

Report

Report to:	Planning Committee
Date of Meeting:	30 April 2024
Report by:	Executive Director (Community and Enterprise Resources)

Reference no:	P/23/1383
Proposal:	Erection of neighbourhood centre development incorporating multi-use community facility, nursery, retail/business/commercial units, medical facility, indoor/outdoor fitness facility, community gardens, local hybrid energy facility and solar EV charging with associated access and landscaping (Permission in Principle)
Site Address:	Land Between Bystone Cottage and White Gables Peel Road Thorntonhall G74 5AG
Applicant:	Messrs Paterson Partners
Agent:	Stuart MacGarvie - MacGarvie & Co Ltd
Ward:	09 East Kilbride West
Application Type:	Planning Permission in Principle
Advert Type:	Schedule 2: East Kilbride News 06 December 2023
Development Plan Compliance:	No
Departures:	Yes
Recommendation:	Refuse
Legal Agreement:	N/A
Direction to Scottish Ministers	N/A

1. Reason for Report

- 1.1. This application must be presented to the Planning Committee for determination as it has received more than 5 objections, as detailed in paragraph 3.5 (b) of the approved South Lanarkshire Council Planning Application Decision Making Process April 2015.

2. Site Description

- 2.1. The application site relates to a strip of land between Bystone Cottage and White Gables at Peel Road, Thorntonhall. The site extends to approximately 0.6 hectares and is designated as Green Belt within the South Lanarkshire Local Development Plan 2 (adopted 2021). The majority of the site is grassland, with a section of the site having been used previously as a riding arena. The site is bounded to the south and south-east by mature woodland, to the south-west by residential properties, to the north-east by Bystone Cottage, and to the north-west by Peel Road which sits opposite the grounds of the property known as Bystone.
- 2.2. The site is roughly rectangular in shape with a gentle incline from north-east to south-west. The frontage of the site faces onto Peel Road and contains an established hedgerow, mature trees and a grass verge. It is noted that a large section of this hedging has recently been removed.

3. Description of Proposed Development

- 3.1. Planning Permission in Principle (PPiP) is sought for the erection of a neighbourhood centre development incorporating multi-use community facility, nursery, retail/business/commercial units, medical facility, indoor/outdoor fitness facility, community gardens, local hybrid energy facility and solar EV charging with associated access and landscaping. As the application seeks planning permission in principle only, detailed plans have not been submitted, however, an indicative layout has been provided along with concept elevations.

4. Relevant Planning History

- 4.1. In 2020, the site formed part of a larger application site that was proposed for residential development under planning application P/20/0502. This was subsequently withdrawn.

5. Supporting Information

The following information was submitted by the applicant in support of the application:-

- 5.1. Economic Report and Executive Summary - these documents aim to provide a socio-economic assessment of Thorntonhall at present and in the future and seek to provide rationale for the proposed development in terms of sustainable development.
- 5.2. Habitat Survey – this presents the findings of an ecological constraints survey and desk study of the site and includes a number of recommendations.
- 5.3. Infrastructure and Energy Report – this document presents the findings of a study of existing services within and adjacent to the application site to establish impact on existing infrastructure.
- 5.4. Photographic Aerial View – an aerial view of Thorntonhall indicating approximate walking times within specific radius.
- 5.5. Planning Statement – this document presents the applicants justification in support of the proposal.
- 5.6. Proposed Cycle Route – drawing indicating a proposed cycle route in Thorntonhall.

- 5.7. Possible sites within settlement boundary map – this map indicates alternative sites within Thorntonhall that were considered and discounted.
- 5.8. South Lanarkshire Council (SLC) Public Bodies Climate Change Annual Duties Report 2022/2023 – this is a Council prepared document that the applicant requested be included as part of the application submission.
- 5.9. Traffic Statement – this document presents the findings of an assessment of the proposal in relation to car journeys and CO2 emissions and includes a traffic survey report.

