

# Report

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| Report to:       | <b>Planning Committee</b>                                      |
| Date of Meeting: | <b>16 November 2021</b>  |
| Report by:       | <b>Executive Director (Community and Enterprise Resources)</b> |

|                    |   |
|--------------------|---|
| Application no.    | P/20/1897   |
| Planning proposal: | Demolition of Existing Car Wash and Ancillary Buildings and Erection of Coffee Shop (Class 3) with Drive Thru, a Jet Wash Facility, Site Access Reconfiguration, Vehicular Parking and Associated Works |

## 1 Summary application information

|                   |  |
|-------------------|--|
| Application type: | Detailed planning application                    |
| Applicant:        | Ashley Vintners (Strathclyde) Ltd                |
| Location:         | Garage<br>Bothwell Road<br>Uddingston<br>G71 7EU |

## 2 Recommendation(s)

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

- (1) Grant detailed planning permission (subject to conditions) based on conditions attached.

### 2.2 Other actions/notes

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

## 3 Other information

- ◆ Applicant's Agent: Grant Allan
- ◆ 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 3 – General Urban Areas and Settlements
  - Policy 5 - Development Management and Place Making
  - Policy 9 - Network of Centres and Retailing
  - Policy 10 – New Retail/Commercial Proposals
  - Policy 14 - Natural and Historic Environment
  - Policy 15 - Travel and Transport
  - Policy 16 - Water Environment and Flooding
  - Policy DM1 - New Development Design
  - Policy DM15 - Water Supply

◆ **Representation(s):**

|   |     |                   |
|---|-----|-------------------|
| ▶ | 133 | Objection Letters |
| ▶ | 39  | Support Letters   |
| ▶ | 1   | Comment Letter    |

◆ **Consultation(s):**

Roads Development Management Team

Environmental Services

Uddingston Community Council

Scottish Water

Roads Flood Risk Management

Biodiversity Officer

Arboriculture Services

## **Planning Application Report**

### **1 Application Site**

1.1 The application relates to an area of land located on Bothwell Road at the southern edge of Uddington. The site is roughly square in shape, mostly flat and it extends to approximately 0.75 hectares. The site is predominantly vacant with a large area of hardstanding in addition to a car wash, a small unit attached to an MOT garage and a small brick building. There are a number of mature trees located within the site and there is a small brick wall located along the eastern boundary of the site. The site is bounded to the north by an existing Tesco retail store, to the south by a wooded area protected by a Tree Preservation Order (TPO), to the east by Bothwell Road and adjacent residential properties, which are located in the Uddington Conservation Area and to the west by residential properties. Access to the site is via Bothwell Road.

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

2.1 This is a detailed planning application for the demolition of existing car wash and ancillary buildings and erection of coffee shop (Class 3) with drive thru, a jet wash facility, site access reconfiguration, vehicular parking and associated works. The proposed coffee shop with drive thru would be operated by Starbucks. The coffee shop would feature a glazed entrance onto Bothwell Road and the western elevation would contain the drive thru window/pod. The north and south elevations of the unit would also be partially glazed. New paved landscaped areas would be created around the Starbucks unit to enable movement from Bothwell Road for pedestrians. An enclosed timber bin store would be attached to the southern section of the proposed building. All waste and recycling would be stored and collected from this area.

2.2 The jet wash facility would be located to the north of the coffee shop next to the existing petrol filling station (PFS) and MOT Garage. The jet-wash facility would provide two dedicated bays for cars to be cleaned. White UPVC screens would enclose the jet wash area and separate the bays. This facility would be managed by the existing PFS operator. The proposed development would be served by a total of 27 parking spaces (including 3 disabled parking spaces). Dedicated bicycle parking spaces would be provided to the front of the Starbucks unit adjacent to Bothwell Road. The proposal would also incorporate 3 electric vehicle charging spaces. A dedicated delivery bay would be provided adjacent to the proposed car parking. The site currently benefits from an existing access from Bothwell Road serving the PFS and MOT Centre. The existing access would be reconfigured to provide enhanced access arrangements for the existing operators and the proposed coffee shop. A new filter lane to the PFS would be created to allow safe access into the PFS and two exit lanes would be created for exiting to the left and right. The drive-through access to the coffee shop has been designed to provide adequate provision within the site. An existing pedestrian footpath on Bothwell Road would provide access into the site for pedestrians.

2.3 As part of the proposal, four mature trees in the middle of the site would have to be removed to facilitate the development. New landscaping and planting would incorporate low-level planting around the Starbucks unit, primarily to the east beside Bothwell Road, with some further landscaping beside the entrance to the jet wash facility. A Noise Impact Assessment, Transport Statement, Arboriculture Report, Bat Survey and Drainage Impact Assessment were submitted with the application as supporting documents.

### **3 Background**

#### **3.1 Local Plan Background**

3.1.1 The majority of the application site is located within the urban area in the adopted South Lanarkshire Local Development Plan 2 with a small part of the site located within the adjacent Local Neighbourhood Centre to the north. The relevant policies in terms of the assessment of the application are Policy 1 - Spatial Strategy, Policy 2 - Climate Change, Policy 3 – General Urban Areas and Settlements, Policy 5 - Development Management and Place Making, Policy 9 - Network of Centres and Retailing, Policy 10 - New Retail/Commercial Proposals, Policy 14 - Natural and Historic Environment, Policy 15 - Travel and Transport, Policy 16 - Water Environment and Flooding, Policy DM1 - New Development Design, Policy DM15 - Water Supply, Policy SDCC2 - Flood Risk and Policy SDCC3 - Sustainable Drainage Systems of the adopted South Lanarkshire Local Development Plan 2. The content of the above policies and documents 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 Scottish Planning Policy (SPP) advises that proposals should be determined in accordance with the provisions of the development plan unless material considerations indicate otherwise and that all developments should contribute to sustainable development. In terms of retail and commercial developments, SPP states that development plans should adopt a sequential town centre first approach when planning for uses which generate significant footfall, including retail and commercial leisure uses, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities. This requires that locations are considered in the following order of preference: town centres (including city centres and local centres), edge of town centre, other commercial centres identified in the development plan; and out-of-centre locations that are, or can be, made easily accessible by a choice of transport modes. Planning authorities, developers, owners and occupiers should be flexible and realistic in applying the sequential approach, to ensure that different uses are developed in the most appropriate locations. Where development proposals in edge of town centre, commercial centre or out of-town locations are contrary to the development plan, it is for applicants to demonstrate that more central options have been thoroughly assessed and that the impact on existing town centres is acceptable.

#### **3.3 Planning Background**

3.3.1 There is no recent planning history relating to the site.

### **4 Consultation(s)**

4.1 **Roads Development Management Team** – have no objection to the application. A Transport Statement has been prepared to assess the transportation impact of this development proposal. The Transport Statement has been reviewed in detail and after the submission of additional information it is considered there will not be any issues relating to the proposed access, parking and movement of vehicles. Accordingly, the impact on Bothwell Road and transportation network will be insignificant. A Section 56 Agreement in terms of the applicable Roads legislation will be required prior to works commencing on site and the centre line on Bothwell Road should be relocated slightly to prevent right turning traffic (into the site) blocking traffic.

**Response:** Noted.

4.2 **Environmental Services** – have no objections to the application subject to conditions restricting noise and odour levels at the premises to an acceptable level and acceptable hours for delivery vehicles. Informatives should also be attached advising

the applicant of acceptable noise levels at the site and appropriate guidance relating to health and safety.

**Response:-** Noted. Any consent granted would incorporate appropriately worded conditions and informative to address the above matters.

- 4.3 **Arboriculture Services** – raised concerns about the impact of the proposal on tree canopy loss. If planning consent is granted the consent should include conditions requiring the submission of a scheme for the protection of retained trees, arrangements for pre-commencement site meetings relating to tree protection, site supervision and monitoring of any approved arboriculture protection measures and full details of tree planting within the site.

**Response:** - Noted. Any consent granted would include appropriately worded conditions to address the above matters.

- 4.4 **Roads and Transportation Services (Flood Risk Management Section)** – have no objections to the application subject to the Council's Sustainable Urban Drainage Systems (SUDS) design criteria being satisfied through the completion of the standard self-certification document.

**Response:-** Noted. An appropriately worded condition would be attached to any consent granted to address the above matter.

- 4.5 **Scottish Water** – have no objections to the application and have advised that there is currently sufficient capacity to service the proposed development at the CAMPS Water Treatment Works and the Daldowie Waste Water Treatment Works.

**Response:-** Noted.

- 4.6 **Biodiversity Officer** – satisfied that the information submitted completes the ecological bat surveys required and recommend that the mitigation/compensation measures identified in section 5.2 are incorporated in site works/design.

