

Application No:

21/00695/FUL

Proposed Development:

Formation of Dual Carriageway including an Underbridge Crossing of the West Coast Main Line, Enlargement of the Roundabout of Windmillhill Street with Airbles Road, and Formation of Additional Roundabout to Upgrade Connections between Ravenscraig and Motherwell

Site Address:

Land South West Of Regional Sports Facility At O'Donnell Way
Within Ravenscraig Leading Via A Crossing To Windmillhill
Street
Motherwell

Date Registered:

7th May 2021

Applicant:

Mr Jonathan Speed
North Lanarkshire Council
Fleming House
2 Tryst Road
Cumbernauld
G67 1JW

Agent:

Rebecca McLean
Sweco
Quay 2
139 Fountainbridge
Edinburgh
EH3 9QG

Application Level:

Local Application

Contrary to Development Plan:

No

Ward:

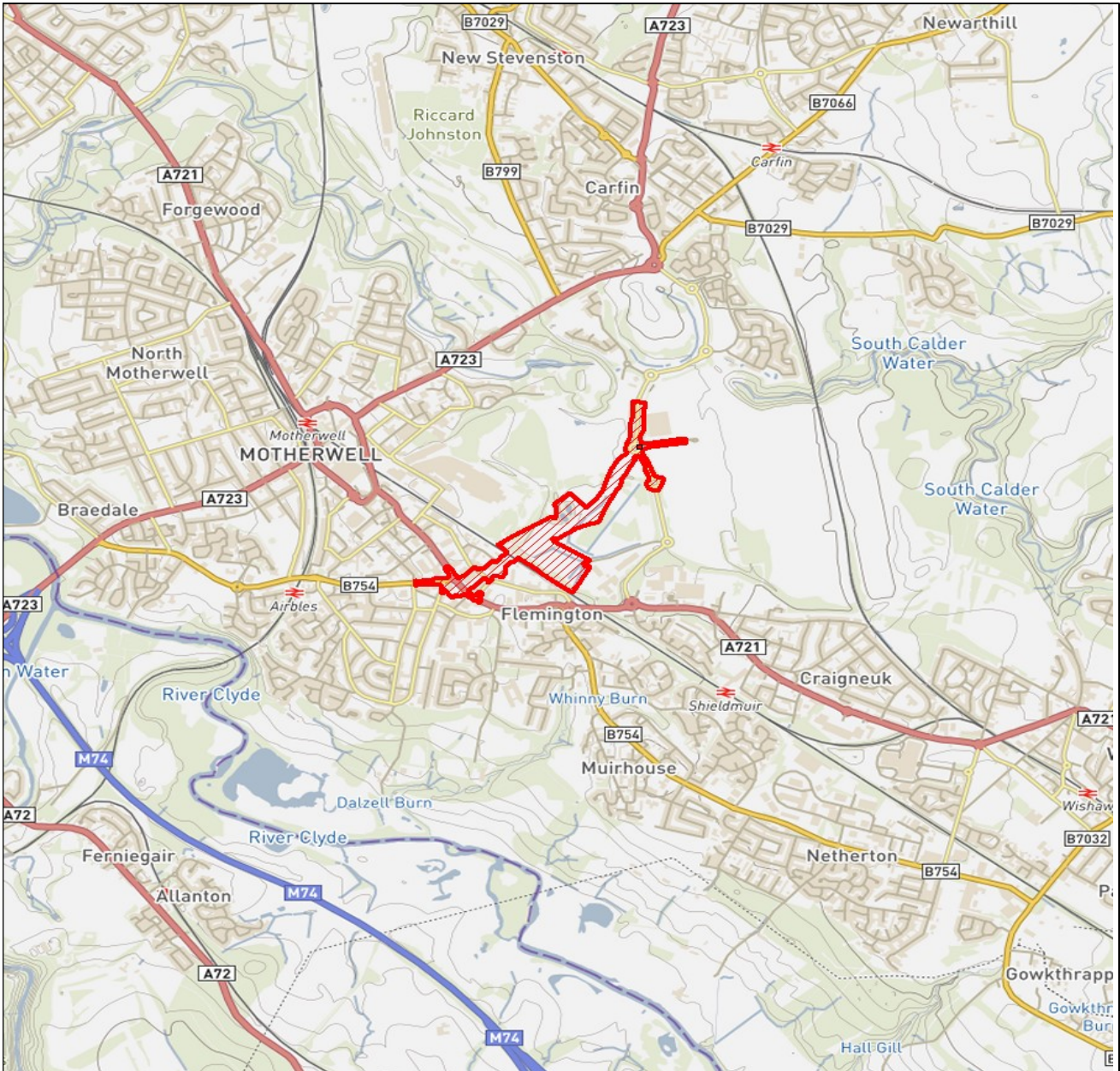
19 Motherwell South East And Ravenscraig
Kenneth Duffy, Agnes Magowan, Alan Valentine,
Nathan Wilson,

Representations:

14 letters of representation received.

