

# Report

Report to:	<b>Planning Committee</b>
Date of Meeting:	<b>11 October 2022</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Application no.	P/21/1962
Planning proposal:	Substitution of house types, amendment to SUDS proposals, addition of sub-station, addition of gas governor and alteration of cycle path alignment (Amendment to CR/17/0039)

## 1 Summary application information

Application type:	Further application
Applicant:	Dundas Estates & Development Co Ltd
Location:	Land 180M Northwest of Dalton School Lodge Gilbertfield Road Cambuslang South Lanarkshire

## 2 Recommendation

### 2.1 The Committee is asked to approve the following recommendation:-

- (1) Grant Detailed Planning Permission– Based on Conditions Listed.

### 2.2 Other actions/notes

- (1) The Planning Committee has delegated powers to determine this application.
- (2) If planning consent is granted, the decision notice should be withheld until a Planning Obligation in respect of a financial contribution for the improvement/upgrading of education provision in the area has been concluded between the applicant and the Council.

In accordance with agreed procedure, should there be no significant progress, on behalf of the applicant, towards the conclusion of the Planning Obligation within 6 months of the date of the Committee, the proposed development may be refused on the basis that, without the planning control/developer contribution which would be secured by the Planning Obligation, the proposed development would be unacceptable.

If, however, this matter is being progressed satisfactorily the applicant will be offered the opportunity to enter into a Processing Agreement, if this is not already in place. This will set an alternative agreed timescale for the conclusion of the Planning Obligation.

All reasonable legal costs incurred by the Council in association with the above Obligation shall be borne by the developers.

### 3 Other information

- ◆ Applicant's Agent: Debbie Reeves
- ◆ Council Area/Ward: 14 Cambuslang East
- ◆ Policy Reference(s): Policy 1: Spatial Strategy  
Policy 2: Climate Change  
SDDC2: Flood Risk  
SDDC3: Sustainable Drainage Systems  
SDCC4: Sustainable Transport  
Policy 3 General Urban Areas  
Policy 5 Development Management and Placemaking  
DM1: New Development Design  
DM15: Water Supply  
DM16: Foul Drainage and Sewerage  
Policy 11: Housing Land  
Policy 12: Affordable Housing and Housing Choice  
Policy 13: Green Network and Greenspace  
Policy 14: Natural and Historic Environment  
NHE16: Landscape  
Policy 15: Travel and Transport  
Policy 16: Water Environment and Flooding

#### ◆ Representation(s):

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

#### ◆ Consultation(s):

Roads and Transportation Services (Development Management Team)  
Environmental Services

Roads Flood Risk Management

Roads and Transportation Services (Structures)

Community and Enterprise Resources - Play Provision  
Community Contributions

Education Resources School Modernisation Team

Housing Services

Scottish Gas Networks (SGN)

Health and Safety Executive (HSE)

West of Scotland Archaeology Service (WOSAS)

SEPA

## **Planning Application Report**

### **1 Application Site**

- 1.1 The application site is located within the Cambuslang/Rutherglen settlement boundary and is positioned between Gilbertfield Road and Lightburn Road, towards the southeast of Cambuslang, south of Hamilton Road A724, and west of Flemington Road to the east. It comprises former agricultural land and is south and east of a gas pumping station. The site is gently sloping and measures approximately 2.8ha in total, with the proposed housing development area for this phase some 1.3ha. A burn runs along the northwest through the site, south of the SuDS area. Two gas pipelines run though the site adjacent to the burn. Dalton School Lodge lies approximately 180m southeast of the site.
- 1.2 The site forms part of a wider residential development site developed by Dundas Estates. This site is known as Phase 2C. There is an extensive planning history pertaining to this site as noted further below. As such, the site currently comprises a construction site, with the surrounding areas proposed or under construction for associated phases. Phases 2A and 2B are located to the northwest, and Phase 2D to the southeast. The site overlaps with Phase 2B where the open space and SuDS scheme is provided and cycleway crossing is proposed.

### **2 Proposal(s)**

- 2.1 The wider site benefits from permission for a large-scale housing development comprising 128 dwellinghouses across 4 phases, with Phase 2A under construction. The application site subject of this application, known as Phase 2C, benefits from planning permission under reference CR/17/0039 for a residential development comprising 26 dwellinghouses. This application seeks to substitute house types and amend the layout and infrastructure provision to include footpaths, cycleways and a bridging culvert, removing a previously proposed footbridge which crosses the existing burn due to constraints relating to the gas pipeline infrastructure in proximity to the burn and proposed crossing. The bridging culvert with cycle path is intended to connect Phases 2A/B with Phases 2C/D and wider cycle networks. The proposal also seeks an amendment to the SuDS proposals, and the addition of a sub-station and gas governor.
- 2.2 Phase 2C is located on the southern side of the burn and is south of the SuDS area and gas pumping station. 26 Units are proposed within this phase, south of the open space area and pipeline buffer zone. Access would be obtained from the southwest end of Gilbertfield Road, approximately 210m south of the Phase 2A entrance. Plots 56, 57, 133, and 134 will front onto the internal access road at the entrance junction, before a square-shaped shared space area leads north and then runs south west to serve Plots 58-61 and east to serve Plots 62-70 laid out in a linear pattern running parallel to the burn on a north-east/south-west axis, before returning south to serve Plots 71-74 situated perpendicular to the linear row facing south west, at the east of the Phase. Plots 106, 107, 108, 115 and 116 form a group at the other side of the proposed shared space entrance where the road connects into Phase 2D further south.
- 2.3 Generally the houses are in the same position, only slightly altered within the plots. The house type mix is to include the following detached properties:-
  - ◆ 1x Harper- 3-bed
  - ◆ 1x Carnegie- 3-bed
  - ◆ 1x Dewar- 3-bed
  - ◆ 2x Stuart- 3-bed

