

Report

Report to:	Planning Committee
Date of Meeting:	21 June 2022
Report by:	Executive Director (Community and Enterprise Resources)

Application no.	P/21/2044
Planning proposal:	Residential development (dwellinghouses and flats) together with access, landscaping, open space and associated works (Planning Permission in Principle)

1 Summary application information

Application type:	Permission in principle
Applicant:	Bothwell Land and Development Ltd
Location:	Land 90M Northeast of 38 Laighlands Road Laighlands Road Bothwell Glasgow South Lanarkshire

2 Recommendation(s)

2.1 The Committee is asked to approve the following recommendation(s):-

(1) Refuse planning permission in principle (for the reasons stated).

2.2 Other actions/notes

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

3 Other information

- ◆ Applicant's Agent: Ferguson Planning
- ◆ Council Area/Ward: 16 Bothwell and Uddingston
- ◆ Policy Reference(s): **South Lanarkshire Local Development Plan 2 (adopted 2021)**
Policy 1 - Spatial Strategy
Policy 2 – Climate Change
Policy 4 - Green Belt and Rural Area
Policy 5 - Development Management and Place Making Policy
Policy 15 - Travel and Transport
Policy 16 - Water Environment and Flooding
Policy DM1 - New Development Design
Policy SDCC2 - Flood Risk

Policy SDCC3 - Sustainable Drainage Systems
Policy SDCC4 - Sustainable Transport
Policy DM15 - Water Supply

**Glasgow and Clyde Valley Strategic
Development Plan (2017)**

Policy 8 - Housing Land Supply
Policy14 - Green Belt

◆ **Representation(s):**

▶	33	Objection Letters
▶	30	Support Letters
▶	2	Comment Letters

◆ **Consultation(s):**

Arboricultural Services

Community and Enterprise Resources Biodiversity Officer

Bothwell Community Council

Transport Scotland

SEPA Flooding

Community and Enterprise Resources Play Provision Community
Contributions

Housing Services

Education Resources School Modernisation Team

Scotland Gas Networks (SGN)

Roads Development Management Team

Environmental Services

Roads Flood Risk Management

Scottish Water

SP Energy Network

Estates Services - Housing and Technical Resources

Countryside and Greenspace

West of Scotland Archaeology Service (WOSAS)

Health and Safety Executive (HSE)

Planning Application Report

1 Application Site

- 1.1 The site is located directly to the east of Laihlands Road and Bothwellpark Road in Bothwell. The site extends to approximately 4.62 hectares and comprises improved grassland, marshy grassland, swamp and broadleaved woodland. A watercourse is present along the eastern area of the site as well as to the south-east of the site boundary. Two additional waterbodies are present within the site and another two are located beyond the watercourse to the south-east. The submitted information advises that the site is low grade grazing land with the current use of the site extending to little more than low-level equestrian leisure. The site is bounded to the north by structure planting, Bothwellpark Road and adjacent residential properties, to the south by areas of grassland and three ponds, to the east by grassland, structure planting and the M74 motorway and to the west by Laihlands Road/Bothwellpark Road and adjacent residential properties. Access to the site is via Laihlands Road.

2 Proposal(s)

- 2.1 The applicant seeks planning permission in principle for residential development (dwellinghouses and flats) together with access, landscaping, open space and associated works. As the proposal is for planning permission in principle no detailed drawings have been submitted with the application and detailed matters of scale, appearance, layout, landscaping, and access would be determined at the detailed planning application stage should planning permission in principle be granted. However, an indicative Masterplan - Proposed Site Layout has been submitted which shows a development of 44 new dwellings spread across a range of types and tenures within the site. It is proposed that 32 dwellings would be provided in market tenure (23 detached dwellings and 9 flats) and 12 dwellings in affordable tenures (1 detached dwelling, 2 semi-detached dwellings and 9 flats). A community nature reserve is proposed as an extension to an existing pond set in banks of reeds within the eastern area of the site. The Masterplan indicates the formation of two primary access points from Laihlands Road adjacent to the west of the site.
- 2.2 The proposed development is classified as a 'Major' development under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 and was subject to a 12 week period of pre-application consultation (PAC) including an interactive website which was set up to host the public consultation event held through a live question and answer session on 31 August 2021. A copy of the Pre-application Consultation Report has been submitted as a supporting document. The outcome of the public consultation and the response of the applicants to comments received are detailed within the PAC Report. Additional supporting documents submitted with the planning application include a Planning Statement, Transportation Statement, Noise Impact Assessment, Air Quality Screening Assessment, Geo-Environmental Assessment, Design and Access Statement and Landscape Analysis Report.
- 2.3 Under The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, certain development projects require the planning authority to consider whether a proposed project is likely to have a significant effect on the environment, therefore, a screening opinion was undertaken by the Council prior to the submission of the planning application. Taking into account the characteristics of the development, its location and potential impact, the Council considered that the proposal does not require an Environmental Impact Assessment (EIA) and that environmental issues could be adequately addressed within the planning application process.

3 Background

3.1 Development Plan Status

3.1.1 The proposed development requires to be considered against the approved Glasgow and Clyde Valley Strategic Development Plan 2017 (GCVSDP). The GCVSDP is committed to supporting new housing which creates high quality places and delivers the right type of housing in the right locations. Policy 8 - Housing Land Requirement of the GCVSDP requires local authorities to make provisions within their local development plans (LDPs) for all-tenure housing land requirement as set out within Schedule 8; to allocate a range of effective residential sites; to provide a minimum of 5 years effective land supply at all times; to undertake an annual housing land audit to monitor completions; and to take steps to remedy any shortfalls that may exist. Policy 14 - Green Belt states that local authorities are required to designate Green Belt in order to ensure that development is directed to the most appropriate locations and supports regeneration.

3.1.2 In terms of local plan policy, the site is located within Green Belt in the adopted South Lanarkshire Local Development Plan 2. The application site and associated proposal is affected by Policy 1 - Spatial Strategy, Policy 2 – Climate Change, Policy 4 - Green Belt and Rural Area, Policy 5 - Development Management and Place Making Policy, Policy 15 - Travel and Transport, Policy 16 - Water Environment and Flooding, Policy DM1 - New Development Design, Policy SDCC2 - Flood Risk, Policy SDCC3 - Sustainable Drainage Systems, Policy SDCC4 - Sustainable Transport and Policy DM15 - Water Supply. The content of the above policies and guidance and how they relate to the proposal is assessed in detail in Section 6 of this report.

3.2 Relevant Government Advice/Policy

3.2.1 In terms of government guidance, Section 25 of the Town and Country Planning (Scotland) Act 1997 states that the determination of a planning application shall be in accordance with the development plan unless material considerations indicate otherwise.

3.2.2 Scottish Planning Policy (SPP) advises that a generous supply of land should be provided to meet identified housing needs. SPP also introduces a presumption in favour of development that contributes to sustainable development. However, it advises that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Proposals that accord with up-to-date plans should be considered acceptable in principle and consideration should focus on the detailed matters arising. For proposals that do not accord with up-to-date development plans, the primacy of the plan is maintained and the presumption in favour of development that contributes to sustainable development will be a material consideration.

3.3 Planning Background

3.3.1 As discussed, the proposal is classed as a major development under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 and in this regard a Proposal of Application Notice (PAN) was submitted to the Council on 2 July 2021 for the erection of residential dwellings and flats together with access, landscaping, open space and associated works on the site in accordance with the above Regulations (P/21/0009/PAN). Following on from that submission, an interactive website was set up to host the public consultation event held through a live question and answer session on 31 August 2021.

