

	<h1>Report</h1>	<b>Agenda Item</b>  <h2>4</h2>
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Report to: **Planning Committee**  
 Date of Meeting: **7 September 2010**  
 Report by: **Executive Director (Enterprise Resources)**

Application No HM/10/0269  
 Planning Proposal: Re-Modelling of Existing Bus Station Including New Operational Building, Waiting Room, Covered Walkways, Enclosed Shelters, Bus Stances and Reconfiguration of Existing Car Park and Formation of New Access to Health Centre Car Park

## 1 Summary Application Information

- Application Type : Detailed Planning Application
- Applicant : SPT / South Lanarkshire Council
- Location : Hamilton Bus Station/Orchard Street Car Park  
Hamilton  
ML3

## 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 Listed)

### 2.2 Other Actions/Notes

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

## 3 Other Information

- ◆ Applicant's Agent: Austin-Smith:Lord LLP
- ◆ Council Area/Ward: 17 Hamilton North and East
- ◆ Policy Reference(s): **Adopted South Lanarkshire Local Plan**  
 Policy ECON3 - Strategic Locations for Work and Business  
 Policy COM1 – Town Centre Land Use  
 Policy TRA6 – Bus and Railway Interchange Improvements Proposal  
 Policy RES6 - Residential Land Use  
 Policy DM1 – Development Management  
 Policy ENV2 – Local Green Network  
 Policy ENV30 – New Development Design

- ◆ Representation(s):

▶ 4

Objection Letters (also 3 letters of objection dated prior to the submission of the planning application which have been received via a local Councillor)

- ▶ 1 Petition signed by 58 parties (dated prior to the submission of the planning application which have been received via a local Councillor)
- ▶ 0 Support Letters
- ▶ 0 Comments Letters

◆ Consultation(s):

Environmental Services

Roads and Transportation Services (Hamilton Area)

Economic Development (Business Development & Projects)

Scottish Water

Economic Development (Regeneration Services)

Strathclyde Partnership for Transport

Power Systems

Roads & Transportation Services H.Q.(Traffic and Transportation)

Railtrack Outside Parties Section

# **Planning Application Report**

## **1 Application Site**

- 1.1 The planning application site is strategically located within the town centre of Hamilton and is a multi-modal transportation hub which comprises the existing bus station, car park, health centre, Brandon House and Orchard Street and is situated adjacent to Hamilton Central train station. The planning application site extends to 2.07ha and is bound to the south by the train station and associated rail line and to the east by existing retail units (Iceland supermarket and others) and car parking provision associated with the retail properties. The site is bound to the north by Brandon Street (A724) and further by Brandon Gate, a telephone exchange and mixed use traditional properties. In addition, the site is bound to the west by the properties in Orchard Street which comprise a mix of flatted units, terraced houses and a commercial property.
- 1.2 The application site has a shared vehicular access to the bus station, car park, taxi rank and neighbouring commercial properties. The applicant has advised that the existing bus station is the second busiest within the Strathclyde area with around 325,000 bus movements annually, providing 3 million passengers with local, regional and national services. The applicant has further advised that the existing bus station requires to be redeveloped as it is outdated, not DDA compliant and the toilet and washroom facilities are currently situated in temporary buildings and are unlikely to attract new users to public transport. In addition, the existing layout of the bus station raises issues in relation to the safety and mobility of pedestrians as passengers currently require to walk across the bus concourse to access some of the existing bus stances.
- 1.3 In support of the proposal a Design and Access Statement, a Pre Application Consultation Report and a Transport Statement have been lodged.

## **2 Proposal(s)**

- 2.1 This detailed planning application seeks approval for the re-modelling of the existing bus station including a new operational building, waiting room, covered walkways, enclosed shelters, bus stances and the reconfiguration of the existing car park and formation of a new access to the health centre car park.
- 2.2 The proposed single storey operational building will be located adjacent to the Iceland supermarket and will be of modern design with the public elevations comprising a frameless glazed curtain walling system, aluminum cladding and a glazed canopy. The proposed accommodation within the building comprises a passenger lounge, ticket counters, toilets and retail floorspace. A coach waiting room is also proposed close to the vehicular entrance from Brandon Street and will be a single storey glazed building. The remodeled bus station will have fourteen bus stances, with associated bus shelter enclosures with automated customer information installations, along with three tour bus stances. All structures will be linked by an overhead glazed canopy which provides shelter for users and defines a clear and safe route from Brandon Street through the bus station.
- 2.3 The proposal also includes the reconfiguration of the existing car park which will result in reduction of 35 car parking spaces (from 197 to 162) and the formation of a new access to the health centre car park. In addition, the existing on-street parking provision at Orchard Street will be removed and will be replaced by 25 new parking

spaces, situated between the existing health centre and existing hall, which will be managed in the same way as the current on-street parking provision.