- ◆ 1x Matheson- 4-bed
- ◆ 1x Middleton- 4-bed
- ◆ 2x Wallace- 4-bed
- ◆ 3x Kendrick- 4-bed
- ◆ 2x Lewis- 4-bed
- ◆ 5x Gillespie- 4-bed
- ◆ 3x McArthur- 5-bed
- ◆ 4x Maitland- 5-bed

All units are to be detached, 2-storey, with some featuring integral or detached garages. Finishing materials are to include concrete roof tiles, render walls, upvc windows and doors, and coloured fascia detailing. Parking spaces are to be provided in-curtilage for each proposed unit. Boundary treatments would comprise a mix of hedging, 1.8m high stone screen walls, low walls with railings, and timber fencing between houses, and post and wire fencing to open areas. The only change sees a pair of semi-detached units at the site entrance form detached units reconfigured within the original layout.

- 2.4 The proposed cycle/footpath link would run along the edge of the proposed internal access road, generally running east to west. This would connect Gilbertfield Road in the southwest to Hamilton Road in the northeast, and it would also head north through the site over the proposed culvert crossing into Phase 2B, and further northeast towards Hamilton Road. There is a bus stop on Hamilton Road.
- 2.5 For clarification, the red line site boundary for this proposed application matches the red line boundary approved under C/17/0039. It now contains the proposed new culvert and gas station and includes the realigned cycle path. The general roads layout, open space, and cycle links remain as approved under CR/17/0039, with only realigned routes and amended house types and siting proposed, deeming this an amendment application. The SuDS scheme has been slightly repositioned within the same location as that previously approved. Therefore, the main considerations are the revised housing layouts and design, the new culvert proposal, and technical matters associated with these amendments.
- 2.6 The general layout would remain consistent with the earlier approvals and incorporate servicing within the adjacent phases. As mentioned, open space is to be provided to the north and a SuDS area to the northeast. Footways and cycle paths are continued to be proposed throughout the development site, with connections to the reconfigured Phase 2B layout proposed; and a culvert is proposed to be aligned over the burn to replace the earlier bridge proposal, with the cycle path extending over the new culvert leading to the adjacent development to the north. A new footpath is proposed to connect with Phase 1 on Gilbertfield Road. The proposal would connect to the public drainage and water supply networks. The SuDS scheme is to be slightly repositioned, but at the same site. A new sub-station and gas infrastructure is proposed at the northern corner of this site, adjacent to where the cycle path connects to Lightburn Road, in Phase 2B. Landscaping is proposed around these structures, and planting is proposed throughout the SuDS area and open space area, as well as along the north running access road, with feature planting around the shared space area at the entrance.

### **3 Background**

#### **3.1 Local Plan Status**

- 3.1.1 In terms of local plan policy, the site is located within the Cambuslang/Rutherglen settlement boundary in the adopted South Lanarkshire Local Development Plan 2 (SLLDP2). The application site and associated proposal is affected by Policy 1:

Spatial Strategy, Policy 2: Climate Change, Policy 3: General Urban Areas and Settlements, Policy 5: Development Management and Placemaking, Policy 11: Housing, Policy 12: Affordable Housing, Policy 13: Green Network and Greenspace, Policy 14: Natural and Historic Environment, Policy 15: Travel and Transport, and Policy 16: Water Environment and Flooding as well as associated detailed development management and sustainable development policies. The content and aims of these policies is discussed in section 6 of this report.

### 3.2 Relevant Government Advice/Policy

3.2.1 Relevant Government guidance is set out within the consolidated Scottish Planning Policy (SPP) 2014 which confirms the requirement for the Council to maintain a five-year supply of effective housing land and also provides policy guidance relating to the provision of affordable housing. Planning authorities are required to promote the efficient use of land by directing development towards sites within existing settlements where possible to make effective use of existing infrastructure and services. SPP also introduces a presumption in favour of development that contributes to sustainable development.

### 3.3 Planning Background

3.3.1 There is an extensive planning background to this site and associated phases. This application forms part of a suite of applications seeking to update house types and slightly amend housing numbers to that previously approved. The relevant reference numbers and breakdowns are included in the table below:-

Phase	Original Reference and Housing Numbers	Current Reference and Housing Numbers
2A	CR/15/0046 - 42 units, granted 7 December 2020.  P/20/1729 - amendment to previous approval including substitution of house types, alteration of road alignment, amendment to SuDS, addition of sub-station and new foot and cycle paths, granted 1 April 2021.	P/20/1729 - 41 units, amendment to CR/15/0046 seeking substitution of house types, granted 1 April 2021.  No further changes proposed to this phase of development.
2B	CR/16/0138 - 13 units comprising 9 flats and 4 cottage flats, granted 7 December 2020.  P/20/1729 - 1 unit included in Phase 2A now as amended covered by Phase 2B, granted 1 April 2021.	P/21/1582 - current pending application comprising 14 units (amendment to earlier approval).
2C	CR/17/0039 - 26 units, granted 7 December 2020.	P/21/1962 - current pending application comprising 26 units (amendment to earlier approval).
2D	CR/17/0076 - 47 units, granted 7 December 2020.	P/21/2031 - current pending application comprising 53 units (amendment to earlier approval).

- 3.3.2 The total housing numbers have increased from 128 units across the four sites, to 134 units, with the additional 6 units contained in Phase 2D. The layout across all sites has been amended to include a culvert to replace the original proposed footbridge.
- 3.3.3 All applications remain extant, establishing the principle of development. Any works which have commenced on site form part of these earlier approvals.
- 3.3.4 The previous applications were covered by a S69 upfront payment for contributions towards affordable housing, education, and community.