Recommendation:**Approve subject to conditions****Reasoned Justification:**

The proposed development meets the criteria set out in the relevant policies contained within the North Lanarkshire Local Plan 2012. The proposed development is acceptable in terms of its impact upon the site and the surrounding area.



Reproduced by permission of the Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2009. All rights reserved. Ordnance Survey Licence number 100023396.

Planning Application: 21/00695/FUL
Name (of applicant): Mr Jonathan Speed
Site Address: Land South West Of Regional Sports Facility At O'Donnell Way Within Ravenscraig Leading Via A Crossing To Windmillhill Street Motherwell
Development: Formation of Dual Carriageway including an Underbridge Crossing of the West Coast Main Line, Enlargement of the Roundabout of Windmillhill Street with Airbles Road, and Formation of Additional Roundabout to Upgrade Connections between Ravenscraig and Motherwell



Proposed Conditions:-

1. That the development hereby permitted shall be carried out strictly in accordance with the approved details submitted as part of the application and no change to those details shall be made without prior written approval of the Planning Authority.

Reason: To clarify the drawings on which this approval of permission is founded.

2. That unless otherwise agreed in writing by the Planning Authority and notwithstanding the information contained within report titled 'Desk Study, Ground Investigation, and Remediation Strategy' by Sweco dated 16th April 2021 and associated addendum reporting, before the development hereby permitted starts, a further remediation report shall be submitted to, and for the approval of the Planning Authority, which satisfies the outstanding queries as contained within the response from Protective Services dated 30th July 2021.

Reason: To establish whether or not site decontamination is required in the interests of the amenity and wellbeing of future road users.

3. That any remediation works identified by the report agreed in terms of Condition 2 above shall be carried out in accordance with an implementation timetable. This timetable shall be agreed in writing with the Planning Authority before any works start on site. No part of the road in each phase shall be brought into use until a certificate (signed by a chartered Environmental Engineer) has been submitted to the Planning Authority confirming that any remediation works have been carried out for that phase in accordance with the agreed Remediation Strategy and timetable.

Reason: To ensure that any remediation identified has been implemented in the interests of the amenity and wellbeing of future road users.

4. That unless otherwise agreed in writing by the Planning Authority, before each phase of the development hereby permitted starts, the remediation works of drilling and grout injection to stabilise shallow mine workings shall be carried out and before each phase of the road is brought into use, a certificate (signed by a chartered Engineer) shall be submitted to the Planning Authority confirming that the remediation works have been carried out in accordance with the terms of the Coal Mining Risk Assessment held in Section 6 of report titled 'Desk Study, Ground Investigation, and Remediation Strategy' by Sweco dated 16th April 2021.

Reason: To ensure that shallow mine workings within the site are stabilised in the interests of the safety of future road users.

5. That unless otherwise agreed in writing by the Planning Authority and notwithstanding the information contained within report titled 'Noise and Vibration Assessment' (NVA) by Sweco dated 22nd April 2021, before the development hereby permitted starts, the following further information shall be submitted to, and approved in writing by the Planning Authority:

a) Covid -19 restrictions have substantially lifted baseline noise levels which were estimated with reference to strategic transportation noise maps, along with road traffic noise level predictions using the Calculation of Road Traffic Noise (CRTN) methodology and traffic flows provided by the Transport Specialist, as such these now need to be measured on site and the construction noise assessment updated if required and re-submitted;

b) Full details of the barriers which are proposed as part of the scheme and are detailed in Figure 3 of the NVA. These barriers must have equivalent noise reduction to that specified in Table 11 of the NVA;

c) A full noise survey in terms of Noise Insulation (Scotland) Regulations 1975 to determine exactly which properties are eligible for sound mitigation measures. This report must prepare a statutory list and map of properties qualifying for insulation; and

d) A detailed assessment of night-time construction noise once the plant type and works duration are further defined and following review of the Contractor's working methods.

Thereafter, all agreed mitigation works proposed in the original NVA and addendum reporting as sought above, shall be implemented contemporaneously with the development in so far as is reasonably practical. Following implementation, a certificate (signed by a chartered Engineer) shall be submitted to the Planning Authority prior to each phase of construction commencing or of the road being brought into use whichever is applicable, confirming that these works have been implemented in accordance with the agreed details.

Reason: To enable the Planning Authority to consider these aspects in detail and ensure a suitable noise environment for affected properties.

6. That unless otherwise agreed in writing by the Planning Authority, the recommendations of the Air Quality Assessment dated 14th April 2021 by Sweco shall be implemented in that there should be site-specific mitigation measures for the construction phase of the proposed development. These should be in line with current best practice guidance – the Institute of Air Quality Management (IAQM) guidance on dust management in demolition and construction, and before development starts on each phase of works, a report detailing the proposed mitigation measures shall be submitted to, and approved in writing by the Planning Authority. Thereafter, all agreed mitigation works shall be implemented contemporaneously with the development in so far as is reasonably practical. Following implementation, a certificate (signed by a chartered Engineer) shall be submitted to the Planning Authority prior to each phase of construction commencing, confirming that these works have been implemented in accordance with the agreed details

Reason: To enable the Planning Authority to consider these aspects in detail and ensure a suitable air environment for affected properties.