- 2.4 A key element of the proposal is the separation of the traffic associated with the bus station and non-bus station traffic. Subsequently, the access and egress to the bus station will remain as existing and Orchard Street will be realigned and change from a cul-de-sac to a through road by linking it with the former Station Road to create a new vehicular access through the site. Orchard Street will therefore be utilised to allow access and egress to the car park and the health centre as well as being utilised by vehicles serving the existing retail units and by taxis.

### **3 Background**

#### **3.1 Structure Plan Status**

- 3.1.1 The Glasgow and Clyde Valley Joint Structure Plan 2006 (incorporating the Scottish Ministers final alterations) establishes that Hamilton is a 'Town Centre Transport Action Plan Priority' under the provisions of Schedule 3(c). The Structure Plan identifies that town centres remain the main focus for trips both locally and strategically and that the integration of land uses within key locations can reduce the need for multiple journeys and improve the environment and accessibility of town centres.

#### **3.2 Local Plan Status**

- 3.2.1 Within the adopted South Lanarkshire Local Plan the site is affected by Policies ECON3 'Strategic Locations for Work and Business,' COM1 'Town Centre Land Use,' TRA6 'Bus and Railway Interchange Improvements Proposal,' RES6 'Residential Land Use,' DM1 'Development Management,' ENV2 'Local Green Network' and ENV30 'New Development Design.'
- 3.2.2 The Local Plan identifies that the application site is situated within the designated strategic location for work and business area and Policy ECON3 identifies that Hamilton is a designated strategic business centre. Subsequently this policy supports economic development within the Hamilton area including proposals for office, service, education, tourism and cultural facilities. In addition, the site is situated within the designated Hamilton town centre and is affected by Policy COM1. Policy COM1 identifies that town centres include a diverse range of land uses as well as comprising vital transportation hubs and provides policy support for a mix of uses compatible with the role of Hamilton as a commercial and community focal point. Part B of Policy TRA6 establishes that the Council supports the redevelopment of Hamilton bus and railway station to provide joint ticketing and improved bus circulation. The Local Plan identifies that the area forms part of a public transport interchange between rail, bus and car within the majority of people utilising it to connect with Hamilton town centre.
- 3.2.3 A small part of the site is affected by RES6 which establishes that within residential areas, the Council will oppose the loss of houses to other uses and will resist any development that will be detrimental to the amenity of those areas. Policy DM1 establishes that all planning applications will require to take account of the local context and built form and should be compatible with adjacent buildings and surrounding streetscape in terms of scale, massing, design, external materials and impact on amenity. Policy ENV30 requires all new development to promote quality and sustainability in its design. In addition, part of the site is affected by Policy ENV2 which establishes that the Council will seek to support proposals which enhance the Local Green Network.

### 3.3 **Relevant Government Guidance/Advice**

- 3.3.1 There is no specific Government guidance relevant to the proposed re-modelling of the existing bus station and reconfiguration of the existing car park.

### 3.4 **Planning History**

- 3.4.1 There is no recent planning history relative to this planning application site.

## 4 **Consultation(s)**

- 4.1 **Environmental Services** – have offered no objection to the proposal, subject to the imposition of a condition and advisory notes relating to the submission of an air quality impact assessment, contamination and noise.

**Response:** Noted. It is advised that these requirements can be addressed through the use of planning conditions and advisory notes, where appropriate.

- 4.2 **Roads and Transportation Services (Hamilton Area)** – have noted that the proposal will result in a reduction in 35 car parking spaces within the existing car park and have recommended that consultation be undertaken with Roads and Transportation Services H.Q.(Traffic and Transportation) prior to the application being determined.

