(s)

- 5.1 In response to the carrying out of neighbour notification and the advertisement of the application in the local press due to non-notification of neighbours 9 letters of objection were received in respect of the original submission. The notification and publicity was carried out again on the submission of amended plans, following which 4 further letters of objection were received. The main points have been summarised as follows:

(a) Increase in traffic volumes and the inadequacy of the access in terms of visibility and public footways onto Biggar Road will exacerbate public safety concerns.

Response: The developer intends installing traffic lights and footpaths as a means of improving public safety and addressing concerns about the adequacy of the

access onto A72. Roads and Transportation Services have agreed that these are acceptable and as such have not objected.

(b) There is a small woodland to the north of 53 Biggar Road which should be retained in any development. The woodland acts as an important wildlife corridor and forms a natural division between what will be two very different styles of housing.

Response: The woodland has limited amenity value. I understand it was planted by a nearby resident without the permission of the landowner. Existing housing within Symington comprises different style of housing and therefore I am satisfied the proposed house types are acceptable.

(c) There will be significant upheaval during the construction of this development in traffic access and egress.

Response: This is considered a standard part of the construction process. The developer will be expected to provide appropriate traffic management during construction.

(d) Will the existing soakaway sewerage treatment be sufficient?

Response: The intention now is to connect into the public sewage network. A condition requiring confirmation that this can be achieved before work starts on site would be attached to the consent.

(e) The development would be quickly outgrown requiring expansion outside the Clydesdale Local Plan boundary into the Greenbelt.

Response: The adjoining site is not designated Greenbelt, it is covered by Policy STRAT4: Accessible Rural Area which discourages housing development and seeks to direct all development within the confines of the settlement boundary. Any extension of the site would therefore be contrary to the extant development plan.

(f) Stage 2 of the development would be shoe horned between Tinto Garage and the disused railway line.

Response: The site referred to falls outwith the application site boundary and is therefore not relevant to the determination of this application. However, it does form part of the wider residential masterplan site described earlier. The submitted plans show that this area can be accessed through the application site.

(g) Have Scottish Water confirmed that there is sufficient capacity to supply these 41 houses and there will be no effect on the required pressure levels?

Response: Scottish Water have not objected although they have advised that there is limited capacity at the Coulter Water Treatment Plant. A condition will be attached requiring prior confirmation from Scottish Water that a connection into their system can be authorised. Any necessary upgrading works will be a matter between Scottish Water and the developer.

(h) School overcrowding.

Response: The site has been identified in the Local Plan Proposals Map as a new housing site. There is no requirement for the applicant to provide a contribution to the extend the school.

(i) Traffic lights will cause a number of traffic flow issues and cause an increase in the likelihood of collision.

Response: Roads and Transportation Services recommend the installation of traffic lights as a means of improving road safety.

(j) Outline proposals for future development have not been removed.

Response: An indicative layout shows how adjacent sites which form part of a wider masterplan site, as required by Local Plan Policy RES3, could be accessed and developed. This information is helpful however the layout is indicative only and would not be subject of any approval for this planning application.

(k) There does not appear to have been a decision to lodge an appeal raised in the planning missives.

Response: The application has still to be determined. If Committee chose to refuse the application then the applicant would have a right of appeal.

(l) The Council and the developers were invited by the objector to make contact and begin a consultation process with Symington Community. No response has been received to date.

Response: The proposal does not constitute a major development and therefore statutory pre-application discussion was not required. Symington Community Council were consulted on the original proposals and the amended scheme.

(m) The applicant did not indicate on the application form that the proposal would bring crowds into a generally quiet area.

Response: A residential use is considered a relatively quiet use and would not attract crowds. It should also be noted that the previous use of the site was industrial in nature.

(n) The plans show the 41 houses are shoe horned into this development.

Response: The housing layout accords with density guidelines detailed in the Council's Residential Development Guide.

(o) The noise report states 37 houses rather than 41 are proposed and is therefore inaccurate.

Response: The noise report has been updated. Notwithstanding the line of houses adjoining the railway track likely to be affected by noise, which was considered in the original report, has not been altered. Therefore I consider that the findings of the original noise report are still relevant.

(p) There is no public access retained to the fields surrounding this development to the north. Currently there is a commonly used access adjacent to Inverarity Vaults at the north end of the site which has been regularly used for the last 10 years.

Response: There is no evidence of a footpath link across the site to adjoining agricultural land in the form of tracks or a stile at the boundary fence. There is also no record of a Right of Way across the site.