#### **4 Consultations**

##### **4.1 Roads and Transportation Services (Development Management Team)**

**Response:** raise no objections to the above proposals subject to the inclusion of the conditions previously added to CR/17/0039 and a separate condition pertaining to the proposed culvert.

##### **4.2 Environmental Services**

**Response:** raise no objections to the proposal subject to conditions relating to noise, waste control, and dust mitigation being attached to any permission granted. In terms of noise, one requested condition relates to internal noise levels with windows open and construction noise.

##### **4.3 Roads Flood Risk Management**

**Response:** have no objection to the proposed development. This service notes that the self-certification in regard to the sustainable drainage system for each phase of development, will be captured as part of the Roads Construction Consent process which is underway for each of these developments.

##### **4.4 Roads and Transportation Services (Structures)**

**Response:** The Structures Team note that the proposals include for the provision of an adoptable culvert to accommodate an unnamed watercourse. The proposed adoptable culvert will be subject to the full Technical Approval process as detailed in the Design Manual for Roads and Bridges. South Lanarkshire Council will be the Approving Authority. In terms of the Technical Approval process, the proposed culvert is a Category 1 structure. The process includes for the submission and subsequent approval by the Approving Authority of an Approval in Principle (AIP) submission. The AIP submitted in support of the proposals was accepted and approved on behalf of the Approval Authority on 12 September 2022.

##### **4.5 Community and Enterprise Resources - Play Provision Community Contributions**

**Response:** No response has been provided to date. Any contributions will be sought by way of upfront payment before a decision is issued should permission be granted.

##### **4.6 Education Resources School Modernisation Team**

**Response:** This service seeks a per unit contribution for any additional units. Over three applications a total of 6 additional units are proposed, resulting in an additional contribution requirement which will be secured by an upfront payment prior to any permission granted being issued.

##### **4.7 Housing Services**

**Response:** Has confirmed that there would be no additional affordable housing provision due to the small increase in numbers across all 3 pending applications.

4.8 **Scottish Gas Networks (SGN)**

**Response:** Withdraw any objection to the planning application on the condition that SGN is consulted on all works within 35 metres of its high-pressure gas pipelines (Major Accident Hazard Pipelines), with the aim of ensuring the pipeline and the integrity of the servitude or easement area are not compromised.

4.9 **Health and Safety Executive (HSE)**

**Response:** Comment that based on the information provided for the planning application, the revised “Does Not Advise Against” recommendation generated is appropriate as HSE would not advise against a sensitivity level 2 development in the middle consultation zone.

4.10 **West of Scotland Archaeology Service (WOSAS)**

**Response:** Note the proximity of archaeological features and request a condition seeking the implementation of a programme of archaeological works and written scheme of investigation be attached to any permission granted. This would allow the Council to ensure that the correct level of mitigation fieldwork is undertaken and reported on.

4.11 **SEPA**

**Response:** Note that they raised no objection to the original application CR/17/0039, and therefore did not require a formal consultation in this case as the application seeks only an amendment.

**5 Representation(s)**

5.1 Statutory neighbour notification and advertisement was undertaken in respect of this application and no letters of representation have been received as a result of this publicity.

**6 Assessment and Conclusions**

6.1 Full planning permission is sought for the erection of 26 dwellinghouses, proposed as substituted house plots on an earlier approval, as well as a revised layout including a proposed culvert and foot and cycle paths and gas station at land 180m northwest of Dalton School Lodge, Gilbertfield Road, Cambuslang. The main issues to be addressed in the determination of this application include the acceptability in principle of the development, the layout, siting and design of the proposed scheme, and an assessment of technical matters. The policies contained within the South Lanarkshire Local Development Plan 2 are the main consideration in this case, together with an assessment of any material planning considerations.

6.2 In terms of a spatial strategy, Policy 1 of the SLLDP2 directs larger developments to sustainable urban locations, and together with Policy 11 seeks to ensure that there is an effective and mixed housing land supply. Policy 3 states that residential developments within urban areas and settlements, including Cambuslang/Rutherglen for which this site is situated within, will generally be acceptable, and Policy 5 sets out design criteria required to deliver successful places as discussed further below.

6.3 As outlined above, the site benefits from extant consent under previous applications for residential development, and this application seeks only a change in layout, siting and design as well as house type and mix. Therefore, the principle of development has been established in line with sustainable development requirements for residential proposals outlined in the above policies. Although the earlier consent was granted under a previous Local Development Plan, the site continues to be allocated for housing land under the current SLLDP2 within the settlement maps, and therefore the principle of residential development at this location is acceptable.

