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Delegated Report

Proposal: ERECTION OF 24 DWELLINGHOUSES AND BOUNDARY FENCES, FORMATION OF ACCESS AND ASSOCIATED WORKS

Location: Land Adjacent To Shorepark, Shore Road, Glencaple

Application Type : Full Application

Applicant: Building Craftsmen (Dumfries) Ltd **Ref. No.: 18/0262/FUL**

Recommendation: Approve subject to conditions

Ward: Nith

Hierarchy Type (if applicable) - Local

Case Officer: Chris McTeir

1 BACKGROUND

Site Visit Date - 23.04.2018

1.1 The application site extends to approximately 1.06 Hectares and occupies a site in the southern part of the village of Glencaple. The irregularly shaped site slopes from its eastern boundary to the frontage on Shore Road (B725 public road). The western application site boundary is marked by a hedgerow, with ground levels rising sharply towards the rear of the site. To the east, a post and wire fence delineates the site from agricultural land beyond and the eastern boundary contains a cluster of trees of varying degrees of maturity. To the south, the site shares a boundary with "Gullsway", an isolated detached bungalow. The northern site boundary is formed by the southern edge of Glencaple village, comprising a 1970's two storey terraced development off Wellington Street and a terraced row of traditional single storey cottages at Shorepark. The village beyond is characterised by terraced dwellings overlooking the river Nith. The application site lies within the Nith Estuary National Scenic Area (NSA); the Upper Solway Flats and Marshes Site of Special Scientific Interest (SSSI) abuts the B725 along the western site boundary. The site is also a designated housing site identified within the adopted Local Development Plan as site GCP:H1.

1.2 The applicant is seeking planning permission for the erection of 24 dwellinghouses, boundary fences, the formation of a new vehicular access from the B725 and associated infrastructure works. Access to the site is proposed from a single vehicular access point from the B725 with a further pedestrian access from Wellington Street.

1.3 The proposed development would form a mix of detached and semi-detached properties which would be predominantly split between two storey and single types. Proposed material finishes of the dwellings would comprise mainly wet dash cement with shell dash finishes, timber doors and windows, grey slate appearance roof tiles and black UPVC rainwater goods.

1.4 The street layout proposed within the development would effectively form a street "frontage" along the B725 with the remainder of the proposed dwellings located to the rear of these. The access from the B725 would have a 5.5 metre wide carriageway with a footway and shared surfaces, pinch points created by planting, and visitor parking throughout the remainder of the site. This approach avoids the use of long cul-de-sacs and would also provide a permeability of movement within the site in line with Designing Streets. A footpath link to the village along Shore Road would be provided up to the site entrance, along with a further pedestrian footpath link from the site into Wellington Street along the eastern boundary alongside plot 15.

1.5 A submitted planting layout shows the proposed planting of mixed species trees and shrubs with the trees being a feature along street frontages and within residential open space. The proposal aims to create a buffer of trees to the rear of the dwellings on the eastern boundary of the site, and between plots 23 and 24. The existing hedgerow along the B725 (Western site boundary) would be retained.

1.6 It is proposed that front garden areas would be delineated by 400mm post and rail fencing. Elsewhere,1.2 metre high timber fencing would be used around the boundary of the site along the north and also between plots 23 and 24. This would also be used to divide rear gardens throughout the site, with additional gates for use at plots 1 to 11. A 1.8 metre high timber fence is proposed along the boundary with "Gullsway" along the southern border.

1.7 The applicant proposes that the foul drainage from the development would connect to the established public sewerage system located to the north-west of the application site, and an existing land drain running through the centre of the site which would be diverted to run along to the north. Surface water from roads and curtilage would drain to a series of filtration trenches and out falling into the River Nith located to the west of the application site.

1.8 Relevant Site Planning History

08/P/3/0159 – Planning permission for the erection of 20 dwellinghouses and 4 flats, and the formation of an access road and associated works was granted subject to conditions by the Council's Nithsdale Area Committee on 3 November 2010.

11/P/3/0076 – Planning permission for the formation of adoptable footway for pedestrian access to housing development proposed under application 08/P/3/0159 was granted subject to conditions on 20 April 2011 under delegated powers.