6. Consultations

- 6.1. Environmental Services - no objections to the proposal subject to the attachment of conditions in relation to noise, floodlighting and dust monitoring.
Response: Noted.
- 6.2. Jackton and Thorntonhall Community Council - object to the proposal and consider it contrary to various policies within National Planning Framework 4 and South Lanarkshire Local Development Plan 2. The response also states that the development would result in visual intrusion, poses layout and road safety issues, is not justified in terms of economic benefit or sustainable development, and the response notes that the majority of residents within Thorntonhall oppose the proposal. They consider that the proposal results in a loss of Green Belt, loss of trees, loss of habitat and impacts on biodiversity, and raises a number of road safety and operational issues, located remotely from the rail station and footpaths, and considers that the 20-minute neighbourhood case does not justify the environmental impacts resulting.
Response: Noted. The Planning Service consider the proposal contrary to both NPF4 and SLLDP2 which will be detailed in the assessment and conclusions section below. In terms of local residents' objections to the proposal, this is noted.
- 6.3. Roads Development Management - object to the proposal as it does not provide sufficient parking to support the scale of development proposed, and the junction design does not comply with the National Roads Development Guide. Further information with regards to servicing arrangements and footway connections are also required.
Response: Noted.
- 6.4. Roads Flood Risk Management - no comments.
Response: Noted.
- 6.5. Scottish Water - no objections to the planning application, however, note that a formal connection application requires to be submitted to Scottish Water for assessment.
Response: Noted.
- 6.6. SP Energy Networks – no objections to the proposal, noting apparatus in the vicinity.
Response: Noted.
- 6.7. West of Scotland Archaeology Service (WOSAS) – no objections subject to the attachment of a condition requiring the implementation of a programme of archaeological works.
Response: Noted.

7. Representations

7.1. Following the statutory period of neighbour notification and advertisement, a total of 892 representations have been received (324 objections, 566 support, 2 comments). The issues raised in objections are summarised as follows:-

7.2. Objections:-

Principle of Development

- ◆ Results in loss of Green Belt; contrary to SLLDP2 and NPF4
- ◆ Vast majority of residents do not support the proposal and consider it unnecessary
- ◆ Overdevelopment of site
- ◆ Already existing amenities within 20 minute walking distance at Busby, Carmunnock, East Kilbride
- ◆ Alternative locations for proposal exist such as old station and tennis club, noting a new community hub already exists within the tennis club
- ◆ Properties requiring EV chargers already have them and there is an existing EV charging station at a nearby garage in East Kilbride, therefore this proposal will only encourage traffic into village to use facility
- ◆ Transport Report only considers Thorntonhall residents' journeys, but not journeys that might result from development attracting people outwith village
- ◆ Proposal aims to reduce car journeys but will only attract people outwith village which defeats the purpose
- ◆ Business case is flawed as success of proposal relies on attracting people outwith Thorntonhall
- ◆ Planning statement and Economic Impact Analysis are one sided and lack balance
- ◆ No demand for nursery within the village noting a previous venture for nursery in the village failed
- ◆ Would spoil the entrance to Thorntonhall
- ◆ Sustainable retail requires to be located close to sustainable transport

Impact on Natural and Historic Environment

- ◆ Will result in the loss of habitats for various wildlife
- ◆ Loss of trees including sections of the hedgerow already removed

Roads Related Matters

- ◆ Road safety implications of increased traffic and parking on an already busy and narrow road
- ◆ Thorntonhall is already used as a through-route from new Jackton residential developments which will be exacerbated
- ◆ Current infrastructure not suitable and lack of pavement at development to safely access site
- ◆ Lack of public transport

Technical Matters

- ◆ Noise/disturbance for local residents near site
- ◆ Current drainage issues at site and potential flooding

Other Matters Raised

- ◆ Proposal will bring in by-passers which may create congestion, litter issues and anti-social behaviour
- ◆ Will reduce value of properties

7.3. Support:-

Benefits for Community

- ◆ Facilities proposed provide a good mix for local community and visitors
- ◆ Improve quality of life for residents, particularly elderly and young persons
- ◆ Provision of toilet facilities for walkers/cyclists
- ◆ Improved wheelchair access for disabled/elderly residents and visitors

Economy

- ◆ Would benefit surrounding areas and create jobs
- ◆ May provide jobs to those affected by partial closure of EK shopping centre
- ◆ Will support local economic growth

Sustainability

- ◆ Charging forecourt will create a greener village and help address climate emergency, including reducing emissions and enhancing biodiversity
- ◆ NPF4 supports 20 minute neighbourhood provision
- ◆ Re-use of a partial brownfield site/gap site
- ◆ Supporting documents advise 540,000 miles will be saved each year as a result

Design and Layout

- ◆ Attractive design, adequate size, high quality materials
- ◆ The only site in village suitable for this development
- ◆ Provides an adequate frontage and access

Other Points Noted

- ◆ Would reduce fly tipping on the site
- ◆ Will allow invasive species on the site to be treated and rubbish removed

7.4. Comments:-

- ◆ Proposed development should be finished to a high standard reflective of the concept plans
- ◆ EV chargers must be fast charging

The above issues will be considered in the assessment below and full copies are available to view on the planning portal.