4 Consultation(s)

- 4.1 **Roads Development Management Team** – whilst further information is required from the applicant to inform aspects of the design, this service is satisfied that these requirements can be addressed as part of any future matters specified in conditions (MSC) application. On this basis we have no objection to the application. In relation to the construction phase of the development there is significant on-street parking at the western end of Croftbank Avenue which may present challenges for construction vehicles entering/exiting the site and there may be scope to minimise conflict by creating a temporary construction access between Laighlands Road and Bellshill Road, as noted by MODUS Transport Planning Ltd, as an approach taken by Transport Scotland's compound on Laighlands Road which was used as part of the Raith Interchange works. This option should be explored by the applicant through Transport Scotland and be addressed through a traffic management plan (TMP). Any consent granted should incorporate appropriately worded conditions to ensure that the site layout is designed in accordance with the Society for Chief Officers of Transport in Scotland (SCOTS) National Roads Development Guide and South Lanarkshire Council's Supplementary Guidance and conditions relating to invasive weed survey, visibility splays, car parking, details of electric vehicle charging (EVC) facilities, details of the remote footpath link between the site and Olifard Avenue crossing The Glebe and Bothwellpark Road, details of the walking and cycling connection between the site and the existing walking cycling infrastructure on Bellshill Road (including route improvements and signage), proposals for the introduction of a new section of footway outside 15 Langlands Road, drainage, residential travel plan, traffic management plan (TMP) and ground investigation and global slope stability analysis.

Response: Noted.

- 4.2 **Roads and Transportation Services (Flood Risk Management Section)** – have no objections to the application subject to the applicant complying with the principles set out within the Council's Developer Design Guidance - Flood Risk Assessment and Sustainable Drainage Systems, dated May 2020. The submitted Flood Risk Assessment shows the proposed development to be located outwith the functional floodplain, and that the land is to be raised to provide the required freeboard above the predicted flood extents considering the most up to date climate change predictions.

Response: - Noted.

- 4.3 **Environmental Services** – have no objections to the application subject to a condition requiring the implementation of the scheme for the mitigation of noise shown in the submitted Noise Impact Assessment prior to the development being brought into use. Informatives should also be attached to any consent advising the applicant of acceptable noise levels for audible construction activity at the site and appropriate guidance relating to demolition and pest control and potential contamination.

Response: - Noted.

- 4.4 **SEPA Flooding** - have no objections to the application on the grounds of flood risk.

Response: - Noted.

- 4.5 **Countryside and Greenspace** – no response to date.

Response: Noted.

- 4.6 **Scottish Water** – have no objections to the application and have advised that there is currently sufficient capacity in the Camps Water Treatment Works and sufficient capacity for a foul only connection in the Bothwellbank Waste Water Treatment works to service the proposed development.

Response: Noted.

- 4.7 **Education Resources School Modernisation Team** – have no objections to the application subject to appropriate education contributions being made to the Council to provide for the additional children generated from the development.
Response: Noted.
- 4.8 **Arboricultural Services** – consider the proposal to be unacceptable and should be refused. Under the UK planning system, South Lanarkshire Council has a statutory duty to ensure, whenever it is appropriate, that in granting permission for any development adequate provision is made for the preservation or planting of trees. The potential effect of development on trees, whether statutorily protected (e.g. by tree preservation order or by their inclusion within a conservation area) or not, is a material consideration that has to be taken into account when dealing with planning applications. BS 5837 - 'Trees in relation to design, demolition and construction - Recommendations' tree surveys are compulsory for all planning applications that may affect trees. So far, we have not been provided any information in accordance with BS5837 to enable the Council to consider the trees on or adjacent to the proposed development. Without providing the compulsory information the Council is unable to fulfil its statutory duty to consider and ensure the protection and planting of trees for the proposed development, therefore objecting to the application on these grounds. The juxtaposition of the trees and proposed development is unacceptable, and the trees will be under future threat from removal by the new house owners due to light obstruction and minor season nuisance etc; the proposal will have an adverse impact on a valued wooded strip, and individual trees of high biodiversity and amenity value; and the proposal would be detrimental to landscape setting and is within the Green Belt.
Response: Noted.
- 4.9 **Biodiversity Officer** – no response to date.
Response: Noted.
- 4.10 **Transport Scotland** – have no objections to the application subject to conditions requiring the maintenance and protection of the existing fencing along the M74 trunk road boundary, that no advertising signs are erected adjacent to, or within, the M74 trunk road boundary and that there are no drainage connections to the trunk road drainage system.
Response: Noted.
- 4.11 **Housing Services** – Housing and Technical Resources preference for this site is that the 25% affordable housing contribution is provided “on site” determined in accordance with the Affordable Housing Policy and associated Supplementary Guidance.
Response: Noted.
- 4.12 **Community and Enterprise Resources - Play Provision Contributions** – no response to date.
Response: Noted.
- 4.13 **Health and Safety Executive (HSE)** – HSE does not advise, on safety grounds, against the granting of planning permission in this case.
Response: Noted.
- 4.14 **Scotland Gas Networks (SGN)** – have no objections to the proposal on the condition that measures necessary to safeguard the security of the gas Major Accident Hazard Pipeline (MAHP) are further discussed with the aim of ensuring the pipeline and the integrity of the servitude or easement area are not compromised. We would request a

planning condition is attached to any consent granted to ensure that full design details of the retaining wall, earthworks and landscaping are provided ahead of full planning permission. The details of this design should also be discussed with SGN. This is to ensure any works do not risk the integrity of the MAHP.

Response: Noted.

- 4.15 **SP Energy Networks** – have no objection to the proposal. However, they have advised that they have high voltage and low voltage overhead lines and underground cables within the vicinity of the proposal.

Response: Noted.

- 4.16 **Estates Service** – in general the Estates Department has no objection to this planning application. However, it should be noted that there is an area at the top of Laighlands Road that is within the Council's Roads account. Any land within the Council's ownership would require, if appropriate, to be declared surplus to Council's operational needs and sold in order to be included in the scheme.

Response: Noted.

- 4.17 **Bothwell Community Council** – Bothwell Community Council raised the following observations and comments on the application:

- (a) **The Community Council is aware of the impact that additional traffic would have on both the immediate and general areas as a result of this development. Despite what the Transportation Statement indicates, I don't think Langside Road would be considered as a wide single carriageway road by many locals, certainly not between the junction with Croftbank Avenue and Hamilton Road where it becomes one-way westbound. Vehicles often have to mount the pavement as the road flattens out and bends slightly to the right on this section, as residential vehicles are parked up the north side of the carriageway directly outside the many flats. In addition, Langside Road may have pavements 'generally' on both sides on the lower/eastern part of the carriageway, but that's certainly not the case on the western section of the road where it's very much a single pavement for several hundred metres as the carriageway approaches Hamilton Road. What improvements, both to structure and condition of the carriageways here, could locals expect to cater for the proposed significant increase in traffic volumes on this already busy section of road with limited visibility on several key parts.**

Response: Subject to the conditions discussed in Section 4.1 above, Roads and Transportation Services raised no objection to the proposal in relation to access and road safety.