- 6.4 In terms of housing numbers, permission was granted at this site for 26 units comprising 24 detached units and 2 semi-detached units laid out in the same arrangement. This application differs slightly as the 2 semi-detached units are proposed as detached units.
- 6.5 Policy 11 states that developers must provide a range of house size and types to meet local needs and market demands. It is considered that this minor change is acceptable and the Council's Housing service raised no comments in relation to this.
- 6.6 In terms of affordable housing, as the numbers are the same as previously approved, there will be no requirement for additional contributions required in this instance in compliance with Policy 12. As noted above, across the three pending applications a total of 6 additional units are proposed. The Council's Affordable Housing Service has confirmed that no additional contributions are required in this regard due to the small increase in numbers. Overall, the effective land supply, the substituted house types, layout and housing mix is considered to be in accordance with Policy 1, 3, 5 and 11 of the South Lanarkshire LDP2. This is one phase of a wider development and is considered to fit successfully in the wider scheme both in terms of placemaking and housing supply.
- 6.7 Turning to layout, siting and design, together Policies 3, 5 and DM1 set out criteria which must be met to ensure that the proposal contributes, in a positive manner, to the quality of the surrounding built and natural environment, its character and appearance. This includes that the development is appropriate in its siting, layout and density, and responds to this in terms of design and scale. Patterns of development and surrounding amenity should be respected. In particular, Policy DM1 seeks to promote quality and sustainability and ensure that all new developments meet the six qualities of a successful place, including being distinctive whilst respecting the local identity and creating a sense of place; being safe and pleasant; welcoming; adaptable; efficient and well connected.
- 6.8 Overall, the development in this phase follows the same pattern as previously approved, with only minor realignments to path networks and SuDS schemes, and the inclusion of a substation and gas governor. The changes can be adequately accommodated within the site area and level changes. The proposed layout would continue to allow for a predominantly linear pattern of development, with houses fronting along the main access road, and formed around the entrance. The plots located along the internal road would benefit from views northwards over the open space which provides both natural surveillance and an appealing sense of place. In terms of house type designs, there is a varied mix responding to market demands. The properties are all detached, finished in appropriate materials with sufficient parking provision. Hard and soft landscaping also creates a welcoming, safe and pleasant appearance and responds to the site context in terms of existing trees, topography and providing a buffer around the gas pipelines and watercourse. Overall, the proposal is considered to be appropriately designed and scaled in accordance with the aforementioned policies.
- 6.9 The house types and layout have been considered to avoid any negative amenity impacts, with suitable fencing providing privacy to rear gardens, and adequate separation to avoid direct overlooking, and no significant rear projections to avoid overshadowing. There is considerable distance from existing surrounding properties to mitigate against any negative effects arising from this development. While an inevitable degree of change will result in the landscape setting from this development, it is not considered to be overly obtrusive and offers sufficient open space to lessen any impact, ensuring that the landscape character is not significantly adversely



affected in accordance with Policy NHE16. Conditions will be attached to any permission granted seeking full landscaping details including retained and proposed planting. This should support biodiversity enhancements also. In summary, the proposal is acceptable in terms of layout, siting and design, with no significant negative impact on surrounding amenity, generally satisfying the criteria set out in DM1.

- 6.10 In terms of technical matters, a new culvert is proposed to replace a footbridge which formed part of the earlier approved applications. The developer has advised this is sought for reasons to avoid impact on the gas pipeline infrastructure. SGN have responded with no objection to the proposals in proximity of the pipelines and following consultation, HSE does not advise against the granting of permission. Together Roads Development, Flooding and Structures have reviewed the proposal and are satisfied that the culvert can be suitably installed with no significant impact on servicing, flooding or access and connectivity in accordance with SDDC2, subject to technical design. Policy 16 sets out that engineering works which have an unacceptable impact will not be supported. The culvert proposal has undergone significant review with consultees confirming no objections following submission of detailed design proposals, agreements in principle and will form part of the conditions of any permission granted. The substations are small scale and do not affect the general placemaking of the site. Correspondence from SEPA confirms that the culvert is minimal and does not constitute realignment therefore no authorisation is required from SEPA for the works, and they have confirmed they did not require to be consulted. In regard to the water environment, as the proposal would connect to the public water supply and drainage network it is considered acceptable in line with DM15 and DM16, with conditions attached where relevant. SDDC3 supports SuDS developments which are integral to the overall design. In this case, the SuDS scheme follows that previously approved in terms of its location within the site, albeit it is slightly repositioned. It connects to the open space, offering appropriate landscaping and a softer edge to the development, so as not to negatively affect the setting of the area.
- 6.11 Together the SuDS arrangement and open space area provides ample and useable open space within the development site in addition to private amenity garden ground. This creates recreational opportunities and promotes walking and cycling in accordance with policies listed above and contributes to sustainability and the visual quality of the site. The siting of the open space also allows for appropriate separation between Dechmont Cottages further northeast. Together with proposed landscape buffers, the open space layout and distribution is in compliance with LDP policies.
- 6.12 The site is designated as a green network. Policy 13 seeks to protect existing resources from loss or fragmentation due to development, but also recognises there are opportunities to extend and enhance the network and provide new links, which is the case in this proposal as new footways and cycle routes are proposed, together with the open space provision and buffer zone around the pipelines and watercourse. This allows for blue-green networks and contributes towards successful placemaking in the overall development scheme. Open space is proposed to the south and this would not result in a negative effect on the biodiversity of the site, with no protected species or significant additional loss of trees. Connectivity through active travel methods is proposed and therefore overall, the principle of development within the green network is accepted as per Policy 1 criteria 10 and Policy 13 as the green network is enhanced through new proposed connections, amenity and landscaping proposals as part of this established allocated housing development site. An invasive species report was submitted with the application and concluded that no invasive species were found on the site as reported on.