(q) The application site indicates a small triangular strip of land east of the new access road. This land is in the ownership of no 51 Biggar Road. In addition, in order to achieve the proposed sight lines, a substantial part of the garden ground (currently a steep bank which falls directly to the road kerb, without a footpath) would require to be cut away. The owner is not aware of this development and has not agreed to any change to their property to accommodate these sight lines. In addition, it would appear that the eastern bend at the site entrance also impinges into their property.

Response: While the objector may own the land in question, it forms part of the public road where the Council has powers to carry out works as Roads Authority.

(r) The density and type of houses are contrary to the existing character of the area.

Response: Symington contains a mixture of styles and densities. The proposed development would not be at odds with the existing varied pattern.

(s) The proximity of the new houses to existing properties generates privacy issues.

Response: The relationship, between existing and proposed dwellings, adheres to privacy standards outlined in the Council's Residential Development Guide.

(t) The open space proposal is inadequate for this number of houses.

Response: The allocated open space adheres to standards set down in the Council's Residential Development Guide.

(u) The size of the development dramatically changes the character of a small village.

Response: I am satisfied that the development can be integrated as an identified brownfield housing site without affecting the character of the village.

(v) The site includes the former Symington Railway Station and part of the solum of the former Symington to Biggar Railway line. The former railway should be reserved.

Response: There are no plans to re-open the disused railway line. The adopted Local Plan has identified land elsewhere as a possible rail halt.

(w) If the detention pond is situated on a higher elevation it may require a pumped system. If this were to malfunction it could cause flooding at the lower end of the development. No specific details have been supplied.

Response: If consent is granted a condition will be attached requiring submission of details for approval and the implementation of a sustainable Urban Drainage System which adheres to current standards and avoids risk of flooding.

(x) The developer has not fully considered the market place. Families settling in Symington are generally either upper middle class couples with 2 to 3 primary school age children or couples seeking a quiet retirement. The development will not serve either and the developers are urged to reconsider their plans.

Response: The proposed layout comprises a range of house types that would be expected to meet local housing need. A mix of houses within new housing developments is encouraged by the adopted Local Plan.

5.2 These letters have been copied and are available for inspection in the usual manner and on the Council's Planning Portal.

6 Assessment and Conclusions

6.1 The applicant seeks permission for 41 dwellings on a brownfield site within Symington. The main determining issue is whether the proposal complies with Government Guidance and the development plan. Amenity and traffic issues are also matters for consideration.

6.2 In the South Lanarkshire Local Plan the site is identified as lying in the Accessible Rural Area where Policy STRAT4 seeks to direct new building development to existing settlements. This proposal adheres to that principle. The application site forms part of a site included in the housing land audit and identified in the Local Plan Proposals Map as a new housing site under Policy RES2. Therefore it complies with

Policy RES2. The application site forms part of a wider masterplan site covered by Policy RES3 which encourages a comprehensive development of various plots of vacant, derelict, underused land and surplus garden ground, for residential purposes. This proposal will not compromise that area as an access to adjacent garden ground which falls within the masterplan site has been provided thereby ensuring that future phases of the masterplan can be achieved without concerns about the remaining plots being landlocked due to inadequate access arrangements. It should be noted that the principle of a residential development has been established by a previous outline consent (CL/02/0021) and subsequent renewal (CL/06/0819).

- 6.3 Extensive discussion has taken place with the applicants in order to achieve a more suitable layout and design that reflects recent guidelines on new residential development. This involves a loop with interconnecting linkages and a small crescent overlooking a play area. On-street parking and landscaping have been incorporated to help slow traffic speeds. Permeability has been further enhanced through additional footpath links. The purpose of the amendments has been to reflect guidance contained in the new Designing Street Policy. Due to its irregular shape the site does present difficulties with regard achieving an optimum solution however the applicant has made a significant effort to achieve a form of development that respects this guidance.
- 6.4 Policy ENV29 aims to protect the quality of the surrounding Regional Scenic Area. As the site is contained within a derelict former industrial site the proposal will result in significant environmental improvements. The houses will be restricted to 1½ storeys in height and therefore I do not envisage any noticeable changes which impact upon the amenity or landscape quality of the surrounding countryside or the setting of the village. Therefore in these circumstances the aforesaid policy would not be compromised.
- 6.5 The removal of derelict land which constitutes an eyesore will improve the amenity of the neighbouring dwellings. Adequate parking can be provided and public safety can be improved through the establishment of footpaths and traffic lights at the junction with Biggar Road. There are no significant infrastructure issues which impede development. Rather than build a private facility which SEPA raised concerns about the intention now is to connect into the public sewer.
- 6.6 Policies ENV11, ENV31 and DM1 encourage high quality development which respect the local context and adhere to the principles of sustainability. In the context of the village and the wider area the site is visually contained by properties fronting Biggar Road, the railway line and the Inverarity Vaults in the northern corner. Within Symington there is a mixture of housing styles and densities, therefore I am satisfied that the form of development proposed can be successfully integrated without affecting the setting or character of the village. The mass, scale and design of the proposed dwellings is considered acceptable. The layout, orientation, amenity provision and landscaping is also satisfactory and complies with the Designing Streets Policy, referred to above. The principles of sustainability are met by the use of a brownfield site and its proximity to a bus route and other services in Symington. Therefore I am satisfied that the proposal complies with Policies ENV11, ENV31 and DM1.
- 6.7 After carefully assessing all relevant factors I consider that planning permission should be granted.

