

**Suggested Conditions**

**01.** The development to which this permission relates shall be begun no later than the expiration of three years beginning with the date of grant of this permission

**Reason:** In the interests of certainty and the proper planning of the area, and to comply with section 58(1) of the Town and Country Planning (Scotland) Act 1997, as amended.

**02.** Prior to commencement of site works, the applicant shall submit final construction Drawings of all Drainage and SUDS for the approval of the planning authority

**Reason:** To enable the planning authority to consider this aspect in detail.

**Reason:** To attenuate drainage from the site in the interest of flood control and to ensure effective surface water drainage.

**03.** Prior to works commencing, a pre-construction CCTV survey of the Merry Burn culvert extending from the manhole upstream of the development to the manhole downstream of the development shall be submitted to NRS FRM.

**Reason:** To enable the planning authority to consider this aspect in detail.

**04.** On completion of the development works, final CCTV survey of the Merry Burn culvert extending from the manhole upstream of the development to the manhole downstream of the development shall be submitted to NRS FRM.

**Reason:** To ensure overall development has not caused any damage to the culvert, any blockages are cleared and internal finishing to the connection is suitable.

**05.** Surface water discharge will require to be attenuated to the parameters outlined in the self certified '*Installation of Electric Vehicle Chargers Fernleigh Road, Merrylee - Flood Risk Assessment and Drainage Impact Assessment (May 2025)*' document.

**Reason:** To attenuate drainage from the site in the interest of flood control and to ensure effective surface water drainage.

**06.** Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

**Reason:** To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

**07.** Vehicular access shall be taken via a dropped kerb footway crossing in accordance with Figure 9 of the Glasgow City Council Design Guide New Residential Areas.

**Reason:** To ensure that the access complies with approved standards in the interests of pedestrian and vehicular safety.

**08.** All vehicles must be capable of entering and leaving the site in a forward gear.

**Reason:** In the interests of pedestrian and vehicular safety.

**09.** For the avoidance of doubt, any access gates proposed shall open inwards only or be of a sliding nature. Gates shall not open outwards on to the public footway.

**Reason:** To ensure that gates do not obstruct pedestrian or vehicle movement or create a safety hazard.

**10.** All servicing of the proposed development shall be done from within the site and not from Fernleigh Road.

**Reason:** In the interests of pedestrian and vehicular safety.

**11.** The 2no. electric vehicle charging bays to be removed, including all ancillary equipment, and the site reinstated to its original state within a period of one month of the date from when the charging bays may become obsolete.

**Reason:** In order to protect the appearance of the site and the surrounding area.

### **Advisory Notes**

01. Prior to implementation of this permission, the applicant should contact Neighbourhoods, Regeneration and Sustainability services (Transport Planning) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development. Approval under Section 56 of the Roads (Scotland) Act 1984 will be required.

02. The applicant is advised that it is not permissible to allow water to drain from a private area onto the public road and to do so is an offence under Section 99(1) of the Roads (Scotland) Act 1984.

03. It should be noted that presently or in the future servicing of the proposed development could be subject to traffic regulations and possible changes to existing waiting and loading restrictions