**Response:** Noted. It is advised that the consultation response from Roads and Transportation Services H.Q.(Traffic and Transportation) has been received and is summarised below.

- 4.3 **Roads and Transportation Services H.Q.(Traffic and Transportation)** – have offered no objection to the proposal, subject to the imposition of conditions and advisory notes relating to the replacement of, and alterations to, existing traffic signals and the submission of a phasing programme of the proposed works.

**Response:** Noted. It is advised that these requirements can be addressed through the use of planning conditions and advisory notes, where appropriate.

- 4.4 **Economic Development (Business Development & Projects)** - have offered no objection to the proposal.

**Response:** Noted.

- 4.5 **Scottish Water** - have offered no objection to the proposal.

**Response:** Noted.

- 4.6 **Economic Development (Regeneration Services)** - have offered no objection to the proposal.

**Response:** Noted.

- 4.7 **Strathclyde Partnership for Transport** - have offered no objection to the proposal and have advised that as joint applicants they hope that the development will be viewed favorably.

**Response:** Noted.

- 4.8 **Power Systems** – have offered no objection to the proposal.

**Response:** Noted.

- 4.9 **Railtrack Outside Parties Section** - have offered no objection to the proposal, subject to the imposition of conditions and advisory notes which relate to the

retention of an access to the station, drainage issues, boundary treatment and lighting.

**Response:** Noted. It is advised that these requirements can be addressed through the use of planning conditions and advisory notes, where appropriate.

## **5 Representation(s)**

- 5.1 The application was advertised in the local press due to the 'Nature or Scale of Development' and for 'Non-notification of Neighbours.' Statutory neighbour notification was undertaken in respect of the proposal, following which 4 letters of objection have been received. In addition, 3 letters of objection and a petition signed by 58 parties have been submitted via a local Councillor, although it should be noted that some of these are dated prior to the submission of the planning application and some are not dated. The grounds of objection are summarised below:-

- (a) **Accepts the loss of on-street parking on Orchard Street, however, there is concern that the residents of Orchard Street are not guaranteed a parking space in the public car park.**

**Response:** The proposal results in the removal of on-street parking at Orchard Street (approximately 13 spaces) and will be replaced by 25 new parking spaces in the adjacent car park which will be managed in the same way as the current on-street parking provision. Subsequently, it is considered that there will be a net increase in parking provision available for local residents albeit on the opposite side of the road. It should be noted that the existing parking in Orchard Street is general on-street parking utilised by members of the public and is currently not specifically allocated to residents of Orchard Street and currently the residents do not have allocated spaces. Subsequently, although residents may not be entitled to allocated car parking spaces within the reconfigured car park, they did not originally have an allocated space on Orchard Street.

- (b) **The residents of Orchard Street have not been informed of how they will be able to access and egress the reconfigured car park without having to pay.**

**Response:** The proposed operational arrangements of the reconfigured car park are a management issue outwith the remit of the Planning Service. Consequently this aspect is not material in the assessment of this planning application.

- (c) **Concern that the proposal would result in an increase in pedestrian traffic during unsocial hours.**

**Response:** The application site is situated within the designated Hamilton town centre and therefore it will already be subject to a pedestrian traffic. The development is being proposed to increase the 'attractiveness' of the bus station with a likelihood that there will be increased passenger numbers. Such an increase however is most likely to be during 'normal' hours. It should be noted that any issue relating to anti-social behaviour is a matter for the Police and there is no reason to believe that such activity would be displaced nearer to any residential properties.

- (d) **The proposed development will result in an adverse impact on residential amenity.**

**Response:** The use of the application site as a bus station and car park is long established within this area and it is considered that the proposed

development will not result in any significant change or adverse impact on the established level of amenity.

- (e) **The proposal will result in a negative impact on drainage and infrastructure at the site.**

**Response:** The application site is already served by drainage and other infrastructure and it is not considered that the proposal will have an adverse impact on this provision. In addition, none of the consultees have raised any concern in relation to these matters in their consultation responses.

- (f) **The proposed new layout of Orchard Street does not take into account the health and safety of residents, businesses and public transport users.**

**Response:** Roads and Transportation Services do consider public safety issues in relation to the public road network and have not raised any concern in relation to this matter in their consultation response. It should be noted however that it is the responsibility of the developer and contractors to consider health and safety matters within the application site during construction of the development and thereafter such safety considerations would transfer to the owner/operator of the station.