7 Reasons for Decision

- 7.1 The principle of residential development has been established by previous outline consents, the proposal is consistent with Policies STRAT4, RES2, RES3, RES6, ENV11, ENV31 and DM1 of the adopted South Lanarkshire Local Plan and there would be no adverse impact on residential and visual amenity or road safety.

Colin McDowall
Executive Director (Enterprise Resources)

6 December 2010

Previous References

- ◆ Outline Planning Permission CL/02/0021
- ◆ Renewal of Outline Consent CL/06/0819

List of Background Papers

- ▶ Application Form
- ▶ Application Plans
- ▶ Consultations
 - Symington Community Council 09/02/2010
 - Environmental Services 10/02/2010
 - Roads & Transportation Services H.Q.(Transportation) 24/02/2010
 - Symington Community Council 28/10/2010
 - Roads and Transportation Services (Clydesdale Area) 30/08/2010 & 26/11/10
 - S.E.P.A. (West Region) 08/11/2010
 - Scottish Water 04/11/2010
- ▶ Representations
 - Representation from : Michael Kinsella, 3 Annieston Place, Symington, Biggar, ML12 6QA, DATED 10/02/2010
 - Representation from : James Paterson, Inverarity Vaults, Biggar Road, Symington DATED 04/02/2010
 - Representation from : T J King, 53 Biggar Road, Symington, Biggar, ML12 6FT, DATED 04/02/2010
 - Representation from : Bill Denholm & Jane Stevens, 34 Biggar Road, Symington, ML12 6FT, DATED 16/02/2010
 - Representation from : Neil & Adele MacPhail, 51 Biggar Road, Symington, ML12, DATED
 - Representation from : Mrs A Timmins, 4 Annieston Place, Symington, Biggar,

ML12 6QA, DATED 11/02/2010

Representation from : Mr & Mrs T Lewis, 1 Annieston Place, Symington, Biggar, ML12 6QA, DATED 11/02/2010

Representation from : Mr Gerard McMorrow, 5 Annieston Place, Symington, Biggar, ML12 6QA, DATED 11/02/2010

Representation from Clyde Rail Action Group, 2 Hope Street, Lanark DATED 15/02/2010

Representation from : Michael Kinsella, 3 Annieston Place, Symington, ML12 6QA, DATED 09/11/2010

Representation from : Mr T King, 53 Biggar Road, Symington, ML12 6FT, DATED 27/10/2010

Representation from : Mrs Agnes Timmins, 4 Annieston Place, Symington, Biggar, ML12 6QA, DATED 04/11/2010

Representation from : Mr Gerard McMorrow, 5 Annieston Place, Symington, Biggar, ML12 6QA, DATED 04/11/2010

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
Ext 3186 (Tel :01555 673186)
E-mail: Enterprise.lanark@southlanarkshire.gov.uk