- 6.13 Through such new proposed connections active travel is promoted in line with Policy 15 as existing routes are safeguarded and enhanced. In terms of access, this would remain to be obtained from Gilbertfield Road. Internal road layouts are suitable, with adequate provision for parking. Footway and cycleway connections have been realigned to fit with the proposed culvert and this is considered to offer adequate connectivity and promote active travel, leading to a successful, well-connected place. Footpaths out with the site boundary will be subject of further details to be submitted as part of conditions and will result in improved accessibility and connectivity throughout and surrounding the site. With regard to road safety, Policy 15 requires all new development proposals to consider the resulting impacts of traffic growth. The site has been fully assessed by Roads and Transportation Services who have offered no objections, subject to conditions being reattached from the previous approval, and in relation to the culvert design. The proposal can therefore be considered acceptable in transportation terms.
- 6.14 Overall, in line with the aims of Policy 2, the development is sustainably located as an allocated housing site with acceptable SuDS provision, avoids flood risk and promotes active travel, supports the green network and provides EV charging all contributing to sustainable development to reduce climate change in line with SDCC2, SDCC3 and SDCC4.
- 6.15 In conclusion, the site benefits from extant planning permission for an established housing site, meaning that many considerations are carried forward from these earlier approvals. The main issues of the reconfigured layout and housing types are deemed acceptable as a suitable mix is provided and is appropriately designed. The site can adequately accommodate the revised layout, with ample open space and it can be suitably accessed and serviced. The proposal has been subject to detailed consultation, in particular to the culvert proposal, and all technical matters have been addressed, and there are no material planning reasons which would warrant a refusal in this instance. Additional educational contributions will be sought, and no further contributions are required in this particular phase of development, as the uplift in units is small scale. Therefore, the proposal complies with all relevant policies contained within the South Lanarkshire Local Development Plan 2, and the application is recommended for approval, subject to conditions. For the avoidance of doubt, relevant conditions from the previous consent will be re-attached to any permission granted.

## **7 Reasons for Decision**

- 7.1 The development would continue to deliver the allocated housing site and offer an updated housing mix. The proposal is appropriately designed and would have no adverse impacts on the surrounding landscape or character and amenity of the area. All technical matters have been addressed, and the proposal satisfies all relevant policies contained within the South Lanarkshire Local Development Plan 2.

**David Booth**

**Executive Director (Community and Enterprise Resources)**

Date: 30 September 2022

### **Previous references**

- ◆ CR/15/0046
- ◆ CR/16/0138
- ◆ CR/17/0039
- ◆ CR/17/0076
- ◆ P/20/1729

### List of background papers

- ▶ Application form
- ▶ Application plans
- ▶ South Lanarkshire Local Development Plan 2 (adopted 2021)
- ▶ Neighbour notification letter dated 17 November 2021
  
- ▶ Consultations

Roads and Transportation Services (Development Management Team)	24.08.2022
Environmental Services	29.03.2022
Roads Flood Risk Management	09.09.2022
Education Resources School Modernisation Team	19.07.2022
Housing Services	12.09.2022
Scottish Gas Network	02.09.2022
Health and Safety Executive	14.09.2022
Roads and Transportation Services (Structures)	13.09.2022
WOSAS	25.11.2021
SEPA	17.11.2021
Community and Enterprise Resources - Play Provision	
Community Contributions	

### Contact for further information

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

Jane Weir, Planning Officer, Montrose House, 154 Montrose Crescent, Hamilton, ML3 6LB  
Phone: 07795 455 502  
Email: [jane.weir@southlanarkshire.gov.uk](mailto:jane.weir@southlanarkshire.gov.uk)

## Conditions and reasons

1. No dwellinghouse hereby approved shall be occupied unless a Residential Travel Plan has been submitted to and approved in writing by the planning authority in consultation with the Roads Service. The Travel Plan shall encourage more sustainable means of travel and shall include mode share targets. No dwellinghouse shall be occupied unless the measures set out in its approved Travel Plan have been issued to all homeowners.

Reason: In the interests of sustainable travel.

2. No works in connection with the development hereby approved shall commence unless details of the refuse bin uplift store area[s] have been submitted to and approved in writing by the planning authority. The area[s] shall be constructed behind any visibility splay and shall be designed so as to be accessible for refuse bin uplift and to prevent empty bins from being wind-blown. No dwellinghouse shall be occupied unless the refuse bin uplift store area[s] have been provided and surfaced in accordance with the approved details. Once provided, the refuse bin uplift store area[s] shall thereafter be permanently retained as such.

Reason: To ensure the provision of an appropriate means of servicing in the interests of road safety.

3. Notwithstanding the development hereby approved, no construction activities connected with the culvert and associated earthworks shall commence until full details of the culvert design has been submitted and approved by South Lanarkshire Council as Roads Authority and the Planning Service. The detailed design shall include ground investigation specific to the structure and also a full earthworks Specification all complying with the Design Manual for Roads and Bridges and the Manual of Contract Documents for Highway Works.

The design and layout of all new infrastructure and improvements shall be in accordance with the Design Manual for Roads and Bridges and SCOTS design guidance unless otherwise agreed by the Council as Planning and Roads Authority.

Reason: In the interests of public safety.

4. Prior to the commencement of development, a full Safety Audit, in accordance with the Institute of Highways and Transportation Guidelines, shall be submitted for the written approval of the Planning Service in consultation with the Roads Service for approval for all infrastructure to be constructed and adopted, or altered, on the public road.

Reason: In the interests of public safety.

5. No dwellinghouse hereby approved shall be occupied unless its driveway, parking and turning area has been provided and fully paved in accordance with details to be submitted to and approved in writing by the Planning Authority. The maximum gradient of each driveway shall not exceed 10% gradient and each driveway shall be internally drained and formed in such a way to prevent any flow of surface water either

onto or from the public road. The first 2m of a driveway, behind the heel of the footway shall be hard surfaced. All driveways shall be designed with car parking for each vehicle to a minimum of 3m x 6m, with provision to meet Council car parking standards. Once provided, all parking and turning areas shall thereafter be permanently retained as such.

Reason: To ensure the timely completion of each driveway to an adequate standard to prevent the carriage of loose driveway material on to the public road in the interests of road safety.

6. For the avoidance of doubt, the first 12.5m of any road within the site shall not exceed a gradient of 2% and no driveway or access will be permitted within 15m of the junction off Gilbertfield Road. The junction improvement at Gilbertfield Road/Flemington Road (by the implementation of the 3metre wide footway/cycleway) shall have minimum radii of 10.5 metres.