**Response:-** Noted. Any consent granted would incorporate an appropriately worded condition to address the above.

- 4.7 **Uddingston Community Council** – object to the application on the following grounds:

- (a) **Uddingston has high (and growing) levels of traffic congestion in the local area, with traffic from Uddingston cross often queuing up beyond the proposed development. The addition of a high turnover coffee shop with drive through facility and car wash will add yet more traffic to an area that is already of particular concern to the local community. As a community council, we fail to see the need for the 'convenience' of a drive through coffee shop at this location, which is directly between – and only accessible by driving through the centre of – two small towns. The council agrees that we absolutely do not need any extra non-residential traffic on the roads of Uddingston or Bothwell. A notable and useful comparison of the level of traffic generated by drive through coffee shops in South Lanarkshire is that of the Starbucks in Hamilton Palace Grounds. The car park here is often inaccessible due to the volume of traffic waiting to access the drive through. At the currently proposed development in Uddingston there is no provision or space for such traffic to accumulate off road, and thus we believe poses a significant hazard in an already busy single carriageway stretch of road.**

**Response:** Roads and Transportation Services have critically assessed the submitted drawings and Transport Statement and have requested further information, clarification, and revisions as part of this process. Following receipt

of such information/details, they are satisfied that the proposal raises no access, parking or road safety issues.

- (b) **Uddingston already suffers from heavy vehicular air pollution, which is of significant concern on Bothwell Road and particularly at the point of the proposed development. This point of the road is a common walking route around the perimeter of the golf course, and the levels of pollution already result in an unpleasant and dangerous experience for residents and walkers. The provision of a drive through will drive a high turnover of customers likely with engines running for their visit, which will significantly increase the level of pollution relative to other types of development and cannot be tolerated in a residential and well walked area. The proposal is not compatible with Scottish Government's Cleaner Air for Scotland Strategy and as the carbon content of air pollution is the principle driver of climate change it also undermines Scotland's statutory target to reach net-zero national emissions by 2045 (and a 75% reduction by 2030).**

**Response:** Environmental Services were consulted on the application and subject to conditions restricting noise and odour levels at the premises to an acceptable level they raised no adverse comments in this regard. The application site is located directly adjacent to the designated Uddingston Local Neighbourhood Centre, with part of the site located within this Centre. The site is not located in a designated air quality management area. The proposed development also incorporates 3 electric charging bays to provide for customers who use electric vehicles and for other visitors to the town which could encourage linked trips.

- (c) **As a Community Council we strive to encourage community engagement and healthy choices. A drive through will encourage people to take their car which has health implications (both for them and the people inhaling the fumes) and drives disengagement with community. Furthermore, a drive through service will negate any potential local community benefit that could be argued as such a venture could 'bring more business to the village' as people will not be getting out of their cars, therefore not visiting and supporting local businesses. The negative effects of air pollution, congestion and potentially litter (with a huge reliance on single use materials) will instead, we fear, be realised.**

**Response:** As discussed above, Environmental Services were consulted on the application and raised no adverse comments in terms of air pollution. A condition would be attached to any consent granted requiring the submission of details of the storage and collection of waste arising from the development, including the number and location of litter receptacles, for the Council's approval.

- (d) **There are already a significant number of coffee shops, both sit-in and takeaway within both Uddingston and Bothwell. These include a considerable number of local businesses who could well be threatened with closure with a drive through commercial enterprise that will take people away from the core of community. This poses a risk of both Uddingston and Bothwell seeing an increase in vacant commercial property and the initiation of town centre blight.**

**Response:-** Whilst the above points are noted, commercial competition is not a material planning consideration.

## 5 Representation(s)

5.1 Statutory neighbour notification procedures were undertaken and the application was advertised in the Hamilton Advertiser due to the scale and nature of the proposal and under the heading Non-notification of neighbours. 173 letters of representation were received in relation to the application comprising 133 letters of objection, 39 letters of support and 1 letter of comment. One of the letters of representation was from an MSP.

5.2 The grounds of representation are summarised below:

- (a) **The proposed development will create too much traffic passing through Bothwell and then Uddingston. Traffic is already at a dreadful level creating a lot of noise and making the roads dangerous. Erecting a drive through coffee shop will make things worse. Drive-throughs are best for retail parks, not main roads in small villages. It is also dangerous for pedestrians crossing with sight lines being obscured when you have queuing cars been passed by cars wishing to get past to continue their journey.**

**Response:** Roads and Transportation Services have assessed the submitted drawings and Transport Statement and they are satisfied that the proposal, following the submission of additional information, raises no access, parking or road safety issues that would justify the withholding of consent.

- (b) **Access to the filling station is already an issue with a very poor traffic management system in place. The access/egress arrangements onto Bothwell Road will create significant additional conflict with access to the petrol station relying on users of the coffee shop maintaining clear space across hatched lines. This is likely to occur at busy times and vehicles blocking the hatched areas will cause a build-up of traffic on Bothwell Road and could be an accident risk if vehicles turning in from the westbound direction find they are unable to access the petrol station as they turn across the eastbound lane. I would also state that the access arrangement looks extremely tight for HGV and trailer access and the rear of these vehicles would stick out onto Bothwell Road if access is obstructed.**

**Response:** Roads and Transportation Services have assessed the submitted drawings and Transport Statement and having considered all relevant information submitted, including further details from the applicant, are satisfied that the proposal raises no access, parking or road safety issues.

- (c) **The traffic reports, traffic survey forecasts and associated photographs submitted are not reflective of the high volumes of traffic at weekends and rush hour on the roads.**

**Response:** As highlighted previously Roads and Transportation Services have assessed all material aspects of the Transport Statement and where necessary and appropriate sought additional information/clarification. Following receipt of same, Roads are satisfied with the conclusions of the submitted Transport Statement in that there will not be a significant impact on the road and transportation network as a result of the development.

- (d) **There are already plenty of establishments to acquire quick refreshments in Bothwell and Uddingston and we do not need another. The garage has a takeaway coffee facility, and Costa coffee is just around the corner. There are at least two privately owned coffee businesses in Uddingston**

**Main Street and a Costa takeaway at the Co-op in Old Mill Road. There is absolutely no need for another.**

**Response:** Whilst the above points are noted, commercial competition is not a material planning consideration.

- (e) **There are concerns about the build-up of waste and litter around the site and its miss-management by a company that has a notorious reputation in this regard. Takeaways produce paper cups, which are discarded. Over lockdown this litter has noticeably been increasing and the Council needs to consider whether this proposed business would help reduce waste, or add to it.**

**Response:** A condition would be attached to any consent granted requiring the submission of details of the storage and collection of waste arising from the development, including the number and location of litter bins, for the Council's approval.

- (f) **The proposal is not compatible with the Scottish Government's Cleaner Air for Scotland Strategy. The Scottish Government also declared a climate emergency meaning that they intend to act to mitigate the worst impacts of climate change. South Lanarkshire Council also passed a motion unanimously at a meeting of the full Council to build on the council's Sustainable Development and Climate Change Strategy. The motion noted that the council 'is recognised for its prominent role in South Lanarkshire to reduce carbon emissions and be more resilient to the impacts of climate change' and has 'a vital role in leading and influencing action on tackling climate change in their local area.' With this in mind, the Council should consider what impact a drive thru will have on the environment. Queuing traffic from the drive-thru will lead to increased emissions from the waiting vehicles and will lead to increased noise pollution due to the amount of traffic to be expected.**

**Response:** As discussed, Environmental Services were consulted on the application and subject to conditions restricting noise and odour levels at the premises to an acceptable level they raised no adverse comments in this regard. The application site is located directly adjacent to the designated Uddingston Local Neighbourhood Centre, with part of the site located within this Centre. The site is not located in a designated air quality management area. The proposed development also incorporates 3 electric charging bays to provide for customers who use electric vehicles and for other visitors to the town which could encourage linked trips.

- (g) **The Active Travel Framework, published by Transport Scotland on behalf of Scottish Government, has a 2030 Vision for Active Travel – that Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys. A drive thru is at odds with the Council's sustainable transport policies and explicitly encourages people to use cars (in queues giving off fumes) rather than walking.**

**Response:** Whilst the above points are noted, the application site is located directly adjacent to the Uddingston Local Neighbourhood Centre, with the northern part of the site located within the Centre. In terms of permeability and active travel the development would be well integrated into existing walking and cycling networks. As discussed, the site is not located in a designated air quality management area and the proposal incorporates 3 electric charging bays to provide for customers who use electric vehicles and for other visitors to the town which could encourage linked trips.

- (h) **The removal of mature trees with no replacement is not acceptable and is a further erosion of the Council's environmental and sustainability policies for the sake of promoting a drive thru vehicular attraction. This does not help our carbon footprint.**

**Response:** An Arboriculture Report was submitted with the application which identified four mature beech trees within the site for removal due to their poor condition. This matter is discussed further in Sections 4.3 and 6.11 of this report.