CONDITIONS

- 1 This decision relates to drawing numbers: A194-LP1, A194-P01 rev B, A194-EX01, A194-P02, A194-P03, A194-P04, A194-P05 , A194-P07, 7900:90:702 rev C, 7900:90:711 rev A & 7900:90:713.
- 2 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.
- 3 That before any work commences on the site, a scheme of landscaping shall be submitted to the Council as Planning Authority for written approval and it shall include:(a) an indication of all existing trees and hedgerows plus details of those to be retained and measures for their protection in the course of development; (b) details and specification of all trees, shrubs, grass mix, etc.; (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.
- 4 That the approved landscaping scheme shall be completed to the satisfaction of the Council as Planning Authority during the first available planting season following occupation of the building(s) or completion of the development hereby approved, whichever is the sooner, and shall thereafter be maintained and replaced where necessary to the satisfaction of the Council.
- 5 That before any work commences on the site, a scheme for the provision of an equipped play area within the application site shall be submitted to the Council as Planning Authority for written approval and this shall include :(a) details of the type and location of play equipment, seating and litter bins to be situated within the play area(s); (b) details of the surface treatment of the play area, including the location and type of safety surface to be installed; (c) details of the fences to be erected around the play area(s); and (d) details of the phasing of these works.
- 6 That prior to the completion or occupation of the last dwellinghouses within the development, all of the works required for the provision of an equipped play area included in the scheme approved under the terms of Condition 5 above, shall be completed, and thereafter, that area shall not be used for any purpose other than as an equipped play area.
- 7 That the open space relating to the development shall be laid out simultaneously with the development or each phase thereof, and shall be completed to the satisfaction of the Council as Planning Authority.
- 8 That proposals for the maintenance of all areas of open space within the development shall be submitted to the Council as Planning Authority and no work on the site shall be commenced until the permission of the Council has been granted for these proposals or such other proposals as may be acceptable.
- 9 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.

- 10 That before any of the dwellinghouses situated on the site upon which a fence is to be erected is occupied, the fence or wall for which the permission of the Council as Planning Authority has been obtained under the terms of Condition 9 above, shall be erected and thereafter maintained to the satisfaction of the Council.
- 11 That before any work starts on site, an assessment of the potential impact of noise from the adjoining railway on the external garden areas of the houses hereby approved shall be submitted for the consideration and approval of the Council as Planning Authority. Any recommended mitigation measures shall be implemented before the occupation of any house, and thereafter maintained, to the satisfaction of the Council.
- 12 That no dwellinghouse shall be occupied 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.
- 13 That no dwellinghouse shall be occupied until the public sewerage network has been up-graded and the sewerage network from the site has been connected to the public foul drainage system.
- 14 (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. ,
- 15 That the recommendations for noise mitigation, as detailed in the Road & Rail Traffic Noise Assessment (Technical Report No. N/4272/07, 9th Feb 2007, RMP Acoustic Consultants) shall be implemented to the entire satisfaction of the Planning Authority before the occupation of any dwellinghouses on site.
- 16 That the access between plots 22 and 23 shall be completed to an adoptable standard up to the boundary highlighted in GREEN on the approved drawings.
- 17 That before work starts on site, details of the proposed traffic signals shall be submitted for the approval of the Council as Planning and Roads Authority. Thereafter the approved traffic signals shall be installed and fully operational

before the occupation of the first dwellinghouse.

- 18 That prior to the occupation of the first dwellinghouse, the existing bus stops located to the west of the site shall be re-located to a position to be agreed with the Council as Roads Authority. This shall include new bus stop shelters and associated infrastructure to be installed to the full satisfaction of the Council as Planning and Roads Authority.
- 19 That prior to the occupation of the first dwellinghouse a 2 metre wide footway should be provided along Biggar Rd as indicated on drawing no. 7900:90:712 Rev A.
- 20 That prior to the commencement of development on site, details of the provision of flood prevention works, together with subsequent management and maintenance arrangements shall be submitted to and approved by the Council as Planning Authority. The works will require to comply with the Council's Sustainable Drainage Design Criteria and requirements.
- 21 That no dwelling unit shall be occupied until the flood prevention measures required under Condition 20 above have been completed in accordance with the approved scheme.

REASONS

- 1 For the avoidance of doubt and to specify the drawings upon which the decision was made.
- 2 In the interests of amenity and in order to retain effective planning control.
- 3 In the interests of the visual amenity of the area.
- 4 In the interests of amenity.
- 5 To ensure the provision of adequate play facilities within the site and in order to retain effective planning control.
- 6 In order to retain effective planning control.
- 7 In the interests of amenity.
- 8 In the interests of amenity.
- 9 These details have not been submitted or approved.
- 10 In order to retain effective planning control.
- 11 To protect residents from noise nuisance
- 12 To ensure that the development is served by an appropriate effluent disposal system and water supply.
- 13 To ensure that the development is served by an appropriate effluent disposal system.
- 14 To avoid unacceptable risks to human health and the environment, to ensure that the land is remediated and made suitable for its proposed use.
- 15 To minimise noise disturbance from rail and road traffic noise to future occupants of the approved dwellings.
- 16 To ensure the development of the wider masterplan site as specified by Policy RES3 of the adopted Local Plan.
- 17 In the interests of public safety.
- 18 In the interests of public transport.
- 19 In the interests of public safety.
- 20 To ensure that there will be no increased risk of flooding to land and properties either on-site or downstream due to impedance of flood flows, increased surface water run off and/or reduction of flood storage capacity.