8. Development Plan

8.1. Under Section 25 of the Town and Country Planning (Scotland) Act 1997, all applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

8.2. National Planning Framework 4

National Planning Framework 4 (NPF4) is Scotland's national spatial strategy for Scotland. It sets out spatial principles, regional priorities, national developments, and national planning policy. NPF4 supports the planning and delivery of sustainable places, liveable places, and productive places.

National Planning Framework 4 Policies

- ◆ Policy 1 - Tackling the climate and nature crises
- ◆ Policy 2 - Climate mitigation and adaptation
- ◆ Policy 3 – Biodiversity
- ◆ Policy 6 – Forestry, woodland and trees

- ◆ Policy 8 – Green belts
- ◆ Policy 9 – Brownfield, vacant and derelict land and empty buildings
- ◆ Policy 13 – Sustainable transport
- ◆ Policy 14 - Design, quality and place
- ◆ Policy 15 - Local living and 20-minute neighbourhoods
- ◆ Policy 22 - Flood risk and water management
- ◆ Policy 26 – Business and industry
- ◆ Policy 28 - Retail

8.3. South Lanarkshire Local Development Plan 2 (2021)

For the purposes of determining planning applications the Council will also assess proposals against the policies contained within the adopted South Lanarkshire Local Development Plan (SLLDP2). In this regard the application site and associated proposals are affected by the following policies:-

SLLDP2 Volume 1 Policies

- ◆ Policy 1 – Spatial Strategy
- ◆ Policy 2 - Climate Change
- ◆ Policy 4 – Green Belt and Rural Area
- ◆ Policy 5 - Development Management and Placemaking
- ◆ Policy 10 – New Retail/Commercial Proposals
- ◆ Policy 14 – Natural and Historic Environment
- ◆ Policy 15 - Travel and Transport
- ◆ Policy 16 - Water Environment and Flooding

SLLDP2 Volume 2 Policies

- ◆ Policy DM1 - New Development Design
- ◆ Policy GBRA1 - Rural Design and Development
- ◆ Policy GBRA2 – Business Proposals within Green Belt and Rural Belt
- ◆ NHE9 - Protected Species
- ◆ NHE13 - Forestry and Woodland
- ◆ NHE20 - Biodiversity

South Lanarkshire Council (SLC) Supporting Planning Guidance

- ◆ None applicable

9. Guidance

9.1. None applicable.

10. Assessment and Discussion

10.1. Introduction

Planning Permission in Principle is sought for the erection of a neighbourhood centre development incorporating a multi-use community facility, nursery, retail, business, and commercial units, a medical facility, an indoor/outdoor fitness facility, community gardens, a local hybrid energy facility and solar EV charging with associated access and landscaping on land between Bystone Cottage and White Gables, Peel Road, Thorntonhall.

10.2. The main issues to be addressed in the determination of this application include the acceptability in principle of the proposed development, its siting, and an assessment of technical matters. As this is an application for planning permission in principle, the indicative layout and design is not considered as part of this application and would be subject to a future application(s). The policies contained within National Planning Framework 4 and the South Lanarkshire Local Development Plan 2 are the main

consideration in this case, together with an assessment of any other material planning considerations.

10.3. Principle of Development

The site is located within the designated Green Belt. NPF4 Policy 8 – Green belts sets out the types of development that may be supported in the Green Belt. Should a development fall within one of these categories, it also requires to demonstrate a specific locational need; that it would not undermine the purpose of the Green Belt; it is compatible with the surrounding established countryside and landscape character; has been designed to ensure it is of an appropriate scale that minimises visual impact; and there will be no significant long-term impacts on the environmental quality of the Green Belt.