- (g) **The proposed alteration to the road layout at Orchard Street is contrary to the Council's current strategies and is potentially illegal.**

**Response:** Section 6 of this report contains a detailed assessment of the proposed development within the policy context of the adopted South Lanarkshire Local Plan and Roads and Transportation Services have not raised any concern in relation to this matter in their consultation response. The legal aspects of the proposed development are not a material issue and cannot be taken into consideration in the assessment of the proposed development.

- (h) **The proposed development would result in an increase in safety risks for pedestrians.**

**Response:** Roads and Transportation Services have not raised any concern in relation to this matter in their consultation response.

- (i) **There are already problems at the mini-roundabout situated adjacent to the railway station, including congestion, and the proposed development will exacerbate these issues.**

**Response:** Roads and Transportation Services have not raised any concern in relation to this matter in their consultation response.

- (j) **Orchard Street was previously utilised as an exit to the bus station and it is unnecessary and outdated to reinstate this use.**

**Response:** The proposal illustrates that egress from the bus station is not from Orchard Street but will continue to be from the bus station onto Brandon Gate. However, it should be noted that, if the proposed development is approved, buses may utilise Orchard Street on a temporary basis during the construction period.

- (k) **The proposal will result in an increase in the carbon footprint as the majority of traffic will now require to use the proposed turning circle, which is located close to the railway station, and require vehicles to drive further.**

**Response:** It should be noted that the application seeks planning approval for the provision of a modern transportation facility, which includes a low carbon interchange building, to encourage the use of public transportation through the provisions of an improved experience for the user of the proposed facility. Therefore, it is considered that the proposal incorporates sustainable design and seeks to facilitate sustainable modes of transportation which in turn should contribute to lower carbon emissions.

- (l) **There is wildlife in the area and it is not clear if an environmental survey has been undertaken of the site.**

**Response:** An environmental survey of the site has not been submitted by the applicant as the proposed development relates to a highly developed town centre site which comprises an existing bus station, car park, health centre and office building. These are urban uses which have been long established at the site and subsequently it is not considered that the submission of an environmental survey is necessary. Nevertheless it should be noted that the application site does not affect the existing railway line which could be considered as a wildlife corridor and the applicant is fully aware of their legislative obligations in relation to the protection of habitats and species.

- (m) **Objection to the proposed road adjacent to the health centre for a number of reasons including the potential impact on patient privacy and concerns that delivery vehicles will not be able to access the clinic.**

**Response:** Roads and Transportation Services have not raised any concern in relation to this matter in their consultation response. In relation to the issue of privacy, the privacy of patients is a matter for the health centre to address. Other health centres do exist however where they have a similar relationship with either moving or parked vehicles and these appear to operate without difficulties from a privacy perspective.

- (n) **The submitted drawings do not provide any information in relation to the future use of the health centre.**

**Response:** The proposed development illustrates the continued use of the health centre and any change of use or proposals for the redevelopment of the health centre would be the subject of a separate planning application.

- (o) **The planning application has a lack of information in relation to a number of issues including landscaping, pollution monitoring, future maintenance levels and funding, policing of parking and the monitoring of contractors.**

**Response:** In relation to the issue of landscaping the proposed areas of hard and soft landscaping have been illustrated on the submitted drawings. In relation to the monitoring of pollution a condition has been attached which requires the submission of an air quality impact assessment to address the requirements of Environmental Services. The other matters raised are not material planning issues and are not relevant to the assessment of the current planning application.

- 5.2 As identified previously, additional letters of objection and a petition, have been received by the Planning Service via a local Councillor. It should be noted that the issues raised below may be based on information provided by the applicant/agent during the pre-application consultation period and the details of the proposed development may have been the subject of revisions between this and the submission of the planning application. Notwithstanding the above, the grounds of objection are summarised below:-



- (p) **The elderly residents of Orchard Street have not been consulted or considered in relation to the planning application and were not invited to a meeting relating to the proposal on the 15<sup>th</sup> and 16<sup>th</sup> of March.**