- (b) **The commitment to sustainable modes of transport mentioned in the report is commendable, however I see no mention of the steep incline on both Langside Road and Croftbank Avenue as residents travel on either of the only access routes to and from the proposed site. In reality, this incline makes the use of vehicular transport much more popular than it ideally would be and is something that undoubtedly has an impact on traffic volumes approaching Hamilton Road via either Langside Road or Croftbank Avenue. Shouldn't this be taken into consideration as part of likely mode of transport rather than just looking at volumes of vehicles and housing units.**

Response: It is acknowledged that the local topography means that some sections of the route involve inclined footways. In addition, there are concerns regarding the limited level of public transport serving the area in relation to the desire to a move towards a low carbon economy. However, Subject to the conditions discussed in

Section 4.1 above, Roads and Transportation Services raised no objection to the proposal in relation to access and road safety.

- (c) **The lack of parking around the western end of Croftbank Avenue in the immediate vicinity of the Shanghai Teahouse restaurant is already a cause for concern and not something that would be eased by this proposed development. On an almost daily basis, vehicles dropping off patrons or parking for short periods of time to collect takeaways causes havoc for those turning into Croftbank Avenue from Hamilton Road. All too often drivers are forced to stop with the rear end of their vehicles still 'hanging out' onto Hamilton Road due to poorly parked cars. This is incredibly dangerous and without proper enforcement of the rules in this area, will no doubt cause accidents in the future. What plans would be proposed to address these highly visible concerns before there's a serious accident that forces the issue.**

Response: Subject to the conditions discussed in Section 4.1 above, Roads and Transportation Services raised no objection to the proposal in relation to access and road safety. It is noted that there are existing parking restrictions in force in the area in the form of yellow road markings and any concerns should be reported to the Council's Parking Unit. Police Scotland also have powers to take enforcement action against obstructive parking even where yellow line markings are not in place.

- (d) **The general area of Old Bothwell is already under significant development with the partial completion of multiple flats at the junction of Croftbank Avenue and Hamilton Road and the ongoing building works in Glebe Hollow of many new townhouse properties. It is felt that by adding a third development here, one that's even bigger than the two that are still to be completed, will be the straw that breaks the camel's back with respect to road usage. I see no reference to these existing new developments in any of the documentation yet surely the combined effect of these, given that they're not complete yet, added to these new proposals would be of significant importance in any transportation decisions. The impact of both current developments is obviously as yet unknown, but clearly traffic to these will use the same routes proposed here for the Lighthills Road development. The infrastructure here is already thought of by many as insufficient to cope with current usage and at times, dangerous.**

Response: Subject to the conditions discussed in Section 4.1 above, Roads and Transportation Services raised no objection to the proposal in relation to access and road safety.

- (e) **Bothwell thrives on its people and understandably has consistently proved to be a popular place to live and work, but the impact of recent developments on capacity in our two primary schools and other key healthcare facilities has not been a positive one. Both primary schools have had to give up vital space internally and externally to accommodate temporary nursery facilities as we await completion of a new purpose built facility on Clyde Terrace, and residents often approach us with concerns over wait times for doctor's appointments in our local surgery. New housing developments at Bothwellbank Farm, Drumgray Avenue and Bellshill Road in recent years have added hugely to the strain on these services already - as well as those in neighbouring Uddingston. Adding more properties into the mix would put yet more pressure on these services that many feel would be a bridge too far. What plans would be put in place to increase availability of these key facilities if proposals were passed for yet more residential properties.**

Response: The application is considered to be contrary to local plan policy as the proposal would constitute new residential development in the Green Belt without

appropriate justification. If, however, the principle of residential development on the site was considered to be acceptable any consent granted would require the conclusion of a Section 75 Obligation between the applicant and the Council to ensure the provision of financial contributions towards the provision of additional nursery, primary and secondary education accommodation as appropriate, the provision of appropriate community facilities, either on site or off and the provision of affordable housing on site or by way of a commuted sum.

- (f) **At this very moment Scottish Water is putting together plans for a £5.8 million project to help reduce the impact of internal and external flooding to properties on Laighlands Road as well as other locations around Bothwell. The vast majority of the work involved in this will take place on Laighlands Road itself and is scheduled to run for many months, potentially starting in 2022. What plans would be in place to cater for a project of this size in addition to work on a potential "significant" housing development in the same street? Again, I believe this should be part of the proposals outlined to local residents as the combination and impact of work taking place here would be astronomical for a not inconsiderable length of time - on an already residential area.**

Response: In relation to the above, a detailed planning application has been submitted by Scottish Water for the installation of a storage chamber, motor control centre (MCC) kiosk, 4m high vent column, 9 no. bollards, access track, gate and boundary fencing on land adjacent to an existing pumping station off Laighlands Road to the south of the application site. This application is currently under consideration by the Council (P/22/0703). However, the application for residential development is considered to be contrary to local plan policy as the proposal would constitute new residential development in the Green Belt without appropriate justification.

- (g) **The Green Belt nature of the land should be highlighted where an abundance of wildlife has been able to enjoy this area over many years. Immediate residents have long since been privileged to witness this, adding to the peaceful nature of the area and enhancing their collective quality of life. South Lanarkshire's own Local Development Plan 2 clearly indicates that this proposed site lies outwith the settlement boundary and that this has been confirmed as 'Priority Greenspace'. We would expect this clear information to be taken into consideration when assessing the application.**

Response: The application is considered to be contrary to local plan policy as the proposal would constitute new residential development in the Green Belt without appropriate justification.

- 4.18 **West of Scotland Archaeology Service (WOSAS)** – have no objections to the application subject to a condition requiring the submission and implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been agreed by the West of Scotland Archaeology Service and approved by the Council.

Response: Noted.

5 Representation(s)

- 5.1 Statutory neighbour notification procedures were undertaken and the application was advertised under the headings Development Contrary to the Development Plan and Non-Notification of Neighbours. Sixty-five letters of representation have been received in the form of 33 letters of objection, 30 letters of support and 2 letters of comment. The matters raised in the representations are summarised as follows.

- (a) The application site is located outwith the settlement boundary and on land designated as Green Belt within LDP2. This plan was produced after wide consultation with the community and elements of the plan should not be set aside without further consultation. The proposals clearly diverge from Policies 1, 2, 3, 4 and 5. Most notably the proposals are in clear breach of Policy 4 which serves to protect the designated Green Belt from development. The proposals also do not accord with Policy 11. The proposals will encourage the increase of private car usage in direct contravention of Policy 15. The proposals will remove the final section of Green Belt between the Bothwell settlement boundary and the M74 motorway and have a significant detrimental impact on the settlement.
Response: The application is considered to be contrary to local plan policy as the proposal would constitute new residential development in the Green Belt without appropriate justification. The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (b) The proposed development is on land previously zoned as a natural barrier between the M74 motorway and the village of Bothwell.
Response: It is considered that the site plays an important role as a buffer in terms of visual amenity and provides a landscape setting for Bothwell which is highly visible from the M74 corridor.

- (c) The loss of green space to the village is disappointing. It has value in supporting a diverse range of wildlife and aquatic birds. The area is known to have badger's dens and building on this site would cause serious disruption to the natural habitat of wildlife. The field has important ecological value as wetland. Previously concern has been expressed about the shrinking extent of wetland in South Lanarkshire. In this context the Laighlands Field is denoted as a Site of Importance for Nature Conservancy (SINC). This development will see not only an increase in the use of heavy machinery, fumes for diesel engines and an increase to Bothwell carbon footprint it will also see the complete destruction of a habitat of species and animals that have lived there for a number of years.
Response: Whilst none of the site is understood to be used by protected, important or sensitive species of fauna or flora a Preliminary Ecological Appraisal was submitted as part of the planning application submission. In terms of biodiversity, parts of the site have previously been noted with biodiversity interest and were identified as a potential Site of Importance for Nature Conservation (SINC), what is now called a Local Nature Conservation Site (LNCS), especially around the wetland. However, these sites were never formally designated.