7. That unless otherwise agreed in writing by the Planning Authority, the terms of the Construction Method Statement dated 16th April 2021 by Amey Consulting and the Construction Environmental Management Plan dated 27th April 2021 by Sweco, shall be in operation at all times during construction to the satisfaction of the Planning Authority, and in particular, before the development hereby permitted starts, details of the main site compound and any satellite compounds proposed, and the means of access to the site shall be submitted to, and approved in writing by the Planning Authority and thereafter implemented in accordance with the agreed details.

Reason: To enable the Planning Authority to consider these aspects in detail in the interests of amenity.

8. That unless otherwise agreed in writing by the Planning Authority, the terms of the Flood Risk Assessment (FRA) by Amey Consulting dated 26th April 2021, and the design of the surface water drainage scheme approved in terms of Condition 1 and as shown on the approved drainage drawings, and discussed in report 'Drainage Impact Assessment' by Amey Consulting dated 21st April 2021, shall be implemented contemporaneously with the development in so far as is reasonably practical. Following implementation, a certificate (signed by a Chartered Civil Engineer) shall be submitted to the Planning Authority prior to each phase of the road being brought into use confirming that these works have been constructed in accordance with the relevant CIRIA Manual, approved plans, and recommendations of the Flood Risk and Drainage Assessments.

Reason: To safeguard any adjacent watercourses and groundwater from pollution and in the interests of the amenity and wellbeing of future road users.

9. That unless otherwise agreed in writing by the Planning Authority, before the development hereby permitted starts, the applicant shall provide written confirmation to the Planning Authority that all the requirements of Scottish Water can be fully met to demonstrate that the development will not have an impact on their assets, and that suitable infrastructure can be put in place to support the development, taking cognisance of the terms of report 'Drainage Impact Assessment' dated 21st April 2021.

Reason: To ensure the provision of satisfactory drainage arrangements.

10. That unless otherwise agreed in writing by the Planning Authority, the recommendations of the Ecological Appraisal Report dated 10th March 2021 by Sweco and addendum reporting, shall be implemented in full to the satisfaction of the Planning Authority, and for each phase of construction where 12 months or more has elapsed between the timing of the ecological survey hereby approved and development commencing, further updated survey(s) shall be undertaken on the site to determine the presence of any statutorily protected species, the said survey(s) shall thereafter be submitted to and approved in writing by the Planning Authority before any development commences on the site. As a result of the studies, should any mitigation measures be required for any protected species, this shall be implemented in accordance with the species protection plan agreed in writing with the Planning Authority in consultation with Nature Scot before works commence on the site.

Reason: To ensure compliance with The Conservation (Natural Habitats & c.) Regulations 1994 (as amended); the Wildlife and Countryside Act (1981) as amended; the Protection of Badgers Act 1992 (as amended); and the Nature Conservation (Scotland) Act 2004.'

11. That unless otherwise agreed in writing by the Planning Authority and notwithstanding the terms of condition 10 above, before the development hereby permitted starts, pre-start surveys shall be undertaken at each stage of construction to determine the presence of any statutorily protected species. Should species be identified, any mitigation measures for their protection or relocation shall be submitted to, and approved in writing by the Planning Authority and thereafter implemented in accordance with a timetable agreed in writing with the Planning Authority in consultation with Nature Scot before works commence on the site.

Reason: To ensure compliance with The Conservation (Natural Habitats & c.) Regulations 1994 (as amended); the Wildlife and Countryside Act (1981) as amended; the Protection of Badgers Act 1992 (as amended); and the Nature Conservation (Scotland) Act 2004.'

12. That unless otherwise agreed in writing by the Planning Authority, before development starts, a Species Protection Plan for Great Crested Newts shall be submitted to, and approved in writing by the Planning Authority in consultation with Nature Scot and thereafter implemented in accordance with the details approved under this condition and an agreed timetable.

Reason: To ensure compliance with The Conservation (Natural Habitats & c.) Regulations 1994 (as amended); the Wildlife and Countryside Act (1981) as amended; the Protection of Badgers Act 1992 (as amended); and the Nature Conservation (Scotland) Act 2004.'

13. That unless otherwise agreed in writing by the Planning Authority, before the development hereby permitted starts, a scheme of landscaping shall be submitted to, and approved in writing by the Planning Authority, and it shall include:-

- (a) details of any earth moulding and hard landscaping, boundary treatment, grass seeding, turfing and incorporation of a wildflower area;
- (b) a scheme of tree and shrub planting including use of native trees, incorporating details of the location, number, variety and size of trees and shrubs to be planted to provide suitable compensation and avoid any net loss;
- (c) 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;
- (d) investigation into the potential to provide compensatory wetlands/ponds and planting to the SUDS ponds; and
- e) a detailed timetable for all landscaping works which shall provide for these works being carried out contemporaneously with the development of the site.