**Response:** The Planning etc (Scotland) Act 2006 requires that the applicants of national and major planning applications undertake public consultation prior to the submission of a planning application to ensure that communities are made aware of and have an opportunity to comment on the proposal at an early date prior to the submission of a planning application. Subsequently, the applicant has submitted a statement of pre-application consultation, dated May 2010, which provides details of the public consultation which was undertaken. This information establishes that, as part of this process the applicant held a public exhibition regarding the proposal on the 15<sup>th</sup> and 16<sup>th</sup> of March 2010 and the details of this event were sent to local residents and it was advertised in the local press on the 11<sup>th</sup> of March 2010. In addition, neighbour notification was undertaken by the Council, which included the residents in Orchard Street, on the 4<sup>th</sup> of June 2010. Given the above it is considered that local residents have been appropriately advised of both the likelihood and submission of an application with the opportunity to comment on both occasions.

- (q) **Some of the elderly residents of Orchard Street depend on family to pick them up, however, the new proposal will mean that they will have to park further away and may have to pay for parking.**

**Response:** It is acknowledged that the proposed replacement car parking is slightly further away from the residential properties than the existing on-street parking provision at Orchard Street. However, it is noted that the parking provision on Orchard Street is general on-street parking and is not specifically allocated for local residents. In addition, there will be a net increase in the number of parking spaces provided for residents to help offset the loss of the on-street parking in Orchard Street. In relation to the issue of paying for parking, as identified above, the proposed operational arrangements of the reconfigured car park are considered to be outhwith the remit of the Planning Service in the assessment of this planning application.

- (r) **Concerns that the increase in pollution and noise during the construction period and from the additional traffic will have an adverse impact on the health of residents and the enjoyment of their properties.**

**Response:** Environmental Services have not raised any concerns in relation to these matters in their consultation response and have advised that they have no objections to the proposals, subject to the imposition of conditions and advisory notes. Subsequently, a condition has been attached to the consent which requires the submission of an air quality impact assessment and an informative relating to noise in order to address the requirements of Environmental Services.

- (s) **Concern that that buses will be exiting the bus station via Orchard Street.**

**Response:** The planning application submission identifies that the access and egress of the buses to and from the bus station is proposed to remain as existing. However, it is noted that during the construction of the proposed bus station a bus service will require to be maintained and this may require buses and coaches to utilise Orchard Street on a temporary basis.

- (t) **The current use of Orchard Street by those attending the existing clinic and school has resulted in congestion at times including the blocking of the access to the lock-ups associated with the flats in Orchard Street.**  
**Response:** Noted.
- (u) **The proposal will result in further congestion in a residential area.**  
**Response:** It is acknowledged that the proposed development would result in an increase in traffic in Orchard Street, however, Roads and Transportation Services have not raised any concerns in relation to the proposal in their consultation responses.
- (v) **The development is unnecessary.**  
**Response:** Paragraph 1.2 of this report identifies the issues associated with the existing bus station and it should be noted that the proposal seeks to provide a modern transportation facility. Indeed this is promoted in the adopted local plan.
- (w) **Concern that no alternative plans have been put forward for review by the residents and business of Orchard Street.**  
**Response:** There is a requirement for the Planning Service to determine applications as submitted.
- (x) **The proposed development, if approved, would result in great disruption to the residents of Orchard Street.**  
**Response:** It is acknowledged that, similar to any construction works, the proposed development during the construction phase could result in some temporary disruption for the local residents in the surrounding areas. However, it is considered that this disruption would be in the short term and would not outweigh the benefits of the redevelopment of the area to provide a modern transportation facility.
- (y) **No consideration has been given for on-street parking and access provision for emergency service vehicles.**  
**Response:** Roads and Transportation Services have not raised any concern in relation to this matter in their consultation response.
- (z) **No consideration has been given to residents for on-street parking for delivery vans and building work vehicles.**  
**Response:** Roads and Transportation Services have not raised any concern in relation to this matter in their consultation response.
- (aa) **The local environment will suffer if the existing trees are removed.**  
**Response:** The proposal comprises the limited removal of trees within the grounds of the existing clinic and the car park area whilst retaining trees adjacent to the access road and railway line. The proposed trees are not affected by a TPO and it is considered that their removal would have minimal impact on the local environment.
- (bb) **No consideration has been given to possible structural problems to properties in Orchard Street as a consequence of