- 21 To ensure that there will be no increased risk of flooding to land and properties either on-site or downstream due to impedance of flood flows, increased surface water run off and/or reduction of flood storage capacity.

CL/10/0022

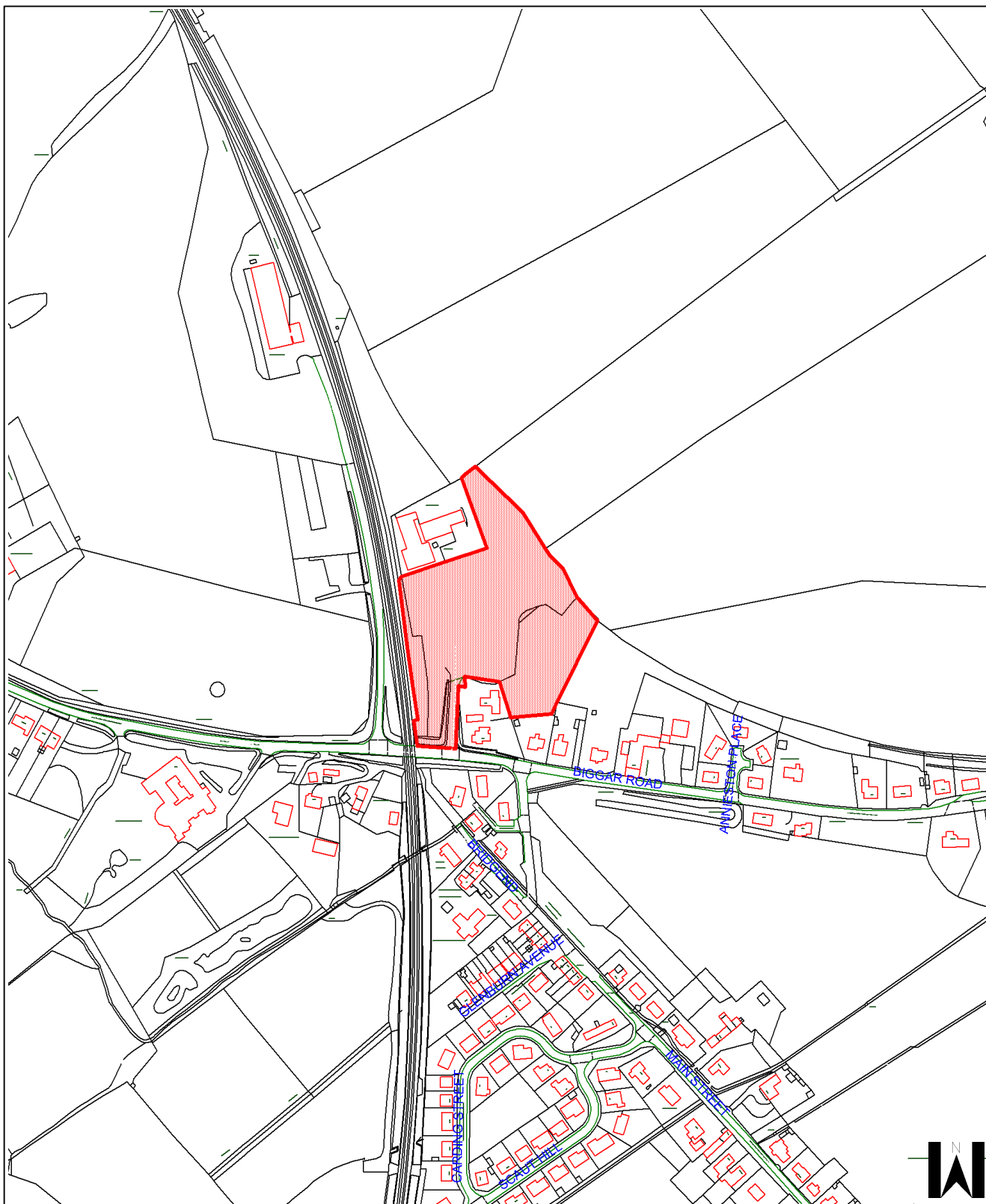
Biggar Road, Symington

Planning and Building Standards Services

Scale: 1: 5000

For information only

For information only



Reproduction by permission of Ordnance Survey on behalf of HMSO.
© Crown copyright and database right 2009. All rights reserved.
Ordnance Survey Licence number 100020730.