Reason: In the interests of traffic and pedestrian safety

7. Prior to commencement of development, a Traffic Management Plan (TMP), including details of the traffic routes of construction vehicles, site compound, show where all vehicles and deliveries will be located, on-site parking and wheel washing facilities shall be submitted for the written approval of the Planning Service in consultation with the Roads Service. The TMP should restrict all site work (incl. vehicle movements) from operating within the school opening and closing times, unless otherwise agreed. No work shall commence until the TMP has been approved in writing by the Council as Planning Authority. Thereafter, the works shall be carried out in full accordance with the agreed details.

Reason: In the interests of road and public safety.

8. Prior to the commencement of development, and notwithstanding Conditions 9-14 inclusive, a drawing showing the internal footways, cycleways and additional footway/cycleway connections, together with appropriate drainage installation shall be submitted for the written approval of the Planning Service in consultation with the Roads Service. Thereafter, the path shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the cycleway and footway shall thereafter be permanently retained as such. For the avoidance of doubt, internal footways should be 2m wide.

Reason: To ensure safe access for pedestrians to the existing footpath network and the satisfactory provision of a cycle route.

9. Prior to the commencement of development, full details of a surfaced cycleway/footway connection between Hamilton Road and the internal development site roads shall be submitted for the written approval of the Planning Service in consultation with the Roads Service. Thereafter, the path shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the cycleway and footway shall thereafter be permanently retained as such.

The cycle path also acts as a maintenance route for vehicles to access the substation and should therefore be a minimum of 3.7m in width and constructed to the same standard as standard carriageway.

Reason: To ensure safe access for pedestrians to the existing footpath network and the satisfactory provision of a cycle route.

10. Prior to the commencement of development, full details of a footway along Gilbertfield Road to connect to phase 2 shall be submitted for the written approval of the Planning Service in consultation with the Roads Service. For the avoidance of doubt, the footway shall be 2m wide and surfaced to adoptable standards. Thereafter, the path shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the footway shall thereafter be permanently retained as such.

Reason: Reason: In the interests of pedestrian safety and to extend the local footway/cycle route network.

11. Prior to the occupancy of the first dwellinghouse hereby approved, a 3m wide footway/cycleway from Flemington Road into the site, with a 2m wide footway connecting to the existing footway on Gilbertfield Road (approximately 20m east of Claudius Crescent) shall be constructed. Works to include design and provision of a positive drainage system including a new drain through the Phase 2 development shall be submitted for the written approval of the Planning Service in consultation with the Roads Service prior to commencement of development. Thereafter, the path shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the footway shall thereafter be permanently retained as such.

Reason: In the interests of pedestrian safety, to extend the local footway/cycle route network and to alleviate the potential for on-site and off-site flooding.

12. Prior to commencement of development, full details of the formation of the site access road and extension of the footway link along Gilbertfield Road shall be submitted for the written approval of the Planning Service in consultation with the Roads Service. Thereafter, the works shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the works shall thereafter be permanently retained as such.

Reason: In the interests of pedestrian safety, to extend the local footway/cycle route network and in the interests of road safety.

13. Notwithstanding the development hereby approved prior to commencement of development full details of a footway link along Lightburn Road shall be submitted for the written approval of the Planning Service in consultation with the Roads Service. For the avoidance of doubt, unless otherwise agreed, the footway shall be a 2m wide lit footway link constructed on Lightburn Road to connect with the existing footway on Lightburn Road, at the western boundary of the site. Thereafter, footway shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the works shall thereafter be permanently retained as such.

Reason: In the interests of sustainable travel, pedestrian and road public safety.

14. Notwithstanding the requirements of Condition 13 above, an appropriate footway network that will connect the new development with the existing footway on Lightburn Road and Hamilton Road, to enable the retention of the mature hedgerow, shall be implemented. Full details of the footway design shall be submitted for the written approval of the Planning Service in consultation with the Roads Service. Thereafter,

the footway shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the works shall thereafter be permanently retained as such.

Reason: In the interests of sustainable travel, pedestrian and road public safety.

15. Notwithstanding the terms of Conditions 8-13 inclusive, a positive drainage system shall be required to be installed along these sections of carriageway on which the footways are constructed. Prior to the commencement of development full drainage details shall be submitted for the written approval of the Planning Service in consultation with the Roads Service. Thereafter, the footway shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the works shall thereafter be permanently retained as such.

Reason: To encourage natural drainage and to avoid the potential for localised flooding.

16. For the avoidance of doubt, prior to the occupation of any dwelling house hereby approved, the developer shall fund the upgrading of the street lighting along the frontage of Gilbertfield Road and shall construct a continuous 2m wide footway link on the previously reserved strip of land along the same Gilbertfield Road frontage of the site from the existing Phase 1 development to the Phase 2 access road, all to the satisfaction of the Council as Planning Authority.

Reason: In the interest of public safety.

17. The proposed development shall be connected to the public water supply as indicated in the submitted application and shall not be connected to a private water supply without the separate express grant of planning permission by the planning authority.

Reason: To ensure the long-term sustainability of the development and the safety and welfare of the occupants and visitors to the site.

18. Wastewater from the proposed development shall be disposed of via the public sewer as indicated in the submitted application and shall not be disposed of via private means without the separate express grant of planning permission by the planning authority. No works in connection with the development hereby approved shall commence unless written confirmation from Scottish Water stating that the site can be satisfactorily served by a sewerage scheme designed in accordance with Scottish Water's standards has been submitted to and approved in writing by the Planning Authority.

Reason: To ensure the long-term sustainability of the development and the safety and welfare of the occupants and visitors to the site.