- (i) **The proposed time of operation – 6.00am to midnight, 7 days a week is socially unacceptable and intrusive for local residents. This type of establishment attracts groups who will congregate in cars. I would recommend a condition that limits the hours of operation in the evening for the proposed drive thru cafe to 8pm being in a semi and arguably mainly residential area with houses directly opposite and to the rear of the development. This is a very different situation to the Starbucks at Hamilton Palace and to the Costa off Bothwell Road both in retail/industrial parks.**

**Response:** Environmental Services were consulted on the application and raised no adverse comments in this regard. However, they have recommended that the hours of operation for deliveries by commercial vehicles should be restricted to between 0800 and 2000 (Monday to Friday); 0800 to 1200 (Saturday).

- (j) **The agent submitting a rebuttal letter is a mark of desperation because not only do they know it is against the wishes of the vast majority of people who live and transit the area daily, they know this plan goes against everything the Council know what this area needs and does not need, and what does and does not meet the objectives set out in Council formal plans for future developments with regards transport, traffic, roads, clean air, public safety, etc .**

**Response:** The agent is entitled to submit additional supporting information as part of the planning application process. The merits of the application are discussed in detail in Section 6 of this report.

- (k) **There is enormous concern in the community regarding the length of time being taken to make a decision on the application. Why the delay?**

**Response:** The application has been assessed in the appropriate manner taking all matters into consideration including the content of all consultation responses, all representations submitted in addition to the initial and updated supporting information submitted.

- (l) **Can someone amend the blanked-out pages of the Tree Assessment so that they can be read.**

**Response:** In line with correct procedures the pages referred to were redacted to ensure the safety of any potential protected species on the site. The Council's Arboriculture and Biodiversity Officers have provided their consultation responses after viewing the reports in full.

- (m) **We would like to see a condition that requires screen planting along the southern boundary of the development to restrict light pollution from car headlights shining into the bedrooms of the houses at the rear of the development namely Moray Gate.**

**Response:** Due to the boundary planting and screening that is currently in place and the distance between the proposed parking area and the neighbouring dwellings it is not considered that the additional screen planting requested is required at the above location.

- (n) **Starbucks are particularly noted for their dubious, unethical employment, tax and environmental practices.**

**Response:** The above points are not material planning considerations.

- (o) **Why are the bulk of albeit limited support comments coming from North Lanarkshire residents. They live in a different council area, don't live near the planned development, and wouldn't have to live with the issues it would cause on a daily and nightly basis.**

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

- (p) **The environmental impact of the proposal is an issue.**

**Response:** It is considered that the development and re-use of a site which has been lying in an untidy condition for a number of years will have a positive impact on both the built and natural environment. Matters relating to the natural environment are discussed further in Section 6 of this report.

- (q) **There is already lack of parking and the proposal will result in cars parking on both sides of the carriageway causing congestion, impacting on the flow of traffic and creating a potential danger. The limited number of parking spaces will guarantee a significant increase to on street parking at Douglas Gardens with an impact to quality of living for the residents.**

**Response:** Roads and Transportation Services are satisfied that sufficient car parking is being provided for the proposed development.

- (r) **The proposed, presumably lit-up sign, at an elevated height, is intrusive to local residents.**

**Response:** Whilst the signage shown on the submitted plans is generally considered to be acceptable in design terms any illuminated signage would require the submission and assessment of a separate application for advertisement consent.

- (s) **The proposed development is in a conservation area and is not in keeping with the character of the surrounding buildings. The position of the Starbucks building is too far forward in the plot and will dominate the street. The building is too big and its modern design is grossly out of keeping with and will detract from the conservation areas status of the houses of this part of Bothwell Rd, Douglas Gardens and the surrounding area. The building should be set further back in the plot and have its front elevation facing into the garage site so only a smaller unglazed side elevation would be facing onto the street. Living across from the site we have already experienced an increase in light pollution in our front rooms from the redeveloped garage site. This would address some of the light pollution and concerns about being over-looked. This would also encourage people to use the car park and not park on the main road to access the coffee shop. Precedent set by the Marks and Spencer development.**

**Response:** The application site is located outwith the Uddingston Conservation Area. It is considered that the proposed coffee shop would relate satisfactorily

to surrounding development in terms of its scale, design and finish materials and that the character and amenity of the area would not be impaired by reason of traffic generation, parking, light pollution or visual intrusion.

- (t) **Residential properties across the street will be overlooked by customers inside and outside of the premises.**

**Response:** The proposed coffee shop would be located more than 30 metres away from the closest residential property on the other side of Bothwell Road. This is considered to be a sufficient distance to ensure that there would be no adverse impact on residential amenity through overlooking or loss of privacy.

- (u) **Having front door access directly from the street is ill conceived in terms of safety. People will park on the main road to "nip in quickly" to avoid having to find a space in the carpark and then having to exit the carpark on a very busy road, causing traffic issues for main road, the bus stop directly opposite and those already struggling to exit the existing garage site at peak times.**

**Response:** Roads and Transportation Services are satisfied that the proposal raises no access or road safety issues and that sufficient car parking is being provided for the proposed development.

- (v) **Planning should encourage the use of and protect the existing town centres. This development will take trade away from the many existing independently run coffee shops, bars and restaurants that Uddingston is very proud and lucky to have. These small businesses in turn bring passing footfall and trade to those other independent shops on the main street. This development contradicts the Scottish policy of town centre first. Scottish Planning policy no.73 outlines the criteria for which out of town centre sites should be considered. First, they should generate significant footfall. However, Bothwell Road at this point is already over capacity in terms of road usage and as a residential area does not benefit from increased pedestrian footfall. The policy also clearly states that there should be no significant adverse effect on the viability of existing town centres and this proposed site clearly will have a significant detrimental impact on the small locally run food and drinks outlets in the area.**

**Response:** Whilst the above points are noted, commercial competition is not a material planning consideration. It is considered that the sequential assessment undertaken by the applicant has been carried out appropriately and that it has sufficiently demonstrated that there are no other available or suitable sites within the designated Local Centre to accommodate this proposal.

- (w) **Supporters also mention jobs. These jobs are low paid, low skilled jobs that are not necessarily going to be given to locals. Any uplift in job numbers will be netted off by those inevitably lost by the small independent and locally run businesses that will suffer as a result of this development. Businesses that are already suffering due to significantly interrupted trade as a result of Corona Virus lockdowns and trading restrictions. Evidenced by the increasing number of empty business properties in the town.**

**Response:** Whilst the above points are noted, this is not a material planning consideration.

- (x) **Groups loitering outside the premises, encroaching on the highway and making general noise will create a social disturbance.**

**Response:** Any instances of anti-social behaviour would be matters for Police Scotland to address.

- (y) **The jet washes are another reason I do not want this project to go ahead. I don't think that the sufficient surveys have been taken including a full noise survey as these machines are very loud and they will be available 24/7.**

**Response:** As part of the application a Noise Impact Assessment was undertaken to assess whether or not there would be any adverse impact on amenity as a result of the operation of the proposed development. In this regard, Environmental Services raised no adverse comments in relation to the proposal subject to the inclusion of appropriately worded conditions restricting noise levels to an acceptable level.

- (z) **There are drainage issues already existing on this site that have caused flooding and related contamination for a number of gardens in Moray Gate. SEPA have been made aware of these issues, and these should be resolved before any further development on this site is even considered.**

**Response:** Roads and Transportation (Flood Risk Management Section) raised no adverse comments in relation to the above subject to the Council's Sustainable Urban Drainage Systems (SUDS) design criteria being satisfied through the completion of the standard self-certification document. Any consent granted would be conditioned to this effect.

- (aa) **I would like to know what relevance there is in the document added on 30 September 2021 to this file about non notification on this application which most objectors believed would be/has been quashed by now because of all the logical and well founded objections, not least of all failures in compliance with government guidelines.**

**Response:** The application required to be re-advertised under the heading of Non-notification of Neighbours as it was noted that the original press advertisement did not include this heading.