10.4. The proposal is for the erection of a neighbourhood centre which the applicant advises will assist Thorntonhall becoming a more sustainable place to live and work. A variety of uses are proposed, and the applicant has submitted various supporting documents which form the justification for the proposal. The information submitted notes that the site is within the Green Belt, but that it should be considered as a gap site and a brownfield site. It sets out that the site is suitably positioned to serve residents and complies with the 20-minute walking distances to amenities which NPF4 advises makes for a sustainable place to live. It suggests that provision of such a facility to serve local residents would significantly reduce private vehicle trips and make considerable savings in carbon emissions, helping the Council achieve emissions targets. The supporting documents state that the proposal would provide a number of jobs, supporting sustainable socio-economic development, and a plan has been submitted indicating alternative sites that were discounted for the proposal.

10.5. As noted, development in the Green Belt must fall under one of the criteria listed within the policy - in this case, the proposal fails to meet or satisfy any of the defined criteria. In addition, proposals that fall within an accepted category must comply with a further set of cumulative criteria demonstrating why the development is essential to that location. While it is recognised that there are limited facilities within Thorntonhall, there is an existing community hub within the tennis club used by the local community. The applicant's plan of alternative sites within the settlement boundary that have been discounted does not detail why a Green Belt location is essential other than lack of availability within the settlement boundary, therefore, no robust justification for the green belt location has been provided. The Council does not consider this sufficient justification to deviate from the development plan and permit development within the designated Green Belt. The proposal is not required for any of the purposes set out in Policy 8 and, therefore, there is no specific locational requirement for the development to be located in the Green Belt. The proposal is therefore considered to be contrary to Policy 8 of NPF4.

10.6. In terms of SLLDP2, Policy 1 - Spatial Strategy, this states that the local development plan (LDP) will encourage sustainable economic growth and regeneration, protect and enhance the built and natural environment and move towards a low carbon economy. Policy 4 - Green Belt and Rural Area of SLLDP2 also applies stating support will not be given for development proposals within the countryside, unless they relate to uses which must have a countryside location. The development is not required for any of the purposes set out in Policy 4 and, therefore, there is no specific locational need for the development to be located in the Green Belt. Policy GBRA1 - Rural Design and Development of SLLDP2 sets out a number of criteria which developments in the Green Belt require to comply with. As set out above, there is no specific locational need for the development to be located in the Green Belt. The applicant advises that the site should be considered as a gap site under SLLDP2, however, this policy relates

to dwellings and is not applicable in this case. Furthermore, the proposal does not satisfy any criteria for new business proposals within the green belt under Policy GBRA2 of the SLLDP2, and therefore cannot be supported in principle. The proposal is therefore considered to be contrary to Policies 1, 4 and GBRA1 and GBRA2 of SLLDP2.

- 10.7. Objections received have noted the proposal is within the Green Belt, contrary to the development plan, and consider that approval of development within the Green Belt that does not fall within an accepted development type would set an unwanted precedent and loss of Green Belt here would change the rural character of the area.
- 10.8. NPF4 Policy 15 - Local living and 20-minute neighbourhoods seeks to create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling, or using sustainable transport options. In this case, the applicant considers that provision of the neighbourhood centre would allow Thorntonhall to comply with this policy. This has been reiterated in letters of support which note a good mix of uses would be provided and that this would improve the quality of life for local residents, making the village more liveable. It is inclusive by the provision of wheelchair access and toilet facilities and promotes walking and cycling. Objections received consider that there is no requirement for the proposal as there are a variety of amenities within walking distance from nearby settlements, noting the majority of properties within the settlement have gardens and EV parking, where required, and therefore provision of these at a community facility would only encourage users from outwith the settlement. The Community Council also note that access to nearby settlements such as East Kilbride and Busby can be accessed on the existing train route.
- 10.9. Whilst the proposal would provide a number of facilities for residents, this in itself is not sufficient justification for development within the Green Belt and does not outweigh the policy presumption against development in the Green Belt. The proposed site is not adjacent to any public transport links. Whilst Thorntonhall has a train station, there is one train per hour, and only one bus stop within the settlement. There are no footway connections on the side of Peel Road where the development is proposed to allow easy access for pedestrians. It is therefore considered that the proposal would likely encourage car usage. Therefore, whilst the proposal would provide a number of facilities, its location in terms of access is not suitable. The proposal is therefore considered contrary to Policy 15 of NPF4.
- 10.10. NPF4 Policy 9 – Brownfield, vacant and derelict land and empty buildings seeks to promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development. The policy further advises that proposals on greenfield sites will not be supported unless the site has been allocated for development. Whilst the applicant considers that part of the site should be considered as brownfield given its previous use as a riding arena, as do letters of support, this policy is not applicable for sites within the Green Belt. The proposal could not be justified on this basis.
- 10.11. New Retail Development
NPF4 Policy 28 – Retail aims to encourage and promote retail to the most sustainable locations that are most accessible by a range of sustainable transport modes. It further advises small scale neighbourhood retail development will be supported if the proposal contributes to local living, including 20-minute neighbourhoods, and can be demonstrated to contribute to health and wellbeing of the local community. SLLDP2 Policy 10 – New Retail/Commercial Proposals lists specific criteria that proposals of