19. No works in connection with the development hereby approved shall commence unless full details of the surface water drainage arrangements (including provision of an updated flood risk assessment, drainage assessment and maintenance responsibilities) have been submitted to and approved in writing by the Council as Planning Authority. Such drainage arrangements will require to comply with the principles of sustainable urban drainage systems and with the Council's Sustainable Drainage Design Criteria and requirements (Updated Appendices 1,2,3,4 & 5). A drawing showing the proposed SuDS scheme must be provided and the proposed SuDS scheme shall be located out with the 1 in 200 year plus 30% culvert blockage

level of 58.10m AOD, in agreement and to the satisfaction of the Council as Planning Authority in discussion with SEPA. Thereafter, the surface water drainage arrangements shall be implemented in full accordance with the agreed details and the development shall not be occupied until the surface drainage works have been completed in accordance with the agreed details. Once provided, the works shall thereafter be permanently retained as such.

Reason: To ensure that the disposal of surface water from the site is dealt with in a safe and sustainable manner, to return it to the natural water cycle with minimal adverse impact on people and the environment and to alleviate the potential for on-site and off-site flooding, and to ensure the provision of a satisfactory SUDS pond and to minimise any flood risk.

20. Prior to the commencement of development, full details of a contemporary trash/security screen at the culvert inlet on Hamilton Road shall be submitted for the written approval of the Planning Service. For the avoidance of doubt, this shall include details of an inspection and maintenance regime in respect of the Hamilton Road culvert and screen. Thereafter, the works shall be implemented in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, the works shall thereafter be permanently retained as such, and the culvert and screen shall be inspected and maintained in accordance with the approved management schedule to the satisfaction of the Council as Planning Authority.

Reason: To minimise any flood risk in the area.

21. Notwithstanding the development hereby approved, prior to the development being brought into use, the approved scheme for the mitigation of noise shown in the approved Noise Impact Assessment shall be implemented in full, and where appropriate, shall be maintained in accordance with the approved scheme to the satisfaction of the Council as Planning Authority.

Reason: In the interests of protecting the residential amenities of the new development.

22. Notwithstanding the details hereby approved, acoustic fencing will be required to the satisfaction of Environmental Services. Prior to the commencement of development, full details shall be submitted for the written approval by the Planning Service. For the avoidance of doubt the fencing shall ensure that between the house of 0800 and 200 the measured noise level emitted from the Engineering works (LAeq 1hour) shall not exceed the pre-existing background noise level (LA90 (15 mins) by more than 4dB (A) when measured in accordance with BS4142:2014 at buildings where people are likely to be affected. Between the houses of 2000 and 0800 the noise emitted from the premises (LAeq (15 mins)) shall not exceed the pre-existing background noise level (LA90 (15 mins) by more than 4dB (A) when measured in accordance with BS4142:2014 at buildings where people are likely to be affected.

Reason: In the interests of protecting the residential amenities of the new development.

23. Notwithstanding the development hereby approved, the internal noise levels shall comply with BS 8233:2014 Guidance on sound insulation and noise reduction for buildings as follows:-



The scheme shall ensure that:-

- a) The internal levels with windows open (or under exceptional circumstances closed) do not exceed an  $L_{Aeq,16hr}$  of 40dB daytime (07:00 – 23:00)
- b) The internal levels with windows open (or under exceptional circumstances closed) do not exceed an  $L_{Aeq,8hr}$  of 30dB night-time (23:00 – 07:00).
- c) The internal levels with windows open (or under exceptional circumstances closed) do not exceed an  $L_{A,max}$  of 45dB night-time (23:00 – 07:00).
- d) The external levels shall not exceed an  $L_{Aeq,16hr}$  of 50dB daytime in any garden areas, when measured free-field

The Internal Noise Rating Values, within any residential property and resultant from the development, shall not exceed-

- ◆ NR25 between 23.00hrs and 08.00hrs
- ◆ NR35 between 08.00hrs and 23.00hrs

Reason: In the interests of protecting the residential amenities of the new development.

24. No works in connection with the development hereby approved shall commence unless a scheme of hard and soft landscaping works has been submitted to and approved in writing by the planning authority. Details of the scheme shall include:

- a) A tree survey in accordance with BS 5837:2012.
- b) Existing landscape features and vegetation to be retained.
- c) Protection measures for the landscape features to be retained.
- d) Existing and proposed finished levels.
- e) The location of new trees, shrubs, hedges, grassed areas and water features, including enhanced planting for the hedgerow.
- f) A schedule of planting to comprise species, plant sizes and proposed numbers and density.
- g) Details of any top-soiling or other treatment to the ground.
- h) Sections and other necessary details of any mounding, earthworks and hard landscaping.
- i) The location, design and materials of all hard landscaping works including walls, fences, gates, street furniture and play equipment.
- j) An indication of existing trees, shrubs and hedges to be removed.
- k) A programme for the implementation, completion and subsequent management of the proposed landscaping, including any phasing.

All soft and hard landscaping proposals shall be carried out in accordance with the approved planting scheme and management programme shall be completed to the satisfaction of the Council as Planning Authority during the first available planting season following occupation of the buildings or completion of the development hereby approved, whichever is the sooner. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the planning authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

Once provided, all hard landscaping works shall thereafter be permanently retained.

Reason: To ensure the implementation and management of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local

25. Prior to the commencement of development, full details of the design and location of all boundary treatments, including walls, fences and any retaining walls, enclosures, screening and paving and hard surfacing materials to be erected or installed on the

site shall be submitted for the written approval of the Planning Service. Thereafter, the boundary treatments shall be erected in full accordance with the agreed details prior to the occupancy of the first approved dwellinghouses. Once provided, all landscaping works shall thereafter be permanently retained.