The principles of Biodiversity Net Gain (BNG) shall be applied, encouraging the bringing forward of schemes that provide an overall increase in natural habitat and ecological features that respect the mitigation hierarchy to give priority to avoidance on irreplaceable biodiversity.

Reason: To enable the Planning Authority to consider these aspects in detail.

14. That unless otherwise agreed in writing by the Planning Authority, the landscaping scheme as approved under the terms of condition 13 above, shall be implemented to the satisfaction of the Planning Authority and any trees, or other forms of planting which die, are removed, damaged, or become diseased, within two years of the routes becoming operational, shall be replaced within the following year with others of a similar size and species.

Reason: To ensure the implementation of the landscaping scheme in the interest of amenity.

15. That unless otherwise agreed in writing by the Planning Authority, no trees or bushes outwith the site shall be lopped, topped, felled, or otherwise affected, and before the development hereby permitted starts, tree protection measures in accordance with British Standard 5837-2012 'Trees in Relation to Design, Demolition and Construction' shall be in place and shall be retained for the duration of construction works to the satisfaction of the Planning Authority.

Reason: To ensure planting to be retained is suitably protected during construction.

16. That unless otherwise agreed in writing by the Planning Authority, no development shall take place within the development area until the developer has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation (WSI) which has been submitted by the applicant, agreed by the local Archaeology Service and approved by the Planning Authority. In particular, the WSI should focus on ground disturbance on the site of the engine works and Roman Road and an appropriate buffer.

Reason: To enable the Planning Authority to consider these aspects in detail and suitably protect any archaeological assets.

17. That unless otherwise agreed in writing by the Planning Authority, before the development hereby permitted starts, details of a scheme to enhance and maintain the land which will become vacant following demolition of the buildings adjacent to South Dalziel Church, until any such future date re-development of the land may be proposed, shall be submitted to, and approved in writing by the Planning Authority and thereafter implemented in accordance with the agreed details.

Reason: To enable the Planning Authority to consider these aspects in detail in the interests of the setting of the listed church.

Background Papers:

Consultation Responses:

Letter from Network Rail dated 9th June 2021
Letter from Strathclyde Police dated 3rd June 2021
Letter from The Coal Authority dated 17th May 2021
Letter from SEPA dated 10th June 2021
Letter from Scottish Water dated 11th May 2021
Letter from Strathclyde Partnership For Transport dated 30th June 2021
Letter from Scottish Power Environmental Planning dated 10th May 2021
Letter from the Archaeology Service dated 12th May 2021
Memos from Arbor dated 30th July 2021 and 2nd September 2021
Memos from Greenspace dated 20th July 2021 and 26th August 2021
Memos from Protective Services dated 24th May 2021, 30th July 2021, 5th August 2021, and 2nd September 2021
Memo from Transportation dated 24th June 2021

Contact Information:

Any person wishing to inspect these documents should contact Joanne Delaney at 01236 632500.

Report Date:

2nd September 2021

APPLICATION NO. 21/00695/FUL

REPORT

1. Site Description

- 1.1 The application site involves land stretching on a north-eastwards course between the roundabouts of Airbles Road with Windmillhill Street fronting the Civic Centre in Motherwell, and the Regional Sports Facility (RSF) within Ravenscraig. The site takes a linear form and cuts across Orbiston Street and the West Coast Main Line railway (WCML). The site is surrounded by commercial, industrial, and residential properties at its southern end within Motherwell, whilst on its northern end within Ravenscraig, it's adjoined by the RSF and new public playpark to the east and is otherwise adjoined by undeveloped land within the immediate vicinity but New College Lanarkshire, the Ravenscliff pub/restaurant, and housing lie in the distance. Work is currently ongoing forming the new employment land spine road west of the RSF.