this nature must comply with including promoting sustainable development and taking account of development location and accessibility.

- 10.12. The proposal includes a variety of uses advising up to 75 jobs could be created, though notes these may not be new jobs as they could include displacement from other locations. Objections have noted that the outlets proposed are unviable and there is a lack of demand, specifically referencing a failed attempt for a nursery within the village in recent years. Objections note that the supporting economic documents are one sided, lacking balance, and that the proposal would encourage users from outwith the village suggesting a flawed business case. Letters of support highlight job creation that the proposal may bring, supporting local economic growth.
- 10.13. Whilst jobs would be created, the extent of this is unclear given that the application seeks planning permission in principle only. Notwithstanding this, the site is not easily accessible by regular public transport or by public footway. Contribution to health and wellbeing have not been demonstrated. Whilst the proposal indicates new walking and wheeling routes, these are outwith the application site boundary. It is therefore considered the proposal does not comply with Policy 28 of NPF4 or Policy 10 of SLLDP2.
- 10.14. In terms of new business proposals, Policy 26 of NPF4 supports new business and industry proposals on sites allocated within the LDP. This site is not allocated, and is outwith the settlement boundary, deeming it unacceptable in principle in terms of its location. It fails to accord with any criteria as it is not considered a compatible development.
- 10.15. Climate Change
NPF4 Policy 1 - Tackling the Climate and Nature Crises and NPF4 Policy 2 - Climate Mitigation, along with Policy 2 of SLLDP2, aim to ensure that proposals for new development must, where possible, seek to minimise and mitigate against the effects of climate change. It is noted that part of the intention of this proposal would be to reduce car journeys, and therefore emissions as facilities would be provided within the settlement reducing this requirement. To facilitate this proposal, it would require the loss of established Green Belt which is contrary to the intentions of this policy. In addition, upon review of the representations submitted, it would suggest that the development appeals more to those outwith the settlement than those residing within which has the potential to encourage more journeys into the settlement, rather than reducing. It is considered that the principle of the development is contrary to Policies 1 and 2 of NPF4 and Policy 2 of SLLDP2.
- 10.16. Trees and Biodiversity
NPF4 Policy 6 - Forestry, woodland and trees advises proposals that enhance, expand and improve woodland and tree cover will be supported and those that result in the loss of ancient woodlands, native woodlands, hedgerows and individual trees of high biodiversity value will not be supported. Similarly, Policy NHE13 - Forestry and Woodland of SLLDP2 seeks to protect and enhance ancient woodland, other woodlands, hedgerows and individual trees. NPF4 Policy 3 – Biodiversity and NHE 20 of SLLDP2, aim to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. NHE9 - Protected Species also seeks to ensure no harm results to protected species.
- 10.17. Objections received note the loss of trees, recent removal of part of the hedgerow fronting Peel Road and impact on wildlife. It is noted the proposal intends to retain existing trees, which is noted in support. A section of the established hedgerow fronting the site has already been removed. An ecological constraints survey was

submitted concluding a number of further surveys, and biodiversity enhancement measures would require to be undertaken and incorporated as part of a detailed application process. While the Planning Service would have concerns in terms of biodiversity and tree loss, given the value of the woodland at this location and its habitat offering, this would be assessed in detail at a future Matters Specified in Conditions (MSC) stage and therefore would not form a reason for refusal at this stage.

10.18. Layout, Siting and Design

NPF4 Policy 14 - Design, quality and place aims to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle. It sets out six qualities of successful places, including whether the development is connected and sustainable. As this is an application for Permission in Principle, the design shown in the plans is indicative only at this stage and cannot be assessed. The erection of development on land within the green belt, contrary to the policy designed to preserve the green belt, is not considered to be characteristic of a sustainable place. Given its location to the northeast of the settlement where there are limited footway connections, and a lack of public transport connections, the proposal is also not considered to be fully connected and would likely result in users driving to it. It is considered that this proposal is contrary to Policy 14 of NPF4.