- (bb) **The site is currently a vacant eyesore and has been for a long period of time. Much needed investment and reuse of derelict land. The site in question has not been used for some time and the car wash that will be removed has not been used in many years and is something of an eyesore on the site. The rest of the site has recently had investment in the form of the refurbished fuel station and this would only further enhance the site and the surrounding area.**

**Response:** Noted.

- (cc) **Over recent years the adjoining garage forecourt has undergone significant improvement in both services and appearance. The vacant area to the side is overdue similar improvement, it is highly visible on entry to the village and readily accessible from Bothwell Road. The proposed plans appear to make good use of the site and continue the excellent developments of this area.**

**Response:** Noted.

- (dd) **The proposal would bring revenue and jobs to the local area and also increase footfall and custom for the local businesses. The public visiting the drive thru are then brought to the area and can hopefully support local**

**businesses in the Main Street along with boosting the footfall in the community all year round.**

**Response:** Noted.

- (ee) **The addition of the electric car charging facilities is something that is much needed in the area as I have noticed. With the government's aim to stop the sale of petroleum and diesel vehicles by 2030 the requirement for electric charging facilities needs to be implemented now to ensure that this is achievable, the addition of them on this site can only be looked upon as a favourable addition.**

**Response:** Noted.

- (ff) **I personally drive a hybrid car and would like the option of being able to charge my car if need be as well as grabbing a quick coffee.**

**Response:** Noted.

5.2 These letters are available for inspection on the Planning Portal.

## **6 Assessment and Conclusions**

- 6.1 The application is for the demolition of existing car wash and ancillary buildings and erection of coffee shop (Class 3) with drive thru, a jet wash facility, site access reconfiguration, vehicular parking and associated works. The determining issues in consideration of this application are its compliance with national and local plan policy and the proposal's impact on the amenity of adjacent properties and on the local road network.
- 6.2 Scottish Planning Policy (SPP) advises that proposals should be determined in accordance with the provisions of the development plan unless material considerations indicate otherwise and that all developments should contribute to sustainable development. In terms of retail and commercial developments, SPP states that development plans should adopt a sequential town centre first approach when planning for uses which generate significant footfall, including retail and commercial leisure uses, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities. This requires that locations are considered in the following order of preference: town centres (including city centres and local centres), edge of town centre, other commercial centres identified in the development plan; and out-of-centre locations that are, or can be, made easily accessible by a choice of transport modes. Planning authorities, developers, owners and occupiers should be flexible and realistic in applying the sequential approach, to ensure that different uses are developed in the most appropriate locations. Where development proposals in edge of town centre, commercial centre or out of-town locations are contrary to the development plan, it is for applicants to demonstrate that more central options have been thoroughly assessed and that the impact on existing town centres is acceptable.
- 6.3 In line with the requirements of SPP a sequential assessment has been undertaken by the applicant to demonstrate that there are no other suitable sites available within the Local Centre boundary to accommodate the proposed development and this is discussed in detail in the paragraphs set out below. The proposal involves the re-use of a previously developed site which would have a positive impact on the built and natural environment. Furthermore, the proposal promotes development in a sustainable location which would be accessible by public transport with bus routes located on the adjacent Bothwell Road and in terms of permeability and promotion of active travel the development would be well integrated into existing walking and

cycling networks. It is, therefore, considered that the proposal is in accordance with national planning policy.

- 6.4 In terms of local plan policy, the majority of the application site is located within the urban area in the adopted South Lanarkshire Local Development Plan 2 with a small portion of the site located within the adjacent Local Neighbourhood Centre to the north. The relevant policies in terms of the assessment of the application are Policy 1 - Spatial Strategy, Policy 2 - Climate Change, Policy 3 – General Urban Areas and Settlements, Policy 5 - Development Management and Place Making, Policy 9 - Network of Centres and Retailing, Policy 10 – New Retail/Commercial Proposals, Policy 14 - Natural and Historic Environment, Policy 15 - Travel and Transport, Policy 16 - Water Environment and Flooding, Policy DM1 - New Development Design, Policy DM15 - Water Supply, Policy SDCC2 - Flood Risk and Policy SDCC3 - Sustainable Drainage Systems of the adopted South Lanarkshire Local Development Plan 2.
- 6.5 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. In line with these policies the proposal involves the redevelopment of a previously developed and predominantly vacant site which is located in a sustainable location within Uddingston. The site benefits from opportunities for trips by public transport with bus routes located on the adjacent Bothwell Road and in terms of permeability and the promotion of active travel the development would be well integrated into existing walking and cycling networks. The development and re-use of a site which has been lying in an untidy condition for a number of years would also have a positive impact on the built and natural environment. Furthermore, the submitted Planning Statement advises that the proposed development would create economic benefits for the area through the creation of approximately 20 employment opportunities. It is, therefore, considered that the proposal meets the terms of the above policies.
- 6.6 The main part of the application site is located within the general urban area. In this regard, Policy 3 states that proposals for uses that are ancillary to residential areas will be assessed on their individual merits, with particular regard to their effect on the amenity and character of the area. Developments which would be detrimental to the amenity of residents and the wider community or to the character of the surrounding area will not be permitted. This particularly applies to 'bad neighbour' uses which can affect neighbours by virtue of visual impact, noise, smell, air pollution, disturbance, traffic or public safety.
- 6.7 In general land use and policy terms, the principle of the proposal at this location is considered to be acceptable. The major part of the site is located within the urban area where existing commercial uses have been operating to an acceptable level within close proximity to residential dwellings. The site is located immediately adjacent to a petrol filling station, a Tesco foodstore and an MOT garage and in this regard it is considered that the proposed coffee shop and jet wash would be equally appropriate forms of development for the area. The proposed jet wash facility would replace the existing car wash on the site and would complement the existing filling station. The filling station and Tesco store operate from the early morning into late evening and are considered to be acceptable within this area with no significant adverse impact on residential amenity. The proposed development would operate under similar hours and subject to the proposal adhering to the conditions recommended by Environmental Services, it is considered that the proposal would have no adverse impact on residential amenity. It is, therefore, considered that the principle of the proposal at this location is acceptable and that it meets the terms of Policy 3.

- 6.8 In terms of the detailed design of the development, Policies 5 and DM1 generally require new development to have due regard to the layout, form, design and local context of the area and to promote quality and sustainability in its design. In this instance, it is considered that the proposed design and layout for the development is acceptable. The site is currently occupied by a car wash facility that is fairly dated in its design and appearance and a small brick building and unit attached to the MOT garage. It is considered that the development has been designed to a sufficiently high standard to ensure it will complement the existing character of the area and will not have any adverse visual impact upon the adjacent Conservation Area or the residential amenity of the nearby residential dwellings. The proposed coffee shop is of modern design with a suitably high standard of finish materials and it is considered that the development will not be out of keeping with the mix of commercial development in the surrounding area. The proposed access arrangements have been assessed and are considered to be acceptable by the Council's Roads and Transportation Service. In view of all of the above, it is considered that the proposal would relate satisfactorily to adjacent development in terms of its scale, design and materials and that the character and amenity of the area would not be impaired by reason of traffic generation, parking or visual intrusion. The proposal represents a sensitive re-use of a largely untidy site and it is considered that the re-development of the site would improve the visual and environmental quality of the area. The proposal is, therefore, considered to be in accordance with the terms of Policies 5 and DM1.
- 6.9 Policy 9 states that the Council seeks to support a network of Strategic, Town and Local Centres to provide retail and other local services to the communities of South Lanarkshire. In addition, the role of existing out of centre retail and commercial locations is recognised. Policy 10 lists the criteria that any proposals for retail or commercial development will be assessed against and notes that they must follow the sequential approach set out within SPP: Town Centre; Edge-of-Centre; Commercial Centres; and Out-of-Centre Locations. In this instance, most of the site is located on the edge of Uddingston Local Centre and, in line with the requirements of SPP and Policy 10, a sequential assessment has been undertaken by the applicant to demonstrate that there are no other suitable sites available within the Local Centre boundary to accommodate the proposed development. In order to identify any other potentially sequentially preferable sites, the applicant has undertaken a review of the Council's planning policies, a search of relevant online property databases and site visits to identify any potential sites within the Local Centre boundary.
- 6.10 The supporting information advises that the key requirements for the proposed development are a site that can accommodate a Starbucks unit with associated drive thru and parking; a site which can allow for the safe manoeuvring of customer and delivery vehicles; a site which is prominent and can attract passing trade; a site that is easily accessible by a choice of means of transport; and a site which will allow the proposal to complement existing surrounding uses and encourage linked trips. The supporting statement advises that the sequential assessment undertaken has identified that no other suitable sites are available within the designated local centre. At the time of the assessment only one potential available existing unit was identified at 125 Main Street. However, online marketing identified that this unit was under offer and may not have been available in the immediate future. In theory, this unit could have accommodated a coffee shop although it was smaller than the size of unit proposed in this application and it could not accommodate the drive-thru element or offer a dedicated parking area. As discussed, the application site is located directly on the edge of the local centre and is well connected and accessible by all forms of transport. The site's location would also promote linked trips into the town centre with associated spending benefits. Based on the information submitted, the sequential assessment undertaken by the applicant has been carried out appropriately and in

accordance with policy and that it has sufficiently demonstrated that there are no available or suitable sites to accommodate the proposed development within the designated Uddingston Local Centre based on the applicant's requirements. In addition to the above, it is worth noting that the site has a commercial history associated with it as it was previously used for car sales under the Wightman Motor Company several years ago. The proposed commercial use of the site for a coffee shop/drive-thru facility located directly adjacent to a number of existing commercial and complementary uses at this edge of centre location is, therefore, considered to be acceptable and in conformity with the requirements of Policy 10.

- 6.11 Policy 14 states that the Council will assess all development proposals in terms of their impact on the natural and historic environment, including biodiversity, geodiversity, landscape and townscape. The policy goes on to say that development affecting protected species will not be permitted unless it can be justified in accordance with the relevant protected species legislation. In this instance, the application site is covered by a tree preservation order (TPO) and as a result an Arboriculture Report was submitted as a supporting document which identified four mature beech trees within the site for removal due to their poor condition. As highlighted in Section 4.3 above, the Council's Arboriculture Officer raised concerns about the impact of the proposal on tree canopy loss. Whilst those concerns have been maintained he has recommended a number of conditions to ensure the protection of retained trees, arrangements for pre-commencement site meetings relating to tree protection, site supervision and monitoring of any approved arboriculture protection measures and full details of tree planting within the site. In terms of protected species, a Bat Survey was undertaken and this recommended that no further survey work or licensing is required as all four trees on site offered negligible Potential Roosting Features (PRFs) suitable to sustain bats for roosting. As highlighted in Section 4.6 above, the submitted information has been assessed and is considered to be acceptable. The information submitted completes the ecological bat surveys required and any consent granted would be conditioned to ensure that the mitigation/compensation measures identified in section 5.2 of the submitted report are incorporated into the proposed site works and design. These measures would ensure that temporary lighting would not illuminate the adjacent woodland or other green habitats, that any proposed landscaping would incorporate native trees and shrubs and for the installation of bat boxes on unshaded south facing aspects of new structures and nearby trees. Given the above, it is considered that the proposal meets the aims of Policy 14.
- 6.12 Policy 15 seeks to ensure that development considers, and where appropriate, mitigates the resulting impacts of traffic growth and encourages sustainable transport options that take account of the need to provide proper provision for walking, cycling and public transport. In this regard, a Transport Statement was undertaken to assess the transportation impact of the proposed development. Roads and Transportation Services are satisfied with the Transport Statement's conclusion that there would be an insignificant impact on the road and transportation network as a result of the development. As discussed, the site is also accessible by public transport with bus routes located on the adjacent Bothwell Road and in terms of permeability and the promotion of active travel, the development would be well integrated into existing walking and cycling networks. In view of the above, Roads and Transportation Services are satisfied that the proposal raises no access, parking or road safety issues. It is, therefore, considered that the proposal complies with Policy 15.
- 6.13 The proposal has been assessed by the relevant consultees in terms of Policies 16, DM15, SDCC2 and SDCC3 relating to flooding and surface water drainage. No adverse comments were raised by 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. Scottish Water have also confirmed that they have no objections to the application and any consent granted would include a condition to ensure that the development is not occupied until the site is served by a sewerage scheme constructed in accordance with Scottish Water standards. It is, therefore, considered that the proposal is in accordance with the terms of the above policies.

- 6.14 In summary, it is considered that the application conforms to both national and local plan policy and that the proposal raises no significant environmental or infrastructure issues. Statutory consultees have raised no significant concerns in relation to the proposal and the matters which have been raised can be addressed through the use of conditions where appropriate. In terms of the 173 representations submitted, the grounds of representation have been discussed in detail in Section 5 above. It is considered that the supporting information has adequately demonstrated that there are no other suitable or available sites within the Uddingston Local Centre to accommodate the proposal and that it is an appropriate form of development for this edge of centre location which would complement existing commercial uses and create employment opportunities. The site is accessible by public transport with bus routes located on the adjacent Bothwell Road and in terms of permeability and the promotion of active travel, the development would be well integrated into existing walking and cycling networks. Furthermore, it is considered that the development and the re-use of a site which has been lying in an untidy condition for a number of years would have a positive impact on both the built and natural environment. It is, therefore, recommended that the application be granted subject to the conditions listed.

## **7 Reasons for Decision**

- 7.1 The proposal has no adverse impact on residential or visual amenity nor raises any environmental or infrastructure issues and complies with Policies 1, 2, 3, 5, 9, 10, 14, 15, 16, DM1, DM15, SDCC2 and SDCC3 of the adopted South Lanarkshire Local Development Plan 2 (2021).

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

Date: 5 November 2021

### **Previous references**

- ◆ None

### **List of background papers**

- ▶ Application form
- ▶ Application plans
- ▶ South Lanarkshire Local Development Plan 2 (adopted 2021)
- ▶ Neighbour notification letter dated 06.01.2021
- ▶ Press Advertisement, Hamilton Advertiser 14.01.2021 & 23.09.2021
  
- ▶ Consultations
  - Roads Development Management Team 14.01.2021
  - Environmental Services 26.01.2021

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| Uddingston Community Council  | 26.01.2021,<br>02.02.2021<br>&<br>13.10.2021 |
| Scottish Water  | 25.05.2021                                   |
| Roads Development Management Team                                       | 29.01.2021                                   |
| Roads Flood Risk Management   | 06.05.2021                                   |
| Biodiversity Officer  | 08.03.2021<br>&                              |
| Arboriculture Services  | 07.01.2021<br>&<br>09.07.2021                |
| ► Representations   |  |
| Mr Brendan Cairns, 61 James Weir Grove, Glasgow, G71 7PL                | 28.01.2021                                   |
| Mr Lee Ohare, 34 Croft Head Street, Uddingston, G717JP                  | 12.01.2021                                   |
| Mr Gavin Keany, 49 Lynnhurst, Glasgow, G71 6SA                          | 19.01.2021                                   |
| Miss Karha Hughes, 106 Old Edinburgh Road, Uddingston, Glasgow, G71 6BH | 27.01.2021                                   |
| Mr James McIntyre, 4 Market Road, Uddingston, G715AJ                    | 27.01.2021                                   |
| Mr Paul Devlin, 24 Douglas Gardens, Uddingston, Uddingston, G717HB      | 10.01.2021                                   |
| Mrs Carol Farquharson, 6, Mossgiel gardens, Uddingston, G716EP          | 12.01.2021                                   |
| Mr Matthew Robertson, 9 Crofthill Avenue, Uddingston, G71 7AF           | 12.01.2021                                   |
| Mr Jordan Lannigan, 39 Fallside Road, Bothwell, GLASGOW, G71 8BA        | 11.01.2021                                   |
| Mr James Crichton, 11 Bothwell Road, Uddingston, G71 7EZ                | 11.01.2021                                   |
| Ms Fiona Ballantyne, 3 QUARRY PLACE, Cambuslang, GLASGOW, G72 7AU       | 10.01.2021                                   |
| Dr Sam Curran, 8 Church Street, Uddingston, G71 7PT                     | 13.01.2021                                   |
| Mr George Murphy, 2 Caterpillar, Glasgow, G716UJ                        | 19.01.2021                                   |
| Mrs Maureen Bonnar, 34, Douglas Gardens, Uddingston, G71 7HB            | 22.01.2021                                   |
| Ms Jackie Mcquade, 7 Glengarriff Road, Bellshill, M14 1LF               | 28.01.2021                                   |
| Miss Sara Lockhart, 1 Laignlands Road, Bothwell, G71 8AJ                | 19.01.2021                                   |

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| Mr Peter Kerr, 17 MacCulloch Avenue, Uddingston, Glasgow, G71                 | 01.02.2021 |
| Mr Alexander Robertson, 37, Douglas Gardens, Uddingston, G71 7HB              | 22.01.2021 |
| Mrs Angela Irvine, 55 Woodlands Gardens, Bothwell, G71 8NU                    | 27.01.2021 |
| Mr Ian and Hooper, 7 Moray Gate, Bothwell, Glasgow, G71 8BY                   | 14.01.2021 |
| Mrs Heather Farrington, 21 Bothwell Rd, Uddingston, G71 7EZ                   | 23.01.2021 |
| Mrs Carly Woods, 27 Douglas Gardens, Glasgow, G71 7HB                         | 26.01.2021 |
| Miss C F, Douglas Gardens, Uddingston, Uddingston, G71 7HB                    | 27.01.2021 |
| Mr Grant Tinney, 8, Old Glasgow Road, Glasgow, G71 7HF                        | 28.01.2021 |
| Mr Meter Milligan, 1a, Kennedy Drive, Airdrie, ML6 9AN                        | 28.01.2021 |
| Mr James Gaul, 21b, Douglas gardens, Uddingston, G71 7HB                      | 28.01.2021 |
| Mr David Molloy, 5 Allan Grove, Bellshill, ML4 1BX                            | 28.01.2021 |
| Miss Yvonne Gallacher, 31 Aitkenhead Avenue, Coatbridge, MI5 5SQ              | 28.01.2021 |
| Mr Brian Knotts, 74 Kenmore Avenue, Livingston, EH54 8NF                      | 28.01.2021 |
| Mr Peter Hastings, 51 Aikman Place, East Kilbride, G74 3JL                    | 28.01.2021 |
| Mr Stewart Davidson, 18 Kerry place, Glasgow, G15 8BY                         | 28.01.2021 |
| Miss Leanne McCauley, 53 Redlawood Road, Newton, Lanarkshire, G717UX          | 28.01.2021 |
| Mrs Lea Cahill, 63 Parnell Street, Airdrie, ML6 9EG                           | 28.01.2021 |
| Mr John Burns (trading as Artek), Unit 2 10 Bothwell Road Uddingston, G71 7ET | 19.01.2021 |
| Mr David Gormley, 11 Panther Drive, Uddingston, G716UH                        | 26.01.2021 |
| Mr Neil Cauldwell, 110 Kylepark Drive, Glasgow, G71 7DE                       | 29.01.2021 |
| Mrs Christine Phillips, 15 Priory Drive, Uddingston, Glasgow, G717DR          | 10.01.2021 |
| Mr David Weir, 20 Douglas Gardens, Uddingston, G71 7HB                        | 10.01.2021 |

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| Mrs Angela Campbell, 17 Kelvin Road, Uddingston, G71 6BU                   | 11.01.2021 |
| Mr Declan Kerr, 17 McCulloch Avenue, Uddingston,<br>Glasgow, G71           | 01.02.2021 |
| Mr George White, 56, Old Station Court, Glasgow, G718PE                    | 10.01.2021 |
| Mrs Margaret McFadyen, 4 Sunnyside Avenue, Uddingston,<br>Glasgow, G71 7NB | 11.01.2021 |
| Miss Colette Campbell, 67 Main Street, Uddingston,<br>Glasgow, G71 7EP     | 21.01.2021 |
| Mrs Sandra McMillan, 14 Kingussie Drive, Glasgow, G44<br>4HY               | 28.01.2021 |
| Miss Leanne Ferguson, 33 Thomson Drive, Bellshill, ML4<br>3ND              | 28.01.2021 |
| Miss Kathleen Houston, 111 Old Mill Road, Uddingston, G71<br>7JB           | 19.01.2021 |
| Mr Colin Paterson, 44 Edison court, Motherwell, M112FY                     | 19.01.2021 |
| Mr Peter Hughes, 106 Old Edinburgh Road, Uddingston,<br>Glasgow, G716BH    | 27.01.2021 |
| Miss Fawzia Sarwar, 17 Bothwell Road, Uddingston, G717EZ                   | 13.01.2021 |
| Mrs Elizabeth Mackay, 45, Henderson Avenue, Cambuslang,<br>G71 7SB         | 21.01.2021 |
| Miss Sonia Rehman, 8 Melville Street, Glasgow, G41 2LN                     | 28.01.2021 |
| Mr Brian Cahill, 63 Parnell Street, Airdrie, ML6 9EG                       | 28.01.2021 |
| Mr Vincent Coia, 10 Bothwell Road, Unit F1, Bothwell, G71<br>7ET           | 01.02.2021 |
| Mr Ewan Gordon, 4 Sheepburn Road, Uddingston, Glasgow,<br>G71 7DU          | 09.01.2021 |
| Ms Emma Kelly, 159 Second Avenue, Uddingston, G71 6BD                      | 09.01.2021 |
| Mrs Heather Milligan, 1a, Kennedy Drive, Airdrie, ML6 9AN                  | 28.01.2021 |
| Mr Bruce McDowall, 25 Douglas Gardens, Uddingston,<br>GLASGOW, G71 7HB     | 10.01.2021 |
| Miss Alish Irvine, 27 Caley Brae, Uddingston, Glasgow, G71<br>7TA          | 27.01.2021 |
| Mr Ian Harvie, 32 Douglas Gardens, Uddingston, Glasgow,<br>G71 7HB         | 10.01.2021 |

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| Mr Gus Provan, 8 Marquis Gate, Uddingston Glasgow, G71 7HY         | 12.01.2021 |
| Mrs Gillian McCartney, 35 Kingsley Court, Uddingston, G71 6QH      | 09.01.2021 |
| Mr Mohammad Sarwar, 17 Bothwell Road, Glasgow, G717EZ              | 13.01.2021 |
| Miss Lisa McGraw, 2 Belvidere Road, Bellshill, M14 2DZ             | 28.01.2021 |
| Mrs L Watson, 13 Caterpillar Lane, Uddingston, G71 6UJ             | 09.01.2021 |
| Mrs Claire Mackay, 13 Bothwell Road, Uddingston, G71 7EZ           | 09.01.2021 |
| Mr Andrew Dickson, 131 Parkneuk Street, Motherwell, ML1 1BY        | 09.01.2021 |
| Miss Federica Scordi, 27 Main Street, Bothwell, G71 8RD            | 09.01.2021 |
| Ms Sarah Kay, Downfield Gardens, Bothwell, G71 8UW                 | 09.01.2021 |
| Mr Peter Muir, 1 Greenrig, Uddingston, G71 7TD                     | 09.01.2021 |
| Mrs Louise Morrison, 1 Ranco Gardens, Uddingston, G71 6GZ          | 09.01.2021 |
| Mrs Louise Leggate, 7 Glebe Avenue, Bothwell, G71 8AS              | 10.01.2021 |
| Miss Fiona Robertson, 37 Douglas Gardens, Uddingston, G71 7HB      | 10.01.2021 |
| Mrs Fiona Strang, 29 Castle Gate, Uddingston, G71 7HU              | 13.01.2021 |
| Ms Sarah Gibson, 15 Douglas Gardens, Uddingston, Glasgow, G71 7HB  | 21.01.2021 |
| Mrs Gayle Moffat, 3 Marquis gate, Uddingston, G71 7HY              | 10.01.2021 |
| Miss Gillian Crawford, 275, Old Edinburgh Road, GLASGOW, G71 6AS   | 10.01.2021 |
| Mr Mark Wilson, 33 Bothwell Rd, Hamilton, ML3 0AS                  | 19.01.2021 |
| Mrs Lynn Harvie, 23 Bothwell Road, Uddingston, G71 7EZ             | 10.01.2021 |
| Miss Deborah Carey, 10 Rosebank Place, Uddingston, G71 7TH         | 10.01.2021 |
| Mrs Almas Sarwar, 17 Bothwell Road, Uddingston, G71 7EZ            | 13.01.2021 |
| Mrs Joanne McIntosh, 7 Caeburn Common, Pettinain, Lanark, ML11 8SX | 28.01.2021 |
| Miss Billie Anne Kerr, 4 Second Street, Tannochside, G71 6AT       | 28.01.2021 |

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| Mrs Anne Marie Vosilius, 19 Douglas Gardens, Uddingston, Glasgow, G71 7HB   | 16.01.2021 |
| Mr David Crombie, 12 Dechmont View, Uddingston, G716LP                      | 17.01.2021 |
| Mr Graham Lees, 5 Moray Gate, Bothwell, G71 8BY                             | 18.01.2021 |
| Mr Malcolm McNeil, 78 Silvertrees Wynd, Bothwell, Glasgow, G71 8FH          | 19.01.2021 |
| Miss Bayley Doherty, 7 Bothwellpark Place, Bellshill, M14 3LL               | 11.01.2021 |
| Miss Jennifer Adam, 58 Baillie Drive, Bothwell, Glasgow, G71 8JG            | 11.01.2021 |
| Mr Danny Razzaq, 20 Douglas Gardens, Glasgow, G71GHB                        | 12.01.2021 |
| Miss Alison Clark-Dick, 89 Calderbraes Avenue, Uddingston, Glasgow, G71 6EE | 10.01.2021 |
| Mrs Jeanette Rees, 17 Glencroft Avenue, Uddingston, G71 6EG                 | 12.01.2021 |
| Mr David Wishart, 9 Bothwell Road, Uddingston, G71 7EZ                      | 01.02.2021 |
| Miss Zoelisa Harra, 19 Woodneuk Road, Gartcosh, Glasgow, G69 8AG            | 13.01.2021 |
| Mr John Mulgrew, 18 Douglas Gardens, Uddingston, G71 7HB                    | 13.01.2021 |
| Mrs Lorraine Masterson, 36 Spruce Drive, Cambuslang, G72 7FW                | 21.01.2021 |
| Mr Brian Devlin, 45, Henderson Avenue, Glasgow, G72 7SB                     | 22.01.2021 |
| Miss Iris Sneddon, Ashton, Bothwell Road, Uddingston, G71 7EZ               | 11.01.2021 |
| Mr James Clark-Dick, 89 Calderbraes Avenue, Uddingston, G71 6EE             | 11.01.2021 |
| Mr William Campbell, 17 Kelvin Road, Uddingston, G71 6BU                    | 11.01.2021 |
| Mr William McKay, 13 Bothwell Road, Uddingston, G71 7EZ                     | 21.01.2021 |
| Mr Liam Bryson, 24, McGuire Gate, Bothwell, G71FLI                          | 19.01.2021 |
| Dr Sabahat Maroof, 17 Bothwell Road, Uddingston, G717EZ                     | 12.01.2021 |
| Ms Alison Horn, 15 Bothell Road, Uddingston, G717EZ                         | 22.01.2021 |
| Mr David Todd, 30 Hollandbush Grove, Hamilton, M13 8AL                      | 12.01.2021 |

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| Mr Nadeem Sarwar, 17 Bothwell Road, Uddingston, G717EZ                             | 12.01.2021               |
| Mrs Lisa Crombie, 12 Dechmont View, Uddingston, G71 6LP                            | 17.01.2021               |
| Mrs Dawn McKenzie, 2/1 8 Crofthead Street, Uddingston, Glasgow, G71 7JZ            | 18.01.2021               |
| Mr John Paterson, 79 Heather Gardens, Uddingston, G71 5DF                          | 19.01.2021               |
| Mr Mark Farrington, 21 Bothwell Road, Glasgow, G71 7EZ                             | 08.01.2021               |
| Dr Christabel Boyle, 4 Arran Way, Bothwell, Glasgow, G71 8TR                       | 08.01.2021<br>09.01.2021 |
| Mr John Robertson, 63 St Brides Way, Bothwell, Glasgow, G71 8QG                    | 09.01.2021               |
| Ms Ailsa Macaulay, 22 Shelley Drive, Bothwell, G71 8TA                             | 09.01.2021               |
| Ms S Rodden, 17, Birdsfield Drive, Blantyre, G72 0XW                               | 29.01.2021               |
| Mr Malcolm McNeil, 6 Hoylake Park, Bothwell, G71 8UX                               | 19.01.2021               |
| Mr Derek Shaw, 68 Pinewood Crescent, Hamilton, Glasgow, ML3 8TZ                    | 26.01.2021               |
| Mrs Ellen Coghlan, 29 Douglas Gardens, Uddingston, Glasgow, G71 7HB                | 27.01.2021               |
| Mr Grant Fleming, Uddingston Service Centre, 10 Bothwell Road, Uddingston, G71 7ET | 27.01.2021               |
| Dr Kenny Pallas, 44 Easter Hawhill Wynd, Uddingston, G71 7TY                       | 29.01.2021               |
| Mrs Elaine Shaw, 68 Pinewood Crescent, Hamilton, ML3 8TZ                           | 26.01.2021<br>26.01.2021 |
| Mr Dennis Kerr, 740 old Edinburgh Road, Uddingston, Glasgow, G71                   | 01.02.2021<br>01.02.2021 |
| Mr Malcolm Cannon, 15 Bothwell Road, Uddingston, G71 7EZ                           | 09.01.2021               |
| Mrs Joanne Gillespie, 20 Rosefield Gardens, Uddingston, G71 7AW                    | 09.01.2021               |
| Miss Beth Coghlan, 29 Douglas Gardens, Glasgow, G71 7HB                            | 10.01.2021               |
| Mrs Collette Sherlock, 25 Watson Street, Uddingston, Glasgow, G717JL               | 10.01.2021               |
| Ms Ann Irvine, 27 Caley Brae, Uddingston, Glasgow, G71 7TA                         | 27.01.2021               |

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| Mrs Katrina Copland, 20 Andrew Paton Way, Hamilton, ML3 OGB                                     | 28.01.2021               |
| Miss Leanne Cahill, 28 Glebe Crescent, Airdrie, ML6 7DH   | 28.01.2021               |
| Mr Daniel McKeown, 57 Tamarack Crescent, Uddingston, Glasgow, G71                               | 01.02.2021               |
| Mr Cameron Drummond, 22a Douglas Gardens, Glasgow, G717HB                                       | 26.01.2021               |
| Miss Hazel Aird, 25 Kingsmuir Drive, Glasgow, G68 9FB   | 28.01.2021               |
| Mrs Anne Marie Vosilius, 19 Douglas Gardens, Uddingston, Glasgow, G71 7HB                       | 16.01.2021               |
| Dr Alasdair Purdie, 31 Douglas Gardens, Uddingston, Glasgow, South Lanarkshire, G71 7HB         | 17.01.2021               |
| Mr Francis Gallagher, 10 Marquis Gate, Uddingston, G71 7HY                                      | 21.01.2021<br>21.01.2021 |
| James and Artemis Curran, 15 Brooklands Avenue, Uddingston, Glasgow, South Lanarkshire, G71 7AT | 14.01.2021               |
| Mrs Katie Mulgrew, 20b Douglas Gardens, Uddingston, G717HB                                      | 18.01.2021               |
| Mr Gordon Whyte Hood, 62 Bredisholm Crescent, Viewpark, Uddingston, G71 5NL                     | 22.01.2021               |
| Ms Alison Horn, 15 Bothwell Road, Uddingston, G717EZ  | 23.01.2021               |
| Mr Charles Woods, 27 Douglas Gardens, Uddingston, Glasgow, G71 7HB                              | 27.01.2021               |
| Ian and Elaine Hooper, 7 Moray Gate, Bothwell, G71 8BY  | 06.04.2021<br>06.04.2021 |
| Mrs Claire Mackay, 13 Bothwell Road, Uddingston, Glasgow, South Lanarkshire, G71 7EZ            | 28.01.2021<br>28.01.2021 |
| Mr Alan Hamilton, 18 Castle Gate, Uddingston, Glasgow, G71 7HU                                  | 19.01.2021               |
| Miss Kirsty Mackay, 45 Henderson Avenue, Cambuslang, G72 7SB                                    | 21.01.2021               |
| Mr Stewart Masterson, 36 Spruce Drive, Glasgow, G72 7FW   | 21.01.2021               |
| Dr James McIntyre, 8 Cowan Wynd, Uddingston, G71 6TP  | 27.01.2021               |
| Mr James Agnew, 10 Limetree Avenue, Uddingston, Glasgow, G715HE                                 | 27.01.2021               |

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| Mrs Elaine Tougher, 31 Carroll Crescent, Newarthill,<br>Motherwell, ML1 5AT      | 28.01.2021   |
| Mrs Jane Robson, 177a, Dundyvan Road, Coatbridge, ML5<br>4AL                     | 28.01.2021   |
| Mr Alisdair Irvine, 321 Burnfield Road, Glasgow, Glasgow,<br>G46 7NA             | 28.01.2021   |
| Mr Neil Wilson, 2 McGuire Gate, Bothwell, G71 8FL                                | 19.01.2021   |
| Mrs Tricia O'Neill, 20 Waukglen Crescent, Southpark Village,<br>Glasgow, G53 7XH | 28.01.2021   |
| Mrs Elizabeth McDowall, 25 Douglas Gardens, Uddingston,<br>Glasgow, G717 HB      | 10.01.2021   |
| Mrs Ann Irvine, 27 Caley Brae, Uddingston, Uddingston, G71<br>7TA                | 27.01.2021   |
| Mrs Gwen Moffat, 57 Tamarack Crescent, Uddingston,<br>Glasgow, G71               | 01.02.2021   |
| Miss Jodie Lannigan, 39 Fallside Road, Bothwell, G718BA                          | 11.01.2021   |
| Mr Gary Cavin, 3 Millgate Avenue, Uddingston, Glasgow,<br>G715QJ                 | 11.01.2021   |
| Mrs Janice Clark-Dick, 89 Calderbraes Avenue, Uddingston,<br>Glasgow, G71 6EE    | 11.01.2021   |
| Mr Francis Gallagher, 10 Marquis Gate, Glasgow, G71 7HY                          | 05.02.2021<br>05.02.2021<br>05.02.2021<br>05.02.2021<br>05.02.2021<br>05.02.2021<br>05.02.2021<br>05.02.2021 |
| Mrs Alexis Robertson, 37, Douglas Gardens, Uddingston,<br>G71 7HB                | 10.01.2021   |
| Ms Lauren Stirling, 12 Ravel Wynd, Uddingston, G71 6UE                           | 10.01.2021   |
| Mrs Claire Purdie, 31 Douglas Gardens, Uddingston, G71<br>7HB                    | 10.01.2021   |
| Mr Michael Braceland, 65 Myers Court, Uddingston,<br>Glasgow, G71 7FL            | 10.01.2021   |
| Dr Desmond Bonnar, 34, Douglas Gardens, Uddingston, G71<br>7HB                   | 22.01.2021   |
| Mr Stewart Graham, 19 Bothwell Road, Uddingston, G71 7EZ                         | 24.01.2021   |
| Mrs Lynn Clark, Sycamore Gardens, Blackwood, ML119SX                             | 28.01.2021   |

|   |            |
|---|------------|
| Mr John McKeown, 16 McCulloch Avenue, Uddingston,<br>Glasgow, G71 6JW | 29.01.2021 |
| Ms Niela Sarwar, 9 Mossbeath Crescent, Uddingston, G71<br>7UY         | 08.04.2021 |
| Mark Farrington, Received Via Email                                   | 12.04.2021 |
| Mrs Fiona Ballantyne, 15 Loancroft Gardens, Uddingston,<br>G71 7HG    | 08.04.2021 |
| Mr Neil Brown, 15 Oakbank Crescent, Uddingston, G71 7FE               | 08.04.2021 |
| Mrs Cara Devaney, 27 Oakbank Crescent, Uddingston, G71<br>7FE         | 08.04.2021 |
| Mr Malcolm Cannon, 15, Bothwell Road, Uddingston, G71<br>7EZ          | 08.07.2021 |
| Sam Curran, Via Email   | 14.10.2021 |
| MSP Gillian Mackay, Received Via Email                                | 08.10.2021 |
| Claire Mackay, Received Via Email                                     | 21.10.2021 |

**Contact for further information**

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

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 Planning Officer,  
 Montrose House,  
 154 Montrose Crescent,  
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## Detailed planning application

Paper apart – Application number: P/20/1897

### Conditions and reasons

01. That before any development commences on site or before any materials are ordered or brought to the site, details and samples of all materials to be used as external finishes on the development shall be submitted to and approved by the Council as Planning Authority.

Reason: To ensure the development is satisfactory in appearance and to maintain the visual quality of the area.

02. That before development starts, full details of the design and location of all fences and walls, including any retaining walls, to be erected on the site shall be submitted to and approved by the Council as Planning Authority.

Reason: To ensure the development is satisfactory in appearance and to maintain the visual quality of the area.

03. That before the development hereby permitted is occupied or brought into use, all the fences or walls for which the permission of the Council as Planning Authority has been obtained under the terms of Condition 2, shall be erected and thereafter maintained to the satisfaction of the Council.

Reason: To ensure the development is satisfactory in appearance and to maintain the visual quality of the area.

04. That before any work commences on the site, a scheme of landscaping shall be submitted to the Council as Planning Authority for written approval and it shall include:-

- (a) an indication of all existing trees and hedgerows plus details of those to be retained and measures for their protection in the course of development;
- (b) details and specification of all trees, shrubs, grass mix, etc., including, where appropriate, the planting of fruit/apple trees;
- (c) details of any top-soiling or other treatment to the ground;
- (d) sections and other necessary details of any mounding, earthworks and hard landscaping;
- (e) proposals for the initial and future maintenance of the landscaped areas;
- (f) details of the phasing of these works; and no work shall be undertaken on the site until approval has been given to these details.

Reason: To ensure the appropriate provision of landscaping within the site.

05. That the approved landscaping scheme shall be completed to the satisfaction of the Council as Planning Authority during the first available planting season following occupation of the building(s) or completion of the development hereby approved, whichever is the sooner, and shall thereafter be maintained and replaced where necessary to the satisfaction of the Council.

Reason: In the interests of the visual amenity of the area.

06. That between the hours of 08:00 and 20:00 the measured noise rating level emitted from the premises (L<sub>Ar</sub>,1hr) shall not exceed the pre-existing background noise level (L<sub>A90</sub>,30 min) by more than 4dB when measured in accordance with British Standard BS 4142:2014 - Method for Rating and Assessing Industrial and Commercial Sound at buildings where people are likely to be affected. Between the hours of 20:00 and 08:00 the noise rating level emitted from the premises (L<sub>Ar</sub>,15min) shall not exceed the pre-existing background noise level (L<sub>A90</sub>,30min) by more than 4dB when measured in accordance with BS4142:2014 at buildings where people are likely to be affected.

Reason: To safeguard the amenity of the area.

07. That all odours, fumes and vapours generated on the premises shall be controlled by best practicable means to prevent them causing nuisance to occupants of nearby dwellings or premises.

The ventilation system shall:

- a) Incorporate systems to reduce the emission of odours and pollutants and shall thereafter be maintained as necessary.
- b) Be constructed by employing best practical means to minimise noise and vibration transmission via plant and the building structure.
- c) Noise associated with the business shall not give rise to a noise level, assessed with the windows open, within any dwelling or noise sensitive building, in excess of the Noise Rating Curve 35, between 07:00 and 23:00 hours, and Noise Rating Curve 25 at all other times.
- d) The extracted air shall be discharged not less than 1m above the roof eaves of the building housing the commercial kitchen. Additional control measures may be required.

Reason: To safeguard the amenity of the area.

08. That deliveries by commercial vehicles, shall be restricted to between 0800 and 2000 (Monday to Friday) and between 0800 and 1200 (Saturday).

Reason: To safeguard the amenity of the area.

09. That the development shall not be occupied until the site is served by a sewerage scheme constructed in accordance with Scottish Water standards and as approved by the Council as Planning Authority in consultation with Scottish Water as Sewerage Authority.

Reason: To ensure the provision of a satisfactory sewerage system.

10. That no development shall commence until details of surface water drainage arrangements have been submitted to and approved in writing by the Council as Planning Authority; such drainage arrangements will require to comply with the principles of sustainable urban drainage systems and with the Council's Sustainable Drainage Design Criteria and shall include signed appendices as required. The development shall not be occupied until the surface drainage works have been completed in accordance with the details submitted to and approved by the Council as Planning Authority.

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.

11. That no further changes in ground levels within the site shall take place without the prior written consent of the Council as Planning Authority.

Reason: In the interests of amenity and in order to retain effective planning control.

12. That before the development hereby approved is completed or brought into use, all of the parking spaces shown on the approved plans shall be laid out, constructed and thereafter maintained to the specification of the Council as Planning and Roads Authority.

Reason: To ensure the provision of adequate parking facilities within the site.

13. That before the development hereby approved is brought into use, details of the storage and collection of waste arising from the development, (including the number and location of litter receptacles) shall be submitted to and approved by the Council as Planning Authority. The storage and waste collection scheme shall be implemented before the development is brought into use and shall thereafter be maintained to the satisfaction of the Council as Planning Authority.

Reason: To minimise nuisance, littering and pest problems to nearby occupants.

14. That other than the trees identified for removal in the submitted Arboricultural Report dated 21 February 2021, no trees within the application site, shall be lopped, topped, pollarded or felled, and no shrubs or hedges shall be removed from the application site without the prior written consent of the Council as Planning Authority.

Reason: In the interests of amenity and to ensure the protection and maintenance of the existing trees and other landscape features within the site.

15. That prior to the commencement of the development hereby approved (including any demolition and all preparatory work), an updated arboricultural method statement (AMS) shall be submitted to and approved in writing by the Council as Planning Authority. The AMS shall be adhered to in full, subject to pre-arranged tree protection monitoring and site supervision by a suitably qualified tree specialist. Thereafter the development shall be implemented in strict accordance with the approved details. Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) A full specification for the installation of boundary treatment works.
- e) A full specification for the construction of any SUDS, water storage tanks, roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads within the RP of retained trees, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.

- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) A specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- k) Boundary treatments within the RPA
- l) Methodology and detailed assessment of root pruning
- m) Arboriculture supervision and inspection by a suitably qualified tree specialist
- n) Methods to improve the rooting environment for retained and proposed trees and landscaping.

The development shall thereafter be implemented in strict accordance with the approved details.

Reason: To ensure that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality.

16. Before any development or construction work begins, a pre-commencement meeting shall be held on site and attended by the developers appointed arboriculture consultant, the site manager/foreman and a representative from the Council as Planning Authority to discuss details of the working procedures and agree all tree protection measures have been installed in accordance with the approved tree protection plan. The development shall thereafter be carried out in accordance with the approved details or any variation as may subsequently be agreed in writing by the Council as Planning Authority.

Reason: To ensure that the Council as Planning Authority are satisfied that the trees to be retained will not be damaged during development works and to ensure that, as far as is possible, the work is carried out in accordance with the approved details.

17. Prior to any development on site, full details of significant extra heavy standard tree (in accordance with British Standard BS 3936-1) planting shall be submitted to and approved in writing by the Council as Planning Authority. This will include planting and maintenance specifications (including watering), including cross-section drawings, use of guards or other protective measures and confirmation of location, tree pit design including underground modular system (that providing sufficient soil volume) species and sizes (extra heavy standard), nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times. Any trees that are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season.

Reason: To safeguard and enhance the amenity of the area, mitigate canopy cover loss, and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality.

18. That prior to work commencing on site a further drawing(s) indicating the swept path analysis for all anticipated vehicles types and movements shall be lodged for the

written approval of the Council as Planning and Roads Authority and thereafter any revision indicated by the said drawing shall be implemented on site to the satisfaction of the said Authority prior to the development hereby approved being opened to the public. In addition, the centre line markings on Bothwell Road shall be adjusted to accommodate right turning traffic into the site all to the satisfaction of the Council.

Reason: In order to refine the road engineering details within the site and to prevent traffic being blocked on Bothwell Road.