2. Proposed Development

- 2.1 Using a roundabout arm diagonally opposite the RSF which was forward planned under the original Ravenscraig Masterplan and has lain redundant until now, it is proposed to form a dual carriageway approximately 1.7 km in length with further three-arm roundabout located within Ravenscraig, leading to its limit with the roundabout at Airbles Road/Windmillhill Street to provide a direct connection between Ravenscraig and Motherwell. A lit combined footway/cycleway will be provided on both sides of the dual carriageway. There will be uncontrolled pedestrian and cyclist crossing points at strategic locations along the route before cyclists will be required to rejoin the carriageway at the Airbles Road/Windmillhill Street roundabout recognising the more constrained urban streetscape at this location. Signal controlled crossing points will be provided in this area. Development is to take place in several stages with the first comprising the formation of a railway overbridge for Network Rail to allow the dual carriageway to cross under the WCML. The works will be constructed under a 9-day blockage provisionally scheduled for December 2022/Spring 2023.
- 2.2 To form the linear route, it will be necessary to construct an underbridge to the WCML and significantly enlarge and signalise the roundabout of Airbles Road/Windmillhill Street. Some commercial buildings will require to be demolished including units within Dellburn Trading Park which the Council has recently acquired. Further demolitions will be required on the Evans Halshaw Ford Dealership buildings, a hair salon, the Indi & Cook World Buffet, and an electrical retailer all of which front Windmillhill Street. The Council will be acting with businesses to try and relocate them and will seek to make further acquisitions via negotiation and voluntary agreement. However, the Council require to gain ownership of all the land required for the development as it is not possible to construct and operate the development in part only, and where required, will seek to compulsorily purchase the land. The land required within the bounds of the WCML will continue to be owned and maintained by Network Rail. Manse Road and Rose Street will require to be stopped up to motorised traffic whilst Orbiston Street will lose its through route and will be limited to left in, left out movements only accessing the new road. These changes will require to be formalised under Traffic Regulation and Stopping Up Orders to be dealt with separately under Road legislation. In order to mitigate noise from the new road, it will be necessary to place noise barriers measuring between 2.25-2.6 metres in height to the rear of houses on Dellburn Street and Manse Road.
- 2.3 The application by North Lanarkshire Council is the first part of the £127.2 million Ravenscraig Infrastructure Access project, which is being funded by the Council and Glasgow City Region City Deal. In addition to creating new connections to Motherwell, the wider project will improve connections from Ravenscraig north to the M8 and south to the M74. The Ravenscraig Infrastructure Access project is a key component part of the Council's Pan Lanarkshire Orbital Route, combined with investment currently underway at Motherwell Town Centre Interchange and the future East Airdrie Link Road, to create a transformational road and infrastructure travel spine through North Lanarkshire. The Transport Assessment submitted with the revised Ravenscraig Masterplan demonstrates that the new road is essential to mitigate the additional traffic resulting from the build out of Ravenscraig. It should be noted that additional upgrades will be carried out on Airbles Road under permitted development rights to make its entire length dual carriageway.

3. Applicant's Supporting Information

3.1 The applicant submitted supporting information in respect of the following:-

- Design and Access Statement and Transport Commentary;
- Ecology Assessment;
- Flood Risk Assessment;
- Drainage Impact Assessment;
- Site investigation and Remediation Strategy;
- Air Quality Assessment;
- Noise and Vibration Assessment;
- Tree Survey;
- Coal Mining Risk Assessment;
- Planning Statement;
- Outline Construction Method Statement; and
- Construction Environmental Management Plan.

3.2 Being a local development, Pre-Application Consultation with the Community (PAC) was not required. However, the applicant chose to engage with the community on a voluntary basis prior to submitting the planning application to provide information on the proposals and allow the public to ask questions of, and submit comments on, the proposals and a report into the extent of Public Engagement was submitted detailing the various means employed and content of the 57 responses received.

4. Site History

4.1 The principle of the new road connection was established in the first Ravenscraig Masterplan approved in 2005 (01/00758/PPP - Mixed Use Development Comprising Residential Areas, Primary Schools/Community Uses, Business and Employment Uses, Open Space, a New Town Centre Including Retail, Leisure, Business, Housing and Hotel, and Associated Transport Infrastructure).

4.2 The principle of the new road and its general alignment was re-affirmed more recently in the revised Ravenscraig Masterplan approved last year (18/00463/PPP - Revision of Mixed Use Development Approved under Planning Permission Ref: 01/00758/OUT Comprising Residential Areas, Educational/Community Facilities, Business and Employment Uses, Open Space including Town Park, Hotels, a New Town Centre including Retail, Leisure, Business and Housing with associated Transport Infrastructure).

5. Development Plan

5.1 The site raises no issues of a strategic nature and can therefore be considered in terms of the adopted North Lanarkshire Local Plan (NLLP) 2012.

5.2 The route of the road crosses several zonings comprising:
HCF 1A (Residential Areas)
HCF 1 B1 (Community Facilities)
DSAP 1 & RTC 1A (Town Centres)
RTC 1B (Commercial Centres)
DSAP2 (Development Strategy Area Priority (Ravenscraig))
EDI 1 A1 (Existing Industrial and Business Areas)
EDI 2 A (Industrial and Business Sites)
HAL EDI 1B3 - Strategic locations for Business and Industry High Amenity Locations

5.3 The nature of the proposals require that in addition to the above policies, that the following also be considered: policies DSP 4 (Quality of Development) and NBE 1 A6 (Protected Species), and Supplementary Planning Guidance (SPGs) 01 (Landscaping), 02 (Trees and Development), 09 (Flooding and Drainage), and 20 (Biodiversity & Development).