10.19. SLLDP2 Policy 5 – Development Management and Placemaking advises that to ensure development takes account of the principles of sustainable development, all proposals require to be well designed and integrated with the local area. Proposals should have no significant adverse impacts on the local community and the environment. Where appropriate, proposals should include measures to enhance the environment. Policy DM1 – New Development Design of SLLDP2 also requires development to promote quality and sustainability in design and layout.

10.20. As outlined above, the layout and design of the proposal have not been assessed as this application is for Permission in Principle only. Objections raised consider the proposal to be overdevelopment of the site and would impact the entrance into the village. Letters of support consider the proposal an attractive design with quality materials. These matters would be assessed under a detailed application. The Council's Roads Development Management section have objected to the application as the proposed junction design does not comply with standards, and there is insufficient parking based on the breakdown of proposed uses and expected floor areas. While indicative plans have been provided the detailed impact of the proposed development upon adjacent residential amenity would be considered further at MSC stage. Overall, the proposal is therefore contrary to Policies 5 and DM1 of SLLDP2.

10.21. Technical Matters

SLLDP2 Policy 15 – Travel and Transport is applicable in terms of road safety and impact on the road network and requires all new developments to consider the impact of traffic growth. A number of traffic concerns have been raised by objectors in relation to increased traffic, insufficient infrastructure, in terms of road width and lack of footways, and insufficient parking on site. It has been noted through objections received that the Transport Report does not consider journeys that would result from the development attracting users outwith the village. Whilst the report has been reviewed, Roads Development Management note that the projections of vehicle trips saved and the reduction in CO2 generated that could be achieved by providing walkable amenities are a best-case scenario, relying on a number of assumptions within the report being achievable. Whilst letters of support have highlighted the reduced carbon footprint and the number of miles predicted to be saved each year that may help the Council achieve emissions targets, Roads consider that the proposal

would provide an opportunity for residents to walk, but that travel would still occur by car and that additional trips would still be generated from users outwith the settlement, as well as from staff working at the centre. As such, it is unlikely the savings projected would be to the extent predicted.

10.22. Notwithstanding the above, Roads have objected to the proposal due to insufficient junction design and lack of parking. They further note that the proposal would require the provision of a 3-metre-wide combined footway/cycleway connecting to the existing network, amongst other requirements. As a PPIp application, detailed plans have not been submitted, therefore, it is unclear at this stage if this would be achievable. Given the parking and junction issues, the proposal must also be considered contrary to Policy 15 of SLLDP2.

10.23. NPF4 Policy 13 - Sustainable Transport aims to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport or everyday travel and reduce the need to travel unsustainably. The intention of this development is to comply with this, and the proposal intends to provide solar EV charging, the application site is not well linked by public transport or footway connections and due to its location, would likely encourage users to drive to it, a point also noted in objections. Given this, it conflicts with the intentions of the proposal which is also considered contrary to Policy 13 of NPF4.

10.24. NPF4 Policy 22 - Flood Risk and Management and SLLDP2 Policy 16 - Water Environment and Flooding aims to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. Concerns regarding flooding and current drainage issues at the site have been raised. This is an application for Permission in Principle only, therefore, detailed flooding and drainage information has not been submitted.

10.25. Other Issues

Objections received refer to impact on residential properties in terms of noise, increased litter and possible anti-social behaviour issues. The Council's Environmental Services were consulted and raised no objection in relation to these matters. Points of support note that the proposal would reduce fly tipping and allow invasive species on the site to be treated. Whilst noted, this is not sufficient justification for the proposal. Furthermore, a reduction in value of existing properties has been raised in objection, however, this is not a valid planning consideration. Lack of consultation from the developer and the Council have also been noted. The Council is satisfied all appropriate neighbour notification, advertisement and consultations have been carried out. The scale of development is not classed as 'major' therefore there is no requirement for the applicant to carry out public consultation.