- (d) There are concerns regarding the increase in the traffic which would result from the development and adding a significant amount of extra homes and associated traffic to the area is not sustainable with current access routes. The development can only be accessed from the main public routes via Croftbank Avenue or Langside Road (which is one-way). Both roads are narrow and normally feature cars parked on both sides of the road - especially Langside Road. Croftbank Avenue is especially congested approaching the junction with Hamilton Road due to street parking on both sides of the road. The one-way section of Langside Road is extremely narrow and also unfit for additional traffic. Bothwell Park Road is a private, single file, country lane. The road is not designed to cope with a large amount of traffic or vehicle access by the general public. There have been serious and fatal road accidents in Bothwell during the last 12 months and the introduction of additional traffic will only add to these dangers. Additionally, the current 4-way junction at Glebe Wynd, Bothwellpark Road, Glebe Avenue and Laighlands Road is proposed to have an additional road entering this space. This junction is already very busy and will be

congested further with the introduction of an additional road as part of this development. An access route from the development onto Bellshill Bypass would certainly reduce the impact. Is there anything that can be done to accommodate a residents only access from the Raith Interchange area? Would a one way system be considered to keep traffic moving safely.

Response: Subject to the conditions discussed in Section 4.1 above, Roads and Transportation Services raised no objection to the proposal in relation to access and road safety.

- (e) **The applicant mentioned 500m to the village but omitted that it is all uphill which makes access by foot or bicycle impossible for the elderly or less able. Parking in the village is impossible at the moment and can only get worse.**

Response: It is acknowledged that the local topography means that some sections of the route to the village centre involve inclined footways. In addition, there are concerns regarding the limited level of public transport serving the area in relation to the desire to move towards a low carbon economy. Subject to the conditions discussed in Section 4.1 above, Roads and Transportation Services raised no objection to the proposal in relation to access, parking or road safety.

- (f) **The Applicant has a history of operating without any consideration for public safety. In May 2020 the applicant deployed 3 bulldozers to the area for which planning permission is now sought. The bulldozers operated on the field 12-14 hours per day for four days. The consequence was first a power cut in the area and then they hit and caused severe damage to the main gas pipe running up and along the field. The developer should be aware of the risk and danger which they subjected the general public to last year by hitting the high pressure gas main, they should have had sight of the Register of Scotland Land Title/Sasine title pertaining to the piece of land they are proposing to build on, and they should reasonably be aware of the SGN servitude over the land which prohibits building on the site. Still they persist with submitting a planning application, misleading the Planning Department and potentially subjecting the general public to further danger and risk.**

Response: The above points are noted. However, as discussed above, Scotland Gas Networks (SGN) have no objections to the proposal on the condition that measures necessary to safeguard the security of the gas Major Accident Hazard Pipeline (MAHP) are further discussed with the aim of ensuring the pipeline and the integrity of the servitude or easement area are not compromised. Whilst the Planning Service considers the proposal to be contrary to planning policy, SGN have requested that a planning condition is attached to any consent granted to ensure that full design details of the retaining wall, earthworks and landscaping are provided ahead of full planning permission. The details of this design should also be discussed with SGN to ensure any works do not risk the integrity of the MAHP. In addition, it should be noted that the Health and Safety Executive (HSE) did not advise, on safety grounds, against the granting of planning permission in this case.

- (g) **The proposed development is on a flood plain which has had historic issues of flood risk. Development will increase the risk of flooding elsewhere locally in contravention of Policy SDCC2. There could well be difficulty for householders in the development obtaining building insurance.**

Response: Subject to conditions, no adverse comments were raised by SEPA Flooding nor the Council's Flood Risk Management Team in relation to flood risk.

- (h) **Many of the trees were removed from the field used to shield our view to the M74 motorway. The trees also muffled the noise from the motorway. Work in May 2020 included removal of a large number of trees and we now have a clear view**

of the motorway in the winter. There are concerns that the work proposed would include removal of the remainder of the trees on the field which could substantially increase the traffic noise levels at our property.

Response: Whilst the above points are noted the trees within the site are not protected by a tree preservation order (TPO). No adverse comments were raised by Environmental Services in relation to noise from the motorway subject to a condition requiring the implementation of the scheme for the mitigation of noise shown in the submitted Noise Impact Assessment prior to the proposed development being brought into use.

- (i) In respect of infrastructure, the village of Bothwell has expanded in recent years with a large number of houses being built to such an extent that the infrastructure (roads, doctors, dentists etc) are no longer able to cope with the increased number of residents and this further development would exacerbate the current problems. The drainage systems that will be put in cannot be connected to the existing drainage system but via a SUDS pond to a local burn. This will cause additional flooding which is already a local issue.**

Response: As discussed above in relation to the impact on existing facilities in the area, if the principle of residential development on the site was considered to be acceptable any consent granted would require the conclusion of a Section 75 Obligation between the applicant and the Council to ensure the provision of financial contributions towards the provision of additional nursery, primary and secondary education accommodation as appropriate, the provision of appropriate community facilities, either on site or off and the provision of affordable housing on site or by way of a commuted sum. Subject to conditions being attached to any consent granted, no adverse comments were raised by any of the consultees in relation to drainage and flooding.

- (j) The emergency services (fire service) would not be able to gain access down Croftbank Crescent at certain times due to the parking and increased traffic flow. The Glebe and Bothwell Park Road form a well-used path for cyclists and ramblers on the way to Strathclyde Park and local horse riders. Any change here would result in this group being in danger from HGV vehicles whilst building is taking place and subsequently an increase in residential parking would mean that these activities would be curtailed.**

Response: Whilst the above points are noted, the application is considered to be contrary to local plan policy as the proposal would constitute new residential development in the Green Belt without appropriate justification.

- (k) With the increase in Traffic Generation this development also breaks the 2022 South Lanarkshire Sustainability Strategy Outcomes quoted on page 12 "South Lanarkshire natural environment is protected, enhanced and respected" if this development is also approved it would be breaking a second outcome that "local communities are supported in taking action to be more environmentally responsible"**

Response: The application is considered to be contrary to local plan policy as the proposal would constitute new residential development in the Green Belt without appropriate justification. The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (l) Laighlands Road is part of the National Cycle network route from Strathclyde Park to Uddingston and is already in a pitiful state with potholes. Further construction traffic will only exacerbate the condition. Should this development be approved Laighlands Road and Bothwellpark Road must be upgraded and traffic calmed. The developer should contribute to the cost. What are the**

intentions of the proposer to resurface the road after completion. What guarantees will the council demand to ascertain the proposer will complete the work to resurface Laighlands Road.

Response: Subject to the conditions discussed in Section 4.1 above, Roads and Transportation Services raised no objection to the proposal in relation to access and road safety. However, the application is considered to be contrary to local plan policy as the proposal would constitute new residential development in the Green Belt without appropriate justification.

- (m) Have Police, Fire Service and Ambulance Service been consulted on the current road access?**

Response: Consultation with the above services was not considered necessary in terms of the assessment of this planning application.

- (n) The excavation and construction of the proposed apartments so close to a high pressure gas main must surely contravene Health and Safety regulations.**

Response: The Health and Safety Executive (HSE) were consulted on the application and did not advise, on safety grounds, against the granting of planning permission in this case.