Reason: In the interests of visual amenity.

26. That notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (or any such order revoking or re-enacting that order), no gates, fences, walls or other means of enclosure shall be erected between the front of the dwellinghouse and the adjoining road.

Reason: In order to retain effective planning control in the interests of the visual amenities of the area, to protect open space.

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

Reason: To safeguard and allow any archaeological remains which may exist on the site to be satisfactorily recorded.

28. For the avoidance of doubt, no work or crossings of the high-pressure gas apparatus shall be carried out on site unless detailed consultation has taken place with Scottish Gas Networks. SGN must be consulted on all works within 35 metres of the high-pressure gas pipelines (Major Accident Hazard Pipelines), with the aim of ensuring the pipeline and the integrity of the servitude or easement area are not compromised. Thereafter, works shall be carried out in accordance with the agreed position of Scottish Gas Networks in consultation with the Planning Authority.

Reason: In the interests of public safety.

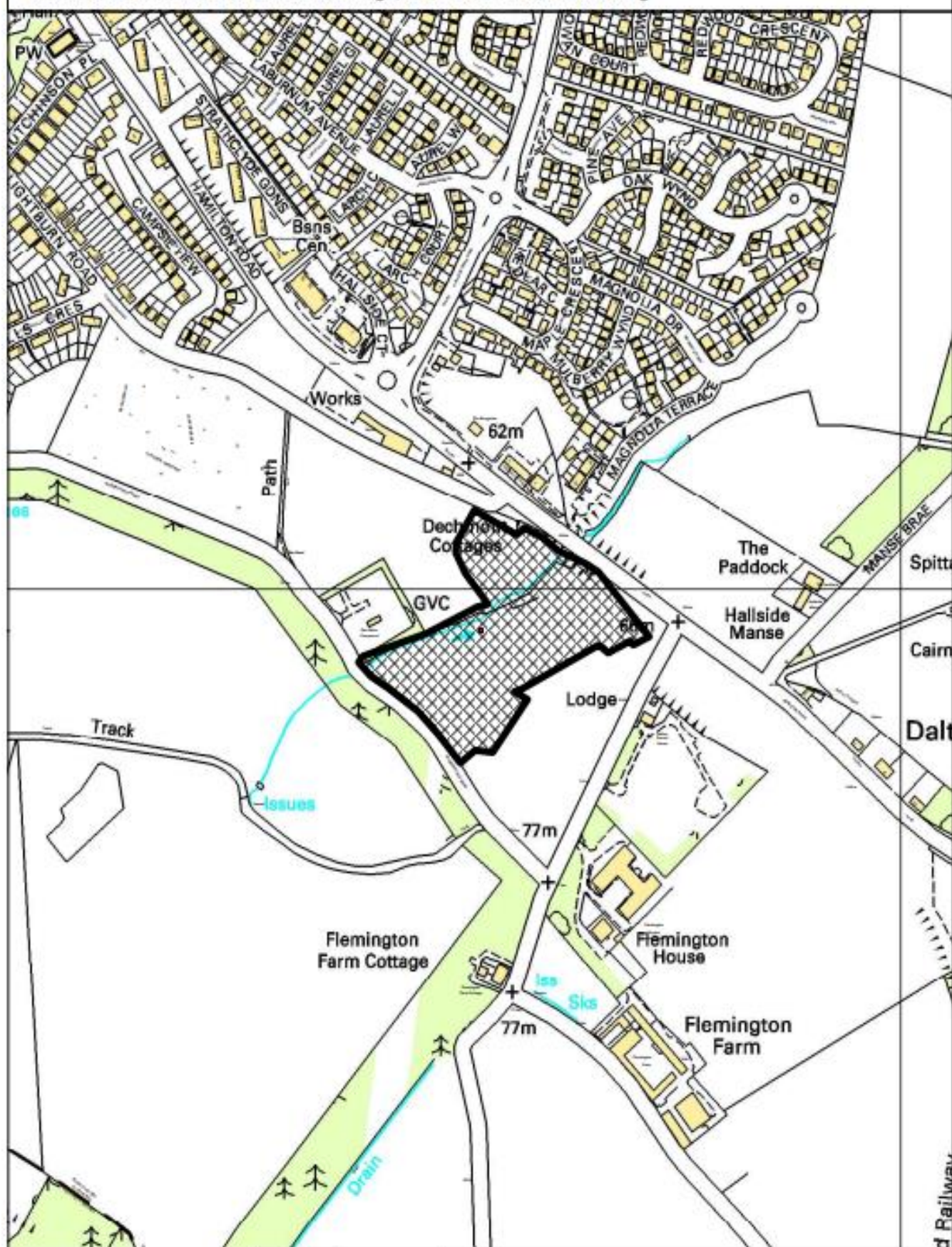
29. For the avoidance of doubt, no mechanical excavations shall take place above or within 0.5m of the low-pressure gas system, within 0.5m of the medium pressure gas system or within 3m of the intermediate pressure gas system, and that confirmation of the position of the gas mains shall be undertaken by using hand dug trial holes.

Reason: In the interests of public safety.

30. Prior to development commencing on site, a scheme for the control and mitigation of dust shall be submitted to and approved in writing by the Council as Planning Authority. No changes to the approved scheme shall take place unless agreed in writing by the Council as Planning Authority. The scheme shall thereafter be implemented in accordance with a programme to be agreed in writing with the Council as Planning Authority.

Reason: In the interests of amenity.

Land 180M Northwest of Dalton School Lodge, Gilbertfield Road, Cambuslang



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Scale:  
1:5,000

Date:  
16/09/2022



**South Lanarkshire Council**  
**Community and Enterprise Resources**  
Planning and Economic Development