10.26. Conclusion

In conclusion, a full assessment of the proposal against the development plan has been carried out above. Whilst there is compliance with some aspects of the development plan, and some aspects that would be subject to further assessment under detailed applications, the application site is located in the Green Belt and there is no specific locational requirement for the proposal to be located in the Green Belt. The proposal is also not well enough connected for it to be considered a sustainable development, and there are further outstanding technical matters which deem it unacceptable. While a considerable amount of supporting information has been submitted with the application, no robust justification has been provided to allow the Planning Service to depart from national policy and, therefore, the proposal is considered unacceptable in principle. The proposal is contrary to Policies 1, 2, 8, 13,

14, 15, 26 and 28 of NPF4, and Policies 1, 2, 4, 5, 10, 15, DM1 and GBRA1 and GBRA2 of SLLDP2. It is therefore recommended that the application be refused.

11. Recommendation and Reasons

11.1. The Committee is asked to agree the following recommendation:-

Refuse Full Planning Permission for the reasons outlined below:-

01. The proposal is contrary to Policy 8 (Green belts) of National Planning Framework 4 as it does not meet the criteria listed in the policy for green belt development and therefore fails to encourage, promote and facilitate compact urban growth, and use the land around our towns and cities sustainably.
02. The proposal is contrary to Policy 1 (Spatial Strategy) and Policy 4 (Green Belt and the Rural Area) of the South Lanarkshire Local Development Plan 2 as the site is located in the Green Belt and there is no specific locational need for the proposed development to be located in the Green Belt.
03. The proposal is contrary to Policy GBRA1 (Rural Design and Development) and Policy GBRA2 (Business Proposals within Green Belt and Rural Area) of the South Lanarkshire Local Development Plan 2 as the site is located in the Green Belt and there is no specific locational need for the proposed development to be located in the Green Belt.
04. The proposal is contrary to Policy 5 (Development Management and Placemaking) of the South Lanarkshire Local Development Plan 2 as the development fails to provide adequate parking provision, the junction design does not comply with the National Roads Development Guide and the applicant has not provided sufficient information with regards to servicing arrangements and footway provision.
05. The proposal is contrary to Policy DM1 (New Development Design) of the South Lanarkshire Local Development Plan 2 as the development fails to provide adequate parking provision, the junction design does not comply with the National Roads Development Guide and the applicant has not provided sufficient information with regards to servicing arrangements and footway provision.
06. The proposal is contrary to Policy 15 (Travel and Transport) of the South Lanarkshire Local Development Plan 2 as the development fails to provide adequate parking provision, the junction design does not comply with the National Roads Development Guide and the applicant has not provided sufficient information with regards to servicing arrangements and footway provision.
07. The proposal is contrary to Policy 13 (Sustainable Transport) of National Planning Framework 4 as the site is not well linked by public transport or footway connections and due to its location, would likely encourage users to drive to it.
08. The proposal is contrary to Policy 14 (Design, Quality and Place) of National Planning Framework 4 as the erection of a development on land within the Green Belt, contrary to the policy designed to preserve the Green Belt, is not considered to be characteristic of a sustainable place.
09. The proposal is contrary to Policy 15 (Local Living and 20-minute neighbourhoods) of National Planning Framework 4 as the site is not well linked by public transport or footway connections and due to its location, would likely encourage users to drive to it.

10. The proposal is contrary to Policy 26 (Business and industry) of National Planning Framework 4 as the site is not allocated or considered compatible with the function of the area.
11. The proposal is contrary to Policy 28 (Retail) of National Planning Framework 4 as the site is not easily accessible by public transport or the public footway, and contribution to health and wellbeing have not been demonstrated.
12. The proposal is contrary to Policy 10 (New Retail/Commercial Proposals) of the South Lanarkshire Local Development Plan 2 as the site is not easily accessible by public transport or the public footway.
13. The proposal is contrary to Policies 1 and 2 (Tackling the climate and nature crises and Climate mitigation and adaptation) of National Planning Framework 4 as the proposal would require loss of established Green Belt.

David Booth
Executive Director (Community and Enterprise Resources)

Date: 22 April 2024

Background Papers

Further information relating to the application can be found online:-

[P/23/1383 | Erection of neighbourhood centre development incorporating multi-use community facility, nursery, retail/business/commercial units, medical facility, indoor/outdoor fitness facility, community gardens, local hybrid energy facility and solar EV charging with associated access and landscaping \(Permission in Principle\) | Land Between Bystone Cottage And White Gables Peel Road Thorntonhall G74 5AG \(southlanarkshire.gov.uk\)](#)

Corporate Considerations

The report raises no impacts or risks in terms of equalities or financial implications. Any implications in terms of climate change, sustainability or the environment will have been considered above in terms of the relevant national and local policies.