6. Consultations

- 6.1 Scottish Power noted the existence of apparatus within the vicinity which will require protection or diversion under the works.
- 6.2 Scottish Water were content with the Drainage Impact Assessment which detailed a positive impact to their network by directing some currently contributing flows away from the combined sewer to a separate existing SUDS pond located half-way along the route within Ravenscraig. SEPA were happy with the terms of the Flood Risk Assessment. Conditions are recommended to ensure implementation of the proposals in the reports.
- 6.3 The Coal Authority accepted the findings of the Mining Risk Assessment which concluded that with consolidation grouting, there will be no risks to the development from shallow workings. They also accepted that a pit previously thought to be a mineshaft, was now more likely to have been associated with the steelworks following unsuccessful attempts to locate it during site investigations and it is noted that in any case, the current route design avoids this area. A condition is recommended to ensure implementation of the proposals in the report.
- 6.4 Strathclyde Partnership For Transport (SPT) raised concerns in respect of the ability of buses to manoeuvre back into traffic when heading north from exiting the bus stop on the eastern side of Windmillhill Street. Currently buses require to cross one lane but under the submitted scheme would require to cross two lanes within a shorter distance. They also raised concerns that opportunities to support sustainable travel and reduce dependency on travel by car have not been fully recognised under the scheme and that not enough provision has been made for pedestrians and cyclists to enhance their priority in certain locations. In addition, they requested that further consideration be given to pedestrian/cyclist crossing points, and public transport routing during construction, especially if there are any closures of Windmillhill Street which is a significant corridor for bus operations. These concerns are addressed in paragraph 8.6 below.
- 6.5 Network Rail noted that the design and implementation of the proposed underbridge will have to comply with current Railway Standards and Guidelines and will be subject to further discussions and agreement with Network Rail. An advisory note is recommended that the applicant contact them to agree requirements.
- 6.6 Strathclyde Police offered no comments or observations on the proposals.
- 6.7 The Archaeology Service requested a condition be attached requiring a Written Scheme of Investigation be undertaken and a condition is recommended in this respect.
- 6.8 Transportation raised no objections to the proposal noting it must comply with Roads standards. Stopping Up and Traffic Regulation Orders will be dealt with separately under Roads legislation for the affected roads and where one-way is to become two way operation. As a result of Stopping Up, turning facilities will require to be provided at the termination of Manse Road and Rose Street, remote from any other accesses and again this would be handled separately under consent from Transportation.
- 6.9 With the exception of a correction to the permitted construction working hours which would be added as an advisory note, Protective Services accepted the safeguards proposed within the Construction Environmental Management Plan and Construction Method Statement to control any adverse effects arising from construction operations. Conditions are recommended to address outstanding matters following review of site remediation proposals, and mitigation of noise and vibration, and air quality.
- 6.10 Greenspace accepted the findings of the ecology survey and addendum reporting on Great Crested Newts (GCN) and bats, and recommended conditions are attached requiring updated surveys if they become more than 12 months old, pre-start checks, and a Species Protection Plan for GCN. Conditions are recommended in these respects and advisory notes to address the bird breeding season, and handling of invasive species.
- 6.11 Arbor requested confirmation on proposed replacement planting for that being lost and a condition is recommended to cover matters.

7. Representations

- 7.1 Fourteen representations were received following neighbour notification and press advertisement. Six parties raised no objections but queried points for clarification. Direct responses were sent answering their queries. The remaining eight parties objected to the proposals, the details of which are summarised as follows:
- a) Congestion, high speeds, and inconsiderate forms of driving on Airbles Road are already bad enough. Encouraging more HGVs to use this route where two schools exist catering for special needs raises safety concerns. Adequate access exists further east at Flemington and public money would be better spent on the NHS. Congestion is also significant from traffic coming from Wishaw and makes it difficult to exit Knowetop Avenue onto Windmillhill Street. The proposals may hamper access to the adjacent church to the front for conducting services and to their rear car park;
 - b) Inadequate provision for cyclists as there are no segregated cycleways or enough cycleways along the route, cyclists require to rejoin the carriageway at Airbles Road/Windmillhill Street, inadequate/inappropriate crossing points for pedestrians and cyclists, loss of amenity on Orbiston Street which is a quieter alternative to Windmillhill Street but which will now have no through route, 40mph speed limit within Ravenscraig will lead to excessive speed within adjoining 30mph areas, lack of inequalities assessment for Fairer Scotland Duty, and incomplete climate assessment which only considers construction impacts;
 - c) Increased traffic noise, volume, vibration, and air pollution from this scheme and the proposed rail freight terminal;
 - d) Public engagement on the proposals has been inadequate and there appears to have been no direct contact with owners whose properties are to be demolished. The loss of the car garage will have an adverse impact on the business and its customers. The application is considered premature until these discussions have been undertaken; and
 - e) Loss of business for the church from weddings etc. as customers will be put off by being adjacent to a building site, loss of parking opportunities on Orbiston Street for church customers, and loss of amenity, peace and tranquillity currently enjoyed by certain groups using the building.