- (o) Overdevelopment of the site, so much so that the surface water drainage from the proposed housing cannot be connected to the existing drainage system but via a SUDS pond to a local burn. There has been serious flooding in this area over many years. Due to climate heating heavy rainfall in Scotland is predicted to increase. Removing the current green space with this development and the introduction of roads and hard landscaping will add to the existing inefficient drainage and associated flood risks.**

Response: Subject to conditions, no adverse comments were raised by any of the consultees in relation to drainage or flooding.

- (p) How mature are the trees to be planted? Would they be of a native species? Would they become as grand as those of Silverwells Crescent?**

Response: As the application is for planning permission in principle limited information has been submitted with the application in terms of the detailed landscaping scheme for the proposal. Landscaping would be addressed through the submission of any future detailed or matters specified in conditions application(s) if planning permission in principle was granted for the current proposal.

- (q) The part of the proposed development adjacent to Laighlands Road is confined to that area where the landowner/applicant deposited thousands of tons of soil before South Lanarkshire Council intervened. This area is in Green Belt as confirmed by the most recent local area plan and the field is designated by SEPA as a high-risk flood plain. It acts as a catchment area when Bothwell Bridge impedes the flow of the river in surge conditions and the river overflows. The proposal includes a small SUDs area, the capacity of which is tiny as compared to that of the infilled area. Inevitably, there will be more frequent flooding elsewhere especially at the low point of Laighlands Road towards Langside Road.**

Response: SEPA (Flooding) were consulted on the proposal and have advised that they have no objections to the application on the grounds of flood risk. In addition, Roads and Transportation Services (Flood Risk Management Section) have no objections to the application subject to the applicant complying with the principles set out within the Council's Developer Design Guidance - Flood Risk Assessment and Sustainable Drainage Systems. The submitted Flood Risk Assessment shows the proposed development to be located outwith the functional floodplain and that the land

is to be raised to provide the required freeboard above the predicted flood extents considering the most up to date climate change predictions.

- (r) **Concerns about the proposed development in relation to loss of light, overlooking and loss of privacy and loss of outlook to existing adjacent properties in addition to concerns regarding light pollution, noise and disturbance.**

Response: As the application is for planning permission in principle limited information has been submitted with the application in terms of the detailed layout and design of the proposal. These matters would be addressed through the submission of any future detailed or matters specified in conditions application(s) if planning permission in principle was granted for the current proposal.

- (s) **There are no appropriate or close connections to existing public transport with the village centre and services located a significant distance on foot from the proposed development site. The location of the development proposals will be difficult for pedestrians and disabled people to move around.**

Response: The above concerns are noted. As the proposal stands, it is considered that the proposed development would be unsustainable in terms of offering alternative modes of transport to the private car.

- (t) **The Minute of Agreement between the Council and Messrs Durant under Section 75 of the Town and Country Planning Act, signed by them on 15th April 2003, placed restrictions on the use of land in areas of Laignlands field.**

Response: The above points are noted. The application is considered to be contrary to local plan policy as the proposal would constitute new residential development in the Green Belt without appropriate justification. The merits of the application are discussed in detail in Section 6 of this report.

- (u) **I have always thought that the field was a dreadful eyesore and welcome the proposal as it will very much lift the area. There are similar developments already in place along the motorway. I very much like the proposed style of houses and site layout and really feel that this development would not only give a fresh look to the street but to the passing traffic on the road system as in the Bellshill Road and A725 and M74.**

Response: The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (v) **The site will help deliver much needed homes for Bothwell and allow more choice and affordability of quality homes to families in the area and is long overdue. There is very little housing supply in the area and what is available is beyond most people's price range. I support the mix and type of homes shown, which will include some affordable homes.**

Response: The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (w) **The site is a logical infill site and is of low grade contained by the motorway. This type of site is much better than releasing good quality agricultural land.**

Response: The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (x) **The site will allow the houses to address those opposite and allow for a more traditional streetscape. The new houses are next to a motorway that will give quick transfer to work or school.**

Response: The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (y) **The proposals will bring investment to the area in the form of construction jobs and will bring support to local businesses in the Town Centre. Economically it should be considered due to new construction jobs created and the additional revenue created to the council.**

Response: The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (z) **It will be great to be able to walk and use the proposed community nature reserve.**

Response: The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (aa) **The site will allow the houses to address those opposite and allow for a more traditional streetscape.**

Response: The above points are noted and the merits of the application are discussed in detail in Section 6 of this report.

- (bb) **A number of comments in support of the application are made from persons outside the local authority area with no local interest and with no supporting evidence for how the application is supported by the policies adopted by the council within LDP2.**

Response: There are no locational restrictions placed on who can make representation to a planning application.

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

6 Assessment and Conclusions

- 6.1 The applicant seeks planning permission in principle for residential development (dwellinghouses and flats) together with access, landscaping, open space and associated works. To support the proposal a Housing Land Analysis has been submitted to substantiate the absence of a housing land supply. The supporting Planning Statement advises that the proposal involves the erection of 44 new dwellings, including 32 in market tenure, which would contribute significantly to filling a 39 unit shortfall in the supply of land for market housing in South Lanarkshire. It goes on to say that the supply of new homes in Bothwell is greatly outstripped by the demand for housing. The proposal would provide a range of new housing suitable for families, couples and single persons delivering significant alleviation of current market pressures. The determining issues in consideration of this application are its compliance with strategic and local plan policy and its impact on the visual amenity of the area and on the local road network.
- 6.2 In terms of government guidance, Section 25 of the Town and Country Planning (Scotland) Act 1997 states that the determination of a planning application shall be in accordance with the development plan unless material considerations indicate otherwise.
- 6.3 Scottish Planning Policy (SPP) advises that a generous supply of land should be provided to meet identified housing needs. SPP also introduces a presumption in favour of development that contributes to sustainable development. However, it advises that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Proposals that accord with up-to-date plans should be considered acceptable in principle and consideration should focus on the detailed matters arising. For proposals

that do not accord with up-to-date development plans, the primacy of the plan is maintained and SPP and the presumption in favour of development that contributes to sustainable development will be material considerations. In this instance, and in view of the requirement to determine and assess all planning applications in terms of the provisions of the development plan, the proposal is considered to be contrary to local plan policy as it would constitute new residential development in the Green Belt without appropriate justification. As the proposals stand, it is considered that the development would also be unsustainable in terms of its peripheral location and offering alternative modes of transport to the private car. The proposal is, therefore, considered to be contrary to national planning policy.