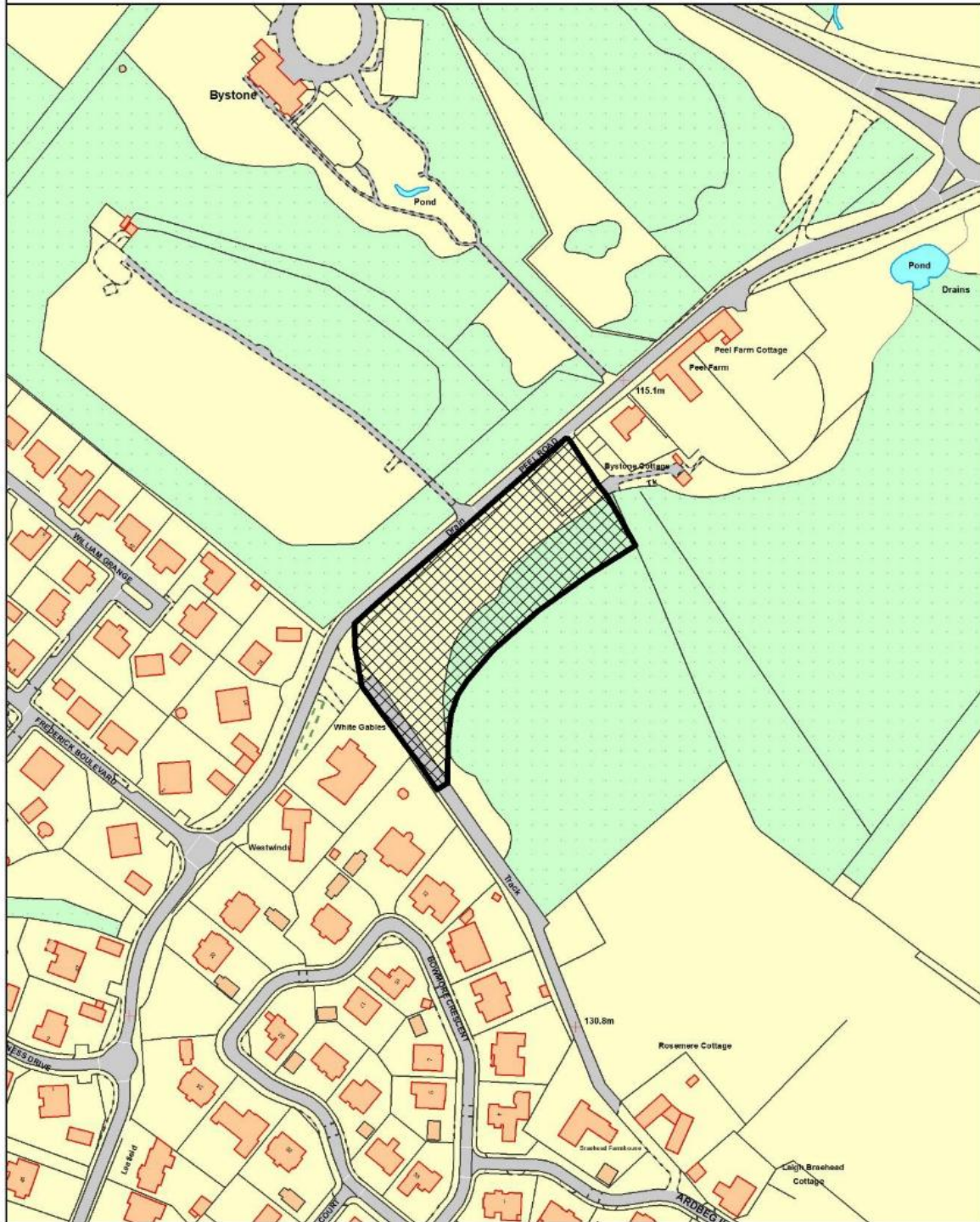
Contact for Further Information

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

Tel: 01698 454867

E-mail: planning@southlanarkshire.gov.uk

P/23/1383 Land between Bystone Cottage and White Gables, Thorntonhall



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Scale:
1:2,500
Date:
21/03/2024



South Lanarkshire Council
Community and Enterprise Resources
Planning and Regulatory Services