8. Planning Assessment

- 8.1 In accordance with Section 25 of the Town and Country Planning (Scotland) Act 1997, planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.2 The Development Plan consists of the Clydeplan Strategic Development Plan 2017 and the North Lanarkshire Local Plan 2012. The provision of a road connection formed an important part of the revised Ravenscraig Masterplan which was considered against the policies of Clydeplan. By virtue of granting the Masterplan, this current proposal need now only be considered against the relevant policies of the NLLP.
- 8.3 The road crosses the following NLLP zonings: HCF 1A (Residential Areas), HCF 1 B1 (Community Facilities), DSAP 1 & RTC 1A (Town Centres), RTC 1B (Commercial Centres), DSAP2 (Development Strategy Area Priority (Ravenscraig)), EDI 1 A1 (Existing Industrial and Business Areas), EDI 2 A (Industrial and Business Sites), and HAL EDI 1B3 (Strategic locations for Business and Industry High Amenity Locations). The zonings reflect the land allocations as proposed at the time of the original Ravenscraig Masterplan. The revised Ravenscraig Masterplan alters these designations by specifically carving out a channel through them for the creation of the road link with the zones being pushed back from its margins and thereby causing no detriment to the now proposed future employment/retail and town centre areas within Ravenscraig, the latter of which is reduced in scale under the revised Masterplan. South of the WCML, the Council has already acquired properties requiring to be demolished within Dellburn Trading Park, and the works as they pass existing roads at Orbiston Street, Dellburn Street, Windmillhill Street and Airbles Road, are kept tight to the road/footway margins and comprise kerb re-alignment, tapering, and alterations to road markings to tie the existing roads onto the dual carriageway and approach lanes to the enlarged roundabout at Airbles Road/Windmillhill Street. The Community Facilities zoning is accorded to the NHS building off Airbles Road and as noted above, bears no adverse impact due to works being

contained to the public road. The Residential Areas and Commercial Centres zoning is accorded to the remaining buildings requiring to be demolished to make way for the new road and enlarged roundabout and includes the car dealership and World Buffet sites. Whilst the loss of the buildings and businesses in this location is regrettable, as noted previously, the route of the road has already been approved in principle under the revised Ravenscraig Masterplan and the Council will work to try and relocate them and will seek to make further acquisitions via negotiation and voluntary agreement, or if unsuccessful, ultimately via compulsory purchase. Policy DSAP 2 recognises the regeneration of Ravenscraig as being an area priority and provision of the road will accord with this aim. As such, the proposals are held to support the provisions of policies HCF 1A, HCF 1 B1, DSAP 1 & RTC 1A, RTC 1B, DSAP 2, EDI 1 A1, EDI 2A, and HAL EDI 1B3.

- 8.4 Policy DSP4 (Quality of Development), considers development specific impacts in terms of existing site attributes, and provides a range of assessment criteria which are addressed in turn below:

Design and Site Layout

- 8.5 The development has been designed to safely accommodate the largest vehicle and predicted increase in traffic levels and capacity of the junctions, whilst making attempts to be respectful to existing properties by curtailing works to a minimum level. Whilst the Airbles Road/Windmillhill Street roundabout will be enlarged, the current design is significantly smaller in scale than previous proposals. In addition, previous designs also proposed an overpass of the WCML, the required height of which would have had far reaching visual impacts beyond the immediate location and again represents a substantial improvement. To suitably mitigate noise, a 2.25 metres high acoustic barrier will be required to the rear of properties on Dellburn Street, and a 2.6 metres high barrier to the rear of properties on Manse Road. There is an adequate separation distance between the barrier and rear fences, and the height is not considered excessive such that it should not create an oppressive environment for mainly residents in these locations, nor raise significant sunlight/daylight issues. As noted above, the impact on buildings requiring to be demolished is regrettable, but the Council will make every effort to relocate businesses and purchase the land on a voluntary basis. Even with the noise barrier in place, removal of the Ford garage whilst regrettable, will improve long views towards the listed South Dalziel Church enhancing its setting and no changes as a result of the works, will hamper access and egress from the church for conducting services or access to the rear car park. A condition is recommended if Committee are minded to approve, seeking details of a scheme for enhancement and maintenance of the land adjacent to the church following demolition of the garage. Within the vicinity of existing roads, works are tightly contained due to requiring to tie onto the existing road level and geometry. In turn, changes within the vicinity of existing properties is slight and should raise no privacy issues. Overall, the design and layout are considered acceptable and in accord with policy DSP 4.

Transportation Considerations

- 8.6 Transportation raised no objections to the proposals taking account of junction capacity and modelling to ease congestion, geometry and layout, speed limits, signalling, manoeuvring, road safety, loss of accessibility and on-street parking opportunities from severing of through routes, and shared provision for pedestrians/cyclists and associated crossing locations and design. Stopping Up and Traffic Regulation Orders will be dealt with separately under Roads legislation for the affected roads and where one-way is to become two way operation. The concerns from Go Bike and SPT in respect of the non-provision of segregated footways for pedestrians and cyclists, and that pedestrians/cyclists are not given enough priority in the proposed layout especially at the Airbles Road/Windmillhill roundabout are noted. The Council's Active Travel Strategy was approved at the Environment and Transportation Committee on 25th August 2021 and supports the provision of shared use footways for pedestrians/wheelers/cyclists and the layout conforms with this arrangement. The constrained urban streetscape on approach to the enlarged roundabout requires cyclists to rejoin the carriageway, but elsewhere provision is made for cyclists in the shared footway arrangement. Issues raised by SPT in respect of the existing bus stop on the eastern side of Windmillhill Street are noted. Currently, a bus wishing to continue north on Windmillhill Street requires to cross one lane, under the submitted scheme, they would require to cross two lanes. Discussions are ongoing and traffic modelling undertaken again which suggests that no changes are required to the road configuration and design, but that lane markings be altered to allow the middle lane to now conduct north travelling vehicles thereby resulting in no detriment to manoeuvres by

requiring buses to cross only one lane again as is the current arrangement. Changes to lane marking would require the consent of the Roads Authority as a separate matter who can liaise with SPT to agree necessary changes. Likewise, any changes to pedestrian/cyclist crossing points, and public transport routing during construction would be dealt with by Transportation. Overall the proposals are considered acceptable and in accordance with policy DSP 4.