2 CONSULTATIONS

Advert Type (where applicable) - Neighbour Notification
Advert Date - Dumfries & Galloway Standard 06.04.2018

2.1 **Scottish Water:-** No objections

Summary:
(a) The proposed development will be fed from Kettleton Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals, we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water.

(b) This proposed development will be serviced by Glencaple Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water.

(c) The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

2.2 **Council Roads Planning Team Leader**: No objections subject to conditions.

Summary:
(a) Revised plans propose an amended internal layout, the erection of 24 dwellinghouses, new adoptable roads and access onto the B725, new footway provision on the B725 (along with street lighting and the extension of the village 30mph speed restricted area) and an adoptable footpath connection onto the U156n.

(b) A Traffic Regulation Order extending the existing 30mph limit on the B725 will require to have been promoted (prior to commencement of any construction works on the site) and thereafter implemented prior to the occupation of any of the dwellinghouses, all at the applicant's expense.

(c) It should be noted that the roads within this proposed development will be subject to Road Construction Consent, should be designed in accordance with "Designing Streets" and will require a Traffic Regulation Order to restrict the speed of all traffic to 20mph within the development site to have been promoted (prior to commencement of any construction works on the site) and thereafter implemented prior to the occupation of any of the dwellinghouses, all at the applicant's expense.

(d) Satisfactory parking has been demonstrated within the site.

(e) It is noted from SEPA's response dated 8th January 2019 that the filter trench elements within the site capturing part of the carriageway run-off are not required. Given this it would be appropriate that a revised drainage layout is submitted and approved in writing prior to the commencement of works on the site.

(f) It should be noted that if Scottish Water do not vest the drainage system, the landowner/developer will need to enter into a legal agreement granting to the Council as Roads Authority any necessary rights to discharge roads drainage into any system serving the development and to ensure the appropriate maintenance of that system in perpetuity. Construction Consent will only be granted on the successful concluding of the legal agreement. It is suggested that a copy of the agreement is made available to Dumfries and Galloway Council – Legal Services for approval at an early stage.

(g) A Construction Traffic Management Plan should be submitted prior to works commencing onsite and shall be agreed, in writing, with the Planning Authority in consultation with the Roads Authority and the Police.

2.3 **Council Education Services**: No response.

2.4 **SEPA**: No objections subject to directives.

Summary:
(a) We understand that it is intended to discharge surface water from the site to River Nith. As set out in our standing advice any discharge of surface water to the water environment must be in accordance with the principles of the SUDS Manual (C753) and comply with the terms of the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) (CAR).

(b) No formal authorisation is needed or provided by SEPA. The applicant/agent should satisfy themselves that the proposed SUDS are adequate and comply with the legislation/our guidance as above.

(c) On this basis, we can offer no objection to the planning application. Further information on this matter is available within our CAR Practical Guide and, if required, from our local regulatory services team.

3 REPRESENTATIONS

SUPPORT - 0
OBJECTION(S) - 1
The Triest, 43 Wellington Street, Glencaple, DG1 4RA

3.1 The letter of representation raising objections to the proposal can be summarised as follows:

(a) The submitted layout is very different to that shown at various meetings;
(b) The houses facing onto Shore Road were meant to be cottages, and not a mix of two storey dwellings;
(c) There are concerns about privacy and overlooking;
(d) The proposed footpath link into Wellington Street will not join up to an existing footpath;

(e) There are concerns for pedestrian safety as the proposed footpath will enter an area used for parking and turning.

4 REPORT

Relevant development plan policies:-
Dumfries & Galloway Local Development Plan
GCP:H1 Shore Road, Glencaple (24 units allocated up to 2024)
OP1 – Development Considerations
OP2 – Design Quality of New Development
H1 – Housing Land
H5 – Affordable Housing
CF3 – Open Space
NE1 – National Scenic Areas
IN7 – Flooding and Development
IN8 – Surface Water Drainage & Sustainable Drainage Systems (SUDS)
IN9 – Waste Water Drainage
T2 – Location of Development / Accessibility

Local Development Plan adopted Supplementary Guidance:
Design Quality of New Development
Affordable Housing
Open Space and New Development
Flooding and Development
Glencaple Village Design Statement

Other material planning considerations:
Scottish Planning Policy (SPP) (June 2014)
National Planning Framework (NPF) 3
Designing Streets

4.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that:- "Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination is, unless material considerations indicate otherwise, to be made in accordance with that plan".

4.2 The development plan for the area currently comprises the Dumfries & Galloway Council Local Development Plan, adopted September 2014. Under Section 25 of the Act, this Plan takes primacy in the determination of planning applications. The representations made to the Proposed Plan were considered at the Full Council meeting on 3 September 2018 and the Proposed Plan is now progressing to examination by a Scottish Government Reporter. However, on 29 January 2018, the Council published its Proposed Plan for LDP2. The Proposed Plan therefore is a material consideration, albeit one of limited weight at this stage. In respect of this application, the relevant policies and proposals remain materially unaltered from those in the adopted Plan. Accordingly, the status of the and content of the Proposed Plan has no meaningful effect on the consideration and determination of this application.

4.3 The key relevant policy considerations in this case are as follows:

- Principle of development;
- Compliance with stated LDP site guidance;
- Flood risk and drainage;
- Transport and access;
- Design and amenity (including Open Space);
- Landscape and visual impacts; and
- Affordable Housing contribution.

Principle of Development

4.4 The application site is located within the Glencaple settlement boundary as defined in the Local Development Plan. The site is designated as an allocated housing site (GCP:H1) and the LDP allocates 24 housing units for the site up to 2024. Within Glencaple, there is a further allocated housing site for this period which in total allocate 34 housing units at Wardlaw Drive. Given this, the principle of housing development falls to be considered against LDP Policy H1(a).

4.5 Policy H1 states that the Council will support housing development on allocated housing sites shown on inset maps. It further stipulates that the development of such sites will require to accord with the site guidance shown in the settlement statements and that if a developer proposes more units than proposed in the LDP, the developer will have to demonstrate that the proposal can provide any infrastructure needed and there is no negative impact on the environment. Additionally, this development has been agreed as a strategic priority through the Council's Strategic Housing Investment Plan. It will meet the housing needs of a range of people in the Dumfries Housing Market Area, and delivery the will be supported through the Scottish Government's Affordable Housing Supply Programme.

LDP Site Guidance

4.6 LDP Policy GCP:H1 allocates the site for 24 units; guidance within the LDP notes that the site was granted detailed planning permission for residential development in 2011. Guidance also states that should this permission not be implemented; any other proposals would be expected to address the site's location within the NSA (National Scenic Area) and the impact on the Solway European Marine Site. Further site specific guidance states:

4.7 <u>This is a sensitive and visually prominent location and any development should reflect the distinctive design, scale and form of the adjacent properties at Front View and Wellington Street. Careful consideration of the design will be required in order to ensure that any development will be appropriate to the form and character of the village. Vehicular access to the site should be from Shore Road with further pedestrian links through to Wellington Street.</u>

The submitted plans and supporting information indicate a single vehicular point of access into the site from Shore Road, with extended pedestrian access along Shore Road and new access to Wellington Place. In addition, the Council's Roads Officer has indicated that the proposed access and footpath links are acceptable. A design statement has been submitted in respect of the proposal and this is the subject of further discussion later in this Report.

4.8 Subject to compliance with other LDP Policies and material considerations assessed below, the principle of development at this location is considered to be acceptable.

Flood Risk and Drainage
4.9 The application site does not lie in an area known to be at risk from flooding. As the development is not located within an identified flood zone, and that the preferred option for residential development is for a location outwith any functional floodplain, it is therefore considered that the proposed development would accord with LDP Policy IN7 and SPP in terms of flood risk.

4.10 In addition to this, there is a requirement for schemes of more than 1 dwelling to provide a SUDS under LDP Policy IN8; however Building Standards would require provision to be made to direct surface water run off as part of any building warrant application. Notwithstanding this, the Council's Roads Service has powers under Section 31 of the Roads (Scotland) Act 1984 to deal with surface water which flows onto the public road. It is therefore considered that the development would not raise flooding and surface water issues and legislation exists to prevent surface water flooding onto the public road.

4.11 The proposal will be connected to the public drainage network which is appropriate for this type of development within a settlement. Scottish Water were consulted and offered no objections subject to informatives and it is considered that this overall approach accords with LDP Policy IN9.

Transport and Access
4.12 As noted at paragraphs 1.4 and 4.7 above, access to the site would be taken from a number of routes. Footpath access is proposed to connect the site to Wellington Street and thereby the wider local area, with an extended footpath access from the existing footpath along Shore Road. Access for vehicles would be taken from a new site access off Shore Road. The site is still in reasonable proximity to the village centre and other amenities such that it would accord with the principles of LDP Policy T2 – Location of Development / Accessibility. The submitted plans indicate that the internal road and path network link well with the areas of open space within the development as well as outwith, and it is considered broadly consistent with the aims of LDP Policy OP2 – Design Quality of New Development.

4.13 Representations have been made regarding the impact of traffic on the wider road network surrounding the development. However, it should be noted that the Council's Roads Officer has not objected to the proposal.

Design and Amenity (including Open Space)
4.14 Although there is no specific design criteria within the overall site guidance, it does state that "*Careful consideration of the design will be required in order to ensure that any development will be appropriate to the form and character of the of the village.*" Adopted supplementary guidance (Glencaple Village Design Statement) provides further detail on how the application site, and the village more widely should be developed. This explicitly states that the existing settlement between Wellington Street, the river and south of the quayside is considered an important model for any new housing to be located to the south (site GCP:H1). Individual properties on large

plots should be resisted in favour of a layout which extends the village to the south by the continuation of the 'terrace-like' feel of the existing adjacent properties.

4.15 The submitted plans indicate that the proposal broadly complies with this aim, with a strong built frontage along plots 1 to 11, with five groups of semi-detached dwellings sited close together creating a terraced look which is replicated within the remainder of the site. Roof heights, pitches and frontages all vary and the use of a variety of materials adds to a distinctive place. Plots 23 and 24 contain stand alone dwellings, however they appear separate from the other dwellings on site, closer to the detached dwelling of Gullsway.

4.16 Policy and advice on the layout and design of new residential development is also contained within Scottish Government policy: Designing Streets. This policy promotes a design-led rather than standards-led approach to street design with the aim of raising the quality of design in urban and rural development. As a result, residential streets should not be designed with 'place' taking priority over movement with the design meeting the 6 qualities of successful places:

- Distinctive;
- Safe and pleasant;
- Easy to move around;
- Welcoming;
- Adaptable; and
- Resource efficient.

4.17 The layout of the proposed development is based mainly around the road frontage along Shore Road; with 4 semi-detached dwellings along Wellington Street (plots 12 to 15), with the remainder of the development located to the rear of the site. This layout generally minimises the use of the cul-de-sac in order to provide a connected street layout which increases the permeability of the site making it easier for pedestrians to walk within and outwith the site.

4.18 There are several links in and out of the site; the main vehicular entrance from Shore Road also serves as a pedestrian access and links with the bus stop adjacent to the site and a further pedestrian access link to Wellington Street. The layout ensures, as far as practicable that roads and other public spaces are overlooked with dwellings within the site, helping to improve the residential character of the site and therefore the proposed layout and design of the development is considered to broadly accord with the aims of designing streets as well as LDP Policy: OP2 Design Quality of New Development.

4.19 LDP Policy CF3 requires development of 5 or more units to provide or contribute towards open space. Adopted LDP Supplementary Guidance requires that new open space is usable, safe, accessible and well maintained and should be strategically planned and designed as an integral part of the development. Open spaces should be multi-functional and inter-connected. The requirement for open space should take account of the existing location and type of provision which already exists in Glencaple.

4.20 The settlement account for Glencaple set out within the LDP Supplementary Guidance notes that there are some quality issues with existing space, and the

Supplementary Guidance also notes that new housing development could contribute to improving existing space and providing additional space where necessary to meet any new accessibility requirements. Notwithstanding these points, the Supplementary Guidance also states that each application will be dealt with on a case by case basis.

4.21 The Council's provision standard for open space within developments is expected to be 60m² of open space per dwelling or a financial contribution, which in this case would equate to either 1440m² or £33,000. The current proposal indicates that no open space would be provided within the development itself. The Supplementary Guidance indicates that, in terms of accessibility, all residents of Glencaple are within a five minute walk of publicly usable open space of at least 0.2 hectares. Given this, additional open space would not normally be required on site and so a financial contribution will be requested in lieu of this. The Open Space audit forming part of the SG notes that the playing fields provide a good amount of open space, and that they would benefit from improvement. The play area off Wardlaw Drive would also benefit from improvement, as could the additional greenspace around this space which could be improved to make it more usable. The financial contribution in the form of an upfront payment from the applicant has been submitted.

4.22 A landscaping scheme for the site focuses on shrub and tree planting; this is focused around the perimeter on the southern site boundary and to a lesser extent along the boundary with Wellington Street. The existing hedgerow along Shore Road will be retained with the exception of a section that requires removal to allow the vehicle access to be formed. Trees around the perimeter will be assessed and those unsafe or unhealthy will be removed. In all, this will help to create a pleasant environment for pedestrians and residents. A condition requiring a tree survey and submission of the finalised planting scheme, detailing the species and mix has been attached.

Landscape and Visual Impacts

4.23 The application site occupies a prominent location on the southern edge of Glencaple village and within the designated Nith Estuary NSA, meaning that the design, layout, scale, massing and detail are an important material consideration. The overall design of the development is considered very well-conceived and reflects the traditional layout and character of the existing village layout. The Glencaple village design statement emphasises the importance of the existing village between Wellington Street, the river and south of the Quayside as being the model to which new development at this location should aspire to. In particular, the '*terrace-like*' feel should be continued whilst making use of modern road layout and shared surfaces, whilst moving away from large detached dwellings in large plots.

4.24 It is considered that the proposed layout and housing design would meet the aims of the Glencaple village design statement, and as such the proposal would not come into conflict with LDP Policy NE1.

Affordable Housing

4.25 LDP Policy H5: Affordable Housing requires that housing development of 5 or more units provide up to 20% of the units as affordable housing, with the policy

stating that development proposals will be assessed on a case by case basis by the Council. Supplementary guidance for Policy H5 requires that to facilitate the delivery of affordable housing, close liaison between the applicant and the Council's strategic housing service, legal service and planning service must be maintained to ensure that the affordable housing requirement is delivered. As noted in 4.5 above, this proposal has been identified as a strategic priority for the Dumfries Housing Market Area.

4.26 Notwithstanding this, the applicant is developing the site on behalf of a Registered Social Landlord (RSL) and there is clearly no requirement for an affordable housing contribution as part of the proposal.

Conclusions

4.27 In conclusion, the proposal is considered to be compliant with the provisions of the stated Development Plan Policies and as there are no material considerations which override the presumption in favour of a determination in accordance with the terms of the development plan. It is recognised that representation has been made in respect of the current parking and access arrangements to the rear of Wellington Street but this it is not considered of sufficient weight to refuse this application on that basis alone, and it is recommended that this proposal be approved subject to the conditions listed below.

5 RECOMMENDED DECISION

5.1 Approve, subject to the following conditions:-

Conditions:

1. That no development in respect of this planning permission shall take place unless a scheme detailing new tree and shrub planting has been submitted to and approved in writing by the Council as planning authority. The scheme shall include all grassed areas, hedges, retained trees and other retained vegetation and details of changes to existing levels. The scheme shall be plotted on an accurate plan of the site, to a recognised metric scale, and shall detail the number and species of trees and shrubs to be planted, locations, planting density, nursery stock sizes at time of planting, and initial maintenance to aid establishment.

2. That such scheme as may be so approved in respect of Condition 1 above shall be implemented in the first planting season following the completion or occupation of the development hereby granted planning permission. Thereafter, all trees and shrubs forming part of the approved scheme shall be maintained and replaced where necessary to the satisfaction of the planning authority for the lifetime of the development. No trees forming part of the approved scheme shall be pruned or lopped without the prior written approval of the planning authority.

3. That, notwithstanding the details shown on the approved drawings, no permission is hereby granted for the external finishes for the proposed dwellinghouses. No development in respect of this planning permission shall take place unless

samples of the precise external finishes proposed have been submitted to and approved in writing by the planning authority. The dwellinghouses hereby granted planning permission shall not be occupied unless it has been finished in such external finishes as have been so approved.

4. That the hedgerow along Shore Road, and shown on plan 17-107-10 E, shall be retained in situ for the lifetime of the development.

5. That no development in respect of this planning permission nor any works to trees within the application site shall take place unless a plan giving details of the proposed methods of protecting the trees which are to be retained has been submitted to and approved in writing by the planning authority. Protective fencing must be chestnut pale or chain-link and must be located at a distance from the trees of at least the branch spread, in accordance with BS 5837: 2012 ('Trees in Relation to Design, Demolition and Construction'). No construction work in respect of the development hereby granted planning permission shall take place unless such tree protection methods as may be so approved have been implemented in full. Such tree protection methods as may be so approved shall remain in place for the duration of the construction works.

6. That, following completion of the development, no trees identified as being retained within the application site shall be felled, topped, lopped or uprooted during the lifetime of the development unless the planning authority has given prior written approval for such operations.

7. That, notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (Scotland) Amendment Order 2011 (or such subsequent legislation as amends this Order), no development falling within Part 1 of the Schedule to the said Order shall take place to the dwellinghouses on plots 1 to 15 inclusive and plots 23 and 24 hereby granted planning permission or within their curtilage unless a further application for planning permission for such development has been submitted to and approved by the planning authority.

8. That all roads shall be designed in accordance with "Designing Streets" and constructed in accordance with the Road Design Standards for Residential Development (Red Book), published by the Council, including any updates or revisions, and to the satisfaction of the Council as Planning Authority in consultation with the Roads Authority.

9. That prior to the commencement of any construction work, the applicant must submit a finalised drainage design incorporating supportive calculations, to the satisfaction of the Planning Authority in consultation with the Roads Authority.

10. That none of the dwellinghouses hereby granted planning permission shall be occupied or brought into use unless the proposed footpath linking Road 2 to U156n Wellington Street has been provided to the satisfaction of the Planning Authority in consultation with the Roads Authority.

11. That none of the dwellinghouses hereby granted planning permission shall be occupied or brought into use unless off-site works comprising of the extension of the public footway in a southerly direction on the western side of the B725 (As detailed on drawing 17-107-11 rev A dated 20.12.2018) have been provided to the satisfaction of the Planning Authority in consultation with the Roads Authority.

12. That prior to the commencement of the proposed development, a Traffic Regulation Order to restrict the speed of all traffic to 20mph within the development site, shall have been successfully promoted by the Council, all at the applicant's expense.

13. That prior to the commencement of the proposed development, a Traffic Regulation Order to extend the 30mph speed limit restriction on B725 public road to an agreed location south of the proposed development, is promoted and within this section, a system of street lighting is to be provided, all to be agreed in writing with the Planning Authority in consultation with the Roads Authority, all at the applicant's expense.

14. That prior to the occupation of any of the dwellinghouses the speed restriction orders referred to in conditions 12 and 13 above shall be implemented, including all appropriate signing to the satisfaction of the Council as Roads Authority.

15. That prior to any works commencing on site, a Traffic Management Plan to cover the construction phase shall be agreed, in writing, with the Police and the Council as Planning Authority in consultation with the Roads Authority.

16. That no development in respect of this planning permission shall take place unless a scheme of street lighting columns has been submitted to and approved in writing by the planning authority (in consultation with the roads authority). Such scheme shall include details of the number, type and location of the proposed street lights. No dwellinghouse hereby granted planning permission shall be occupied unless such scheme as may be so approved has been implemented and is fully operational.

17. That any vehicular access gate shall be not less than 1.5 metres behind the road boundary with 45 degree splays from the gate posts, or that any wall, fence or hedge bounding the site shall be not more than 1 metre in height (as measured from the adjoining road level) for a distance of 1.5 metres on both sides of the access. Any gates shall open into the site only.

18. That the development hereby granted planning permission shall not be occupied / brought into use unless it has been served by a properly surfaced and adequately drained carriageway and footway or footpath to the satisfaction of the planning authority.

19. That the dwellinghouses hereby granted planning permission shall not be occupied / brought into use unless the gradient of the access for the first 5 metres has been formed so as to be no greater than 8% (1 in 12.5).

20. That the development hereby granted planning permission shall not be occupied / brought into use unless the proposed new access at its junction with the B725 has been formed so as to be 5.5 metres wide for the first 10 metres from the public road and has been constructed with 6 metre radius kerbs.

21. That the development hereby granted planning permission shall not be occupied / brought into use unless the end-on parking areas has been constructed so as to ensure that surface water drains away from the public road and has been trapped and drained at the rear of the parking area so as to prevent any surface water from flowing onto the public road.

22. That the development` hereby granted planning permission shall not be occupied / brought into use unless the off-street car parking / turning areas shown on the approved drawings have been formed in complete accordance with the said drawings or such other drawings as may be approved in writing for the purpose by the planning authority. Thereafter, the said parking / turning areas shall be kept clear from obstruction and shall be retained only for that purpose for the lifetime of the development.

23. That the development hereby granted planning permission shall not be occupied / brought into use unless visibility areas have been provided on both sides of the access between the public carriageway edge and the line joining two points defined as follows:- (a) measured 2.4 metres back along the centre line of the access from the nearer edge of the main carriageway; and (b) measured 43 metres from the centre line of the access along the nearer edge of the carriageway of the B725 public road.

24. That the development hereby granted planning permission shall not be occupied / brought into use unless everything exceeding 1 metre in height has been removed from the visibility areas referred to in Condition 23 above. Thereafter, nothing exceeding 1 metre in height (as measured from the adjoining carriageway level) shall be grown, placed or erected within the said visibility areas.

25. That none of the dwellinghouses hereby granted planning permission shall be occupied unless its respective off-street car parking area has been formed in complete accordance with the details shown on the approved drawings or such other drawings as may be approved in writing for the purpose by the planning authority. Thereafter, the said parking areas shall be kept clear from obstruction and shall be retained only for that purpose for the lifetime of the development.

Reasons:

1. In the interests of general amenity.

2. To ensure the satisfactory implementation of the approved planting scheme.

3. In the interests of visual amenity; to ensure that the development is finished to an appropriate standard.

4. In the interests of visual amenity and protecting the natural environment.
5. In the interests of tree protection.
6. In the interests of protecting the natural environment.
7. In the interests of amenity and to retain planning control.
8. In the interests of road safety.
9. In the interests of road safety.
10. In the interests of road safety.
11. In the interests of road safety.
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23. In the interests of road safety.
24. In the interests of road safety.
25. In the interests of road safety.

REASON FOR DECISION:
It is considered that the proposal is in accordance with the provisions of the development plan and that there were no material considerations of sufficient weight in this case to justify making a decision otherwise. Consequently, under Section 25 of the Town and Country Planning (Scotland) Act 1997, the application was approved subject to the condition(s) listed above.
[NB - Full details of the assessment of this proposal and the resultant decision can be found in the Statutory Report on Handling relative to this case, a copy of which is published on the Council's website at www.dumgal.gov.uk/planning.]

Relevant Drawing Numbers:

Plan Type	Reference	Version No	Received Date
Proposed Sections	17-107-50		
Location Plan	N18/1/1A		
Other	N18/1/10	FENCING	
Other	N18/1/8	HARD LANDSCAPING	
Other	N18/1/12	EXISTING SITE	
Other	17-107-20	DRAINAGE PLAN	
Other	N18/1/19	SITE OWNERSHIP	
Proposed Elevations	N18/1/12	TERRACED	
Proposed Elevations and Floor Plans	N18/1/13	HOUSE A1	
Proposed Elevations and Floor Plans	N18/1/14A	HOUSE B	
Proposed Elevations and Floor Plans	N18/1/16A	HOUSE D	
Proposed Elevations and Floor Plans	N18/1/17A	HOUSE E	
Proposed Elevations and Floor Plans	N18/1/18A	HOUSE F	

Proposed Elevations and Floor Plans	N18/1/15	HOUSE C
Proposed Elevations and Floor Plans	N18/1/19	HOUSE G
Site Plan	N18/1/13	PROPOSED
Other	N18/1/17	SOFT LANDSCAPING
Other	17-107-30	LEVELS LAYOUT
Other	17-107-10H	ROAD LAYOUT
Other	17-107-20	ROAD SECTIONS
Other	17-107-11A	Adoption Plan
Other	17/107-12B	Road Construction Detail
Other	17-107-16	Kerbing Layout