- 6.4 In terms of strategic planning policy, the proposal requires to be considered against the approved Glasgow and Clyde Valley Strategic Development Plan 2017 (GCVSDP). The GCVSDP is committed to supporting new housing which creates high quality places and delivers the right type of housing in the right locations. Policy 8 - Housing Land Requirement of the GCVSDP requires local authorities to make provisions within their LDPs for all-tenure housing land requirement as set out within Schedule 8; to allocate a range of effective residential sites; to provide a minimum of 5 years effective land supply at all times; to undertake an annual housing land audit to monitor completions; and to take steps to remedy any shortfalls that may exist. With regard to Policy 8, the Planning Service is satisfied that the supply of housing land meets the requirements set out by the Scottish Government and the Glasgow and Clyde Valley Strategic Development Plan (Clydeplan), therefore, there is no need for the release of further land. The Council has assessed its housing land supply and has concluded that it is robust and generous and that there is no requirement for housing release since there is no shortfall identified in the land supply.
- 6.5 Policy 14 - Green Belt of the GCVSDP states that local authorities are required to designate Green Belt in order to ensure that development is directed to the most appropriate locations and supports regeneration. Given the above assessment of the Council's housing land supply it is considered that there is no need for the site to be released since there is no shortfall in the housing land requirement. This matter is discussed further in the following paragraphs. As the development does not support the vision, spatial development strategy and placemaking policy, and is not considered to be an acceptable departure, the proposal is deemed to be contrary to the Glasgow and Clyde Valley Strategic Development Plan.
- 6.6 In terms of local plan policy, the site is located within the Green Belt in the adopted South Lanarkshire Local Development Plan 2. The application site and associated proposal is affected by Policy 1 - Spatial Strategy, Policy 2 - Climate Change, Policy 4 - Green Belt and Rural Area, Policy 5 - Development Management and Place Making Policy, Policy 15 - Travel and Transport, Policy 16 - Water Environment and Flooding, Policy DM1 - New Development Design, Policy SDCC2 - Flood Risk, Policy SDCC3 - Sustainable Drainage Systems, Policy SDCC4 - Sustainable Transport and Policy DM15 - Water Supply.
- 6.7 Policies 1 and 2 encourage sustainable economic growth and regeneration, a move towards a low carbon economy, the protection of the natural and historic environment and mitigation against the impacts of climate change. This will be achieved by supporting regeneration activities and maximising regeneration and local economic benefits; delivery of appropriate development proposals and development that accords with and supports the policies and proposals in the development plan and supplementary guidance.

- 6.8 Whilst noting the content of the supporting information submitted with the application, the application site is located in the Green Belt outwith the Bothwell Settlement boundary and is not included in any of the development priorities identified in Appendix 3 of the adopted Local Development Plan 2. It is considered that the proposed use of the site for residential development would not represent sustainable economic growth or regeneration in this instance as required by Policy 1 and would instead result in a significant and unwarranted intrusion into the Green Belt at this location resulting in an adverse impact on the natural environment. There are also concerns regarding the peripheral nature of the site and its poor access to the range of services and amenity of Bothwell and it is acknowledged that the local topography means that some sections of the route from the site to the village centre involve inclined footways. Due to the limited level of public transport serving the area, the application site is not considered to be a sustainable location in terms of the desire to move towards a low carbon economy. As the proposals stand, it is considered that the development would be unsustainable in terms of offering alternative modes of transport to the private car. For the above reasons the proposal is considered to be contrary to the terms of Policies 1 and 2.
- 6.9 Policy 4 states that the purpose of the Green Belt is to direct development to the most appropriate locations and support regeneration, protect and enhance the character, landscape setting and identity of the settlement and protect and provide access to open space. Development in the Green Belt will be strictly controlled and any proposals should accord with the appropriate uses set out in SPP. Both the Green Belt and the Rural Area function primarily for agriculture, forestry, recreation and other uses appropriate to the countryside. Development which does not require to locate in the countryside will be expected to be accommodated within the settlements identified on the proposals map. Isolated and sporadic development will not be supported.
- 6.10 In addition to the above, Policy 3 - Green Belt and Rural Area of the Supplementary Guidance 2 is relevant to the assessment of the application. Policy 3 repeats the wording set out in Paragraph 6.9 above. It advises that in the rural area, limited expansion of an existing settlement may be appropriate where the proposal is proportionate to the scale and built form of the settlement, it is supportive of the sustainability of the settlement and a defensible settlement boundary is maintained. However, it goes on to say that in both the Green Belt and the rural area, isolated and sporadic development will not be supported.
- 6.11 It is considered that the application for residential development on the site does not accord with Policy 4 - Green Belt and Rural Area of the adopted Local Development Plan 2 as the proposal cannot be justified under any of the circumstances listed. It has not been demonstrated that there is a specific locational requirement and established need for the proposal, the proposal does not involve the redevelopment of derelict or redundant land, it is not for the conversion of traditional buildings nor is it for limited development within clearly identifiable infill, gap site and existing building groups and it does not relate to an extension of existing premises or uses. The site is not considered to be suitable for rounding off the settlement and its proposed use for residential development would represent a significant and unwarranted intrusion into the Green Belt at this location with subsequent adverse impacts on the natural environment. It is considered that the approval of the application and the development of the site for housing would be inappropriate and would also set an undesirable precedent leading to potential pressures for other incremental expansions further into the adjoining Green Belt land that would be harder to resist in future. There are no material considerations that outweigh the provisions of the development plan in terms of the site's Green Belt designation, therefore, it is considered that a departure from

the development plan in this instance cannot be justified. The proposal is, therefore, clearly and irrefutably contrary to Policy 3.

- 6.12 Similarly, the proposal is clearly not considered to be in accordance with Policy 3 of Supplementary Guidance 2: Green Belt and Rural Area as the application site is located within the Green Belt and it cannot be justified under any of the circumstances listed.
- 6.13 Policy GBRA1 provides a framework that is applicable to all forms of residential and non-residential development within the countryside with a particular emphasis placed on appropriate design, finishing materials and the protection of amenity. However, as the application is for planning permission in principle, detailed plans do not form part of the application.
- 6.14 In view of all of the above it is considered that the site is not appropriate for residential development. The site is designated as Green Belt in the South Lanarkshire Local Development Plan 2 which was adopted in 2021 and is up to date. The site fulfils the Green Belt function set out in Scottish Planning Policy of protecting and enhancing the character, landscape setting and identity of the settlement. In strategic land use terms, it is considered that this particular part of the Green Belt provides a clearly defined separation between the built-up area of Bothwell and the M74 motorway corridor immediately to the east. It is also considered that the site plays an important role as a buffer in terms of visual amenity and provides a landscape setting for Bothwell which is highly visible from the M74 corridor.
- 6.15 From a housing land perspective it is considered that there is no requirement for further housing release within the South Lanarkshire Housing Market Area. The Council carries out an annual Housing Land Audit which provides an up-to-date position regarding all tenure land supply and completions across the 4 housing market areas of South Lanarkshire (Hamilton, East Kilbride, Cambuslang Rutherglen and Clydesdale). The audit was recently agreed with Homes for Scotland for 2021 and this demonstrates that there is no shortfall of housing in any of the housing market areas. The Council is satisfied that the supply of housing land meets the requirements set out by the Scottish Government and the Glasgow and Clyde Valley Strategic Development Plan (Clydeplan), therefore, there is no need for the release of further land. Scottish Planning Policy (SPP) advises a generous supply of land should be provided to meet identified housing needs. The Council has assessed its housing land supply and has concluded that it is robust and generous and that there is no requirement for housing release since there is no shortfall identified in the land supply. In addition, there is more than the requisite 15% generosity available. In recent years there has been a high level of activity in the area with sites under construction or completed at Bothwellbank Farm, Old Bothwell Road and smaller sites such as Croftbank Crescent and Earls Gate. This has added a degree of choice in terms of both size and tenure to the land supply in Bothwell. Coupled with the development of the site at the former Uddingston Gas Works the area has seen a steady increase in supply that more than meets the demand or requirement of the population. Further release of land is not required and, therefore, it is considered that there is no need to release this site.
- 6.16 Policy 15 states that new development proposals must consider, and where appropriate, mitigate the resulting impacts of traffic growth, particularly development related traffic, and have regard to the need to reduce the effects of greenhouse gas emissions and at the same time, support and facilitate economic recovery, regeneration and sustainable growth. Development of walking, cycling and public transport networks which provide a viable and attractive alternative to car travel, thus reducing the effects of transport on the environment, will be supported. As discussed,

there are concerns regarding the peripheral nature of the site and its poor access to the range of services and amenity of Bothwell and it is acknowledged that the local topography means that some sections of the route from the site to the village centre involve inclined footways. Due to the limited level of public transport serving the area the application site is not considered to be a sustainable location in terms of the desire to move towards a low carbon economy. As the proposals stand, it is considered that the development would be unsustainable in terms of offering alternative modes of transport to the private car.

- 6.17 The proposal has been assessed by the relevant consultees in terms of Policies 16, DM15, SDCC2 and SDCC3. With regard to flooding and surface water drainage, no adverse comments were raised by SEPA nor Roads and Transportation Services subject to the Council's Sustainable Urban Drainage Systems (SUDS) design criteria being satisfied through the completion of the standard self-certification documents. In relation to sewerage, Scottish Water have advised that there is currently insufficient capacity for a foul only connection at the Bothwellbank Waste Water Treatment works to service the development.
- 6.18 In summary and in view of all of the above and the legal requirement to determine and assess all planning applications in terms of the provisions of the development plan, it is considered that the proposal is contrary to national, strategic and local plan policy as it would constitute new residential development in the Green Belt without appropriate justification. There are no material considerations that outweigh the provisions of the development plan, therefore, a departure from the development plan in this instance cannot be justified. As such, it is considered that planning permission in principle should be refused for the reasons stated below.

7 Reasons for Decision

- 7.1 The proposal raises significant amenity and environmental issues and fails to comply with Policy 8 - Housing Land Supply and Policy 14 - Green Belt of the Glasgow and Clyde Valley Strategic Development Plan (2017), Policy 1 - Spatial Strategy, Policy 2 - Climate Change, Policy 4 - Green Belt and Rural Area of the Adopted South Lanarkshire Local Development Plan 2 (2021).

David Booth

Executive Director (Community and Enterprise Resources)

Date: 10 June 2022

Previous references

- ◆ P/21/0009/PAN

List of background papers

- ▶ Application form
- ▶ Application plans
- ▶ South Lanarkshire Local Development Plan 2 (adopted 2021)
- ▶ Glasgow and Clyde Valley Strategic Development Plan (2017)
- ▶ Neighbour notification letter dated 03.12.2021
- ▶ Press Advertisement, Hamilton Advertiser dated 16.12.2021

►	Consultations	
	Arboricultural Services	08.12.2021 & 25.05.2022
	Community and Enterprise Resources Biodiversity Officer	
	Bothwell Community Council	09.12.20212, 17.12.2021, 10.05.2022, 10.12.2021
	Transport Scotland	21.04.2022
	SEPA Flooding	17.01.2022
	Community and Enterprise Resources Play Provision	
	Housing Planning Consultations	03.12.2021
	Education Resources School Modernisation Team	24.05.2022
	Scotland Gas Networks (SGN)	23.12.2021 & 21.04.2022
	Roads Development Management Team	18.08.2022
	Environmental Services	16.12.2021 & 19.05.2022
	Roads Flood Risk Management	24.05.2022
	Scottish Water	06.12.2021
	SP Energy Network	02.12.2021
	Estates Services - Housing and Technical Resources	26.05.2022
	Countryside and Greenspace	
	Health and Safety Executive (HSE)	08.02.2022
►	Representations	Dated:
	Mr James Sneddon, 5 Dixon St, Hamilton, ML3 6PZ	21.12.2021
	Mr Gary Nelson, 1, Middleton Avenue, Larkhall, ML92TL	23.12.2021
	Mr Lukasz Rosa, 66 Kilmaurs Street, Glasgow, G51 4UB	22.12.2021
	Mrs Susanne Morrison, 2 Clydevale, Bothwell, GLASGOW, G718NL	27.12.2021
	Sharon Kilgour, Via Email	14.12.2021
	Maud Lithgow, Summerhill, The Glebe, Bothwell, G71 8AG	13.12.2021
	William Jones, By Email	14.12.2021
	Amy Jones, By Email	14.12.2021

Ms June Bell, 172 Zena Street, Glasgow, G33 1JB	19.12.2021
Miss Marilyn Jack, 15 Croftbank Avenue, Bothwell, Glasgow, G71 8RT	19.12.2021
Mr Jim Boyd, 12 Clydevale, Bothwell, G71 8NL	24.12.2021
	24.12.2021
Mr Martin Donnelly, 4 Clydevale, Bothwell, Glasgow, G718nl	24.12.2021
	24.12.2021
Mr Neil McCallum, 133 Baillieston Road, Glasgow, G32 9NZ	09.12.2021
	09.12.2021
Mr James Corriy, 1 Kirkfield Road, Bothwell, G718JE	14.12.2021
Mrs Joanna Biernacka, 2370 Dumbarton Road, G14 0QL, Glasgow	22.12.2021
Mr Graeme Irvine, 35 Aitchison Place, Falkirk, FK1 5AY	22.12.2021
Mrs Darianne Young, 14 Carlisle Court, Larkhall, ML92FD	23.12.2021
S Kennedy, Tregenna, 3 The Glebe, Bothwell, G71 8AG	14.12.2021
Maud Lithgow, Summerhill, The Glebe, Bothwell, Glasgow, South Lanarkshire, G71 8AG	10.12.2021
Lesley and Grant Watson, 35 Laighlands Road, Bothwell, G71 8AL	22.12.2021
Siân McDonald & Alan Cunningham, 40 Laighlands Road, Bothwell, Glasgow, South Lanarkshire, G71 8AL	29.12.2021
Richard Scotcher, Badgers Bank, Glebe Avenue, Bothwell, G71 8AA	20.12.2021
Elizabeth McEwan, 42 Laighlands Road, Bothwell, Glasgow, South Lanarkshire, G71 8AL	29.12.2021
Margaret Glen, 7 Bothwellpark Road, Bothwell, Glasgow, South Lanarkshire, G71 8AQ	29.12.2021
Mrs Ann Sutherland, 1 McPherson Drive, Bothwell, G 71 8QP	14.04.2022
Mr John Hill, 42 Greenfield Crescent, Wishaw, MI2 8NZ	23.12.2021
Mr Michael Dick, 1 Glebe Wynd, Bothwell, Glasgow, G71 8QT	24.12.2021
Graham Thomson, Via Email	09.12.2021
Dr William Jack, 33 Laighlands Road, Bothwell, Glasgow, G71 8AL	21.12.2021
	21.12.2021
Mr James Dickson, Glenview, The Glebe, Bothwell, G71 8AG	09.12.2021

Mr Angus Robertson, SGN, 1 Fullarton Drive, Glasgow, G32 8FD	10.12.2021
Stewart Logan, Via Email	21.12.2021
Miss Joanne Smith, 0/1 2 Croftbank Crescent, Bothwell, Glasgow, G71 8RS	03.01.2022
Mr Graham Whiteford, Received Via Email	10.12.2021
Graham Thomson, Received Via Email	10.12.2021
Joanna Kirk, Received Via Email	10.12.2021
Alan Love, Received Via Email	10.12.2021
Mr Dennis Walker, 5 North Deanpark Avenue, Bothwell, Glasgow, G71 8HH	17.12.2021
Mr Trevor Morgan, 41 Laignlands Road, Glasgow, G71 8AL	19.12.2021
Mrs Sandra Jones, 11 Croftbank Avenue, Bothwell, Glasgow, G71 8RT	19.12.2021
Mr Piotr Ciaciek, 5 Newhaven Road, Glasgow, G33 3XG	21.12.2021
Mrs Christine Marshall, 9 Clydevale, Bothwell, G71 8NL	14.12.2021
Mr Vincent Conetta, 5 Laignlands Road, Bothwell, Glasgow, G718aj	11.12.2021
Mrs Shona Mannering, 18 Clydevale, Bothwell, Glasgow, G71 8NL	12.12.2021
Mr Derek Jones, 11 Croftbank Avenue, Bothwell, G71 8RT	19.12.2021
Mr Andrew Murray, 6b Essex Road, Edinburgh, EH4 6LG	09.12.2021
Mr Fraser McHenry, 9 Croftbank Avenue, Bothwell, Glasgow, G71 8RT	09.12.2021 09.12.2021
Mr David McMahon, 36 Wellhall Road, Hamilton, ML3 9BL	12.12.2021
Miss Anne Deadman, 10, Carlisle Court, Larkhall, ML9 2FD	23.12.2021
Mr Stewart Morrison, 2 Clydevale, Bothwell, GLASGOW, G718NL	27.12.2021
Mr Grzegorz Filipczak, 16/1 25 Soutra Place, Glasgow, G33 3JE	21.12.2021
Pauline Scanlan, 71 Olifard Avenue, Bothwell, G71 8QL	24.12.2021
Ms Elizabeth Anderson, 29 Hume Drive, Bothwell, G718LN	14.12.2021 14.12.2021

Mr Kenneth Stenhouse, 26 Uddingston Road, Bothwell, GLASGOW, G71 8PN	09.12.2021
Mr Lukasz Biernacki, 38 Garvel Drive, Glasgow, G33 4PG	21.12.2021
Mr James Rennie, 12 Langside Road, Bothwell, Glasgow, G71 8NG	21.12.2021 22.12.2021
Mr Richard Mannering, 18 Clydevale, Bothwell, Glasgow, G71 8NL	14.12.2021
Mrs Anna Biernacka, 38 Garvel Drive, Glasgow, G33 4PG	21.12.2021
Stephanie Plant, 47 Main Street, Bothwell, G71 8ER	22.12.2021
Mrs Agata Osharode, 942 Westmuir Street, Flat 3/2, Glasgow, G31 5BS	22.12.2021
Mrs Lesley Williams, 15 Clydevale, Bothwell, G71 8NL	11.12.2021
Mr Dariusz Nockowski, 942 2/1 Gartloch Road, Glasgow, G33 5AP	22.12.2021
Mr Armando Cirignaco, 2 Blantyre Mill Road, Bothwell, Glasgow, G71 8DD	11.12.2021
Mr Ross Aitchison, 36 Castle Wynd, Bothwell, G71 8TQ	08.02.2022
Mrs Maud Lithgow, Summerhill, The Glebe, Bothwell, G71 8AG	04.03.2022

Contact for further information

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

Jim Blake, Planning Officer, Montrose House, 154 Montrose Crescent, Hamilton, ML3 6LB

Phone: 01698 453657

Email: jim.blake@southlanarkshire.gov.uk

Permission in Principle

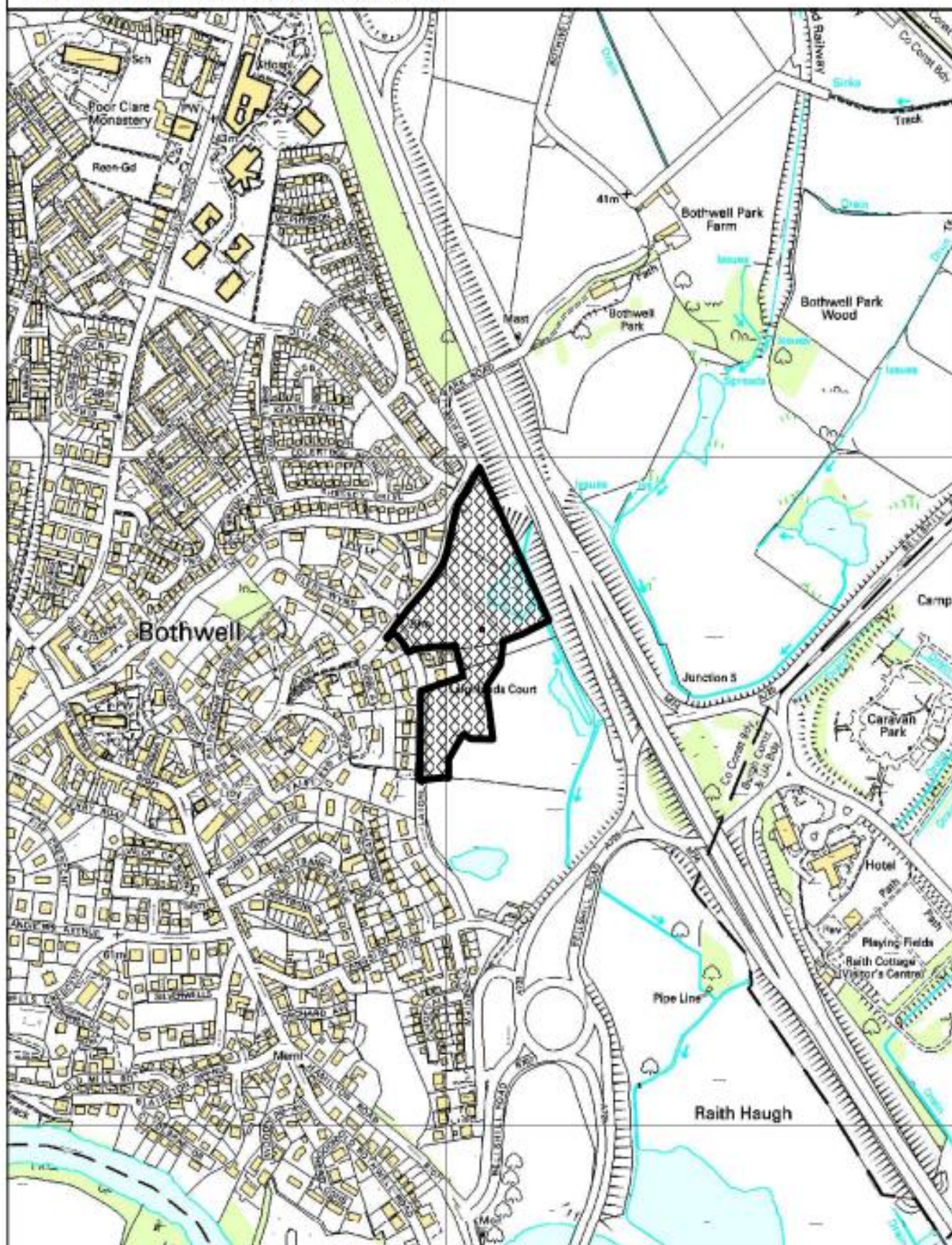
Paper apart – Application number: P/21/2044

Reasons for refusal

01. The site is in the Green Belt and the proposal is not in accordance with Policies 8 and 14 and the Spatial Development Strategies of the approved Glasgow and the Clyde Valley Strategic Development Plan (2017).
02. The proposal is contrary to Policy 1 - Spatial Strategy, Policy 2 - Climate Change and Policy 4 - Green Belt and Rural Area of the adopted South Lanarkshire Local Development Plan 2 (2021) as it is an inappropriate location for housing development and would constitute new residential development in the Green Belt without appropriate justification.

P/21/2044

Land 90M Northeast of 38 Laighlands Road, Bothwell



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Scale:
1:8,000
Date:
27/05/2022



South Lanarkshire Council
Community and Enterprise Resources
Planning and Economic Development