Site Investigation/Noise/Air Quality; Mining Risk; Flooding/Drainage; Archaeology; and Landscape /Ecology

- 8.7 As noted above in Section 6, the relevant consultees are satisfied with the findings of the varying reports and conditions or advisory notes are recommended requiring outstanding information to be submitted if Committee are minded to approve the application.
- 8.8 Drawing together consideration of the North Lanarkshire Local Plan, it is considered that the proposals comply with all applicable policies and SPGs as listed in paragraphs 5.2 and 5.3.

9. Material Considerations

National Planning Framework 3 (2014)

- 9.1 The third National Planning Framework (NPF3) provides a long-term strategy for planning in Scotland. It provides the spatial expression of the Governments economic strategy and its plans for delivery of development and investment in infrastructure. NPF3 sets out the Scottish Governments view on how it can deliver a successful, sustainable place and the key projects that will contribute to this. The key drivers for change and priorities for investment in infrastructure, include major cities, a number of enterprise areas and 14 “National Developments”. Ravenscraig appears as one of the latter and, as such is seen as important to the delivery of the Governments spatial strategy. NPF3 identifies Ravenscraig as one of the largest areas of vacant and derelict land in Europe. It repeats the aim of giving the project renewed impetus, encouraging redevelopment of the site for a range of uses through a master-planned approach. It is noted that the Scottish Government expects the outcome to be a sustainable settlement with a new town centre, jobs, facilities and homes along with sustainable transport connections. Provision of the link road is considered essential to support the build out of Ravenscraig and encourage investment and regeneration in accordance with NPF3.

North Lanarkshire Council Local Development Plan Modified Proposed Plan

- 9.2 The Report of Examination was published on 24 May 2021 by the Scottish Government’s Planning and Environmental Appeals Division (DPEA), following submission of the Modified Proposed Plan and supporting documentation to the Scottish Ministers on 21 July 2020. The council is currently analysing the proposed modifications identified in the Report of Examination and will prepare an Adoption Plan and associated documentation for publication in due course.

Relevant policies under the North Lanarkshire Council Local Development Plan Modified Proposed Plan include:

PROM LOC 1 (Regeneration Priorities) seeks to promote Ravenscraig as a regeneration priority which would reflect the requirements of existing policy DSAP 2.

PROM LOC 2 (Business Development Sites) (Existing and Proposed Business Sites) seeks to promote sites for such uses which would reflect the requirements of existing policies EDI 1 A1, EDI 2 A, and HAL EDI 1B3.

PP1A (Mixed Use Centre) which would reflect the requirements of existing policies RTC 1A and RTC 1B.

PP3 and AD3 (General Urban Area) seeks to protect amenity which would reflect the requirements of existing policy HCF 1A.

EDQ3 (Development Quality) seeks to consider the detailed impacts of development which would reflect the requirements of existing policy DSP 4.

PROT A5 (Protected Species) seeks to protect these assets and would reflect the requirements of existing policy NBE 1 A6.

EDQ2C (Environmental and Design Qualities - Air Quality Management Area) requires developments to detail how any adverse air quality issues will be mitigated.

10. Assessment of Consultation Responses and Representations

Consultation Responses

- 10.1 As noted above in paragraph 8.7, the requirements of consultees will be addressed by condition or advisory note should Committee be minded to approve the application.

Representations

- 10.2 With regards to the concerns raised, for those not covered in the discussion in Section 8, I would respond as follows:

- b) the Fairer Scotland Duty will apply to the Council as applicant in this case, who will require to adhere to the relevant terms independent of the Planning System where this is not a material consideration. In terms of climate assessment, noise and air pollution assessments considered the likely effects during both the construction and operational phases of the road;
- c) the impacts of the proposed rail freight will be considered under that application;
- d) the applicant has voluntarily carried out additional public engagement measures beyond that required by planning legislation and will continue to liaise with further property owners as an ongoing programme of works; and
- e) loss of any business to the church during the works, whilst regrettable are not material planning considerations.

11. Conclusions

- 11.1 Having considered the development against the Development Plan and other material considerations, it is considered that the proposals are acceptable and will play an important integral part in the Council's aspirations for a wider transformational road network connecting Ravenscraig with the M8 and M74 motorways, be crucial in mitigating the additional traffic resulting from the build out of Ravenscraig, and will encourage economic investment in, and regeneration of, Ravenscraig which is a national priority. The application is therefore recommended for approval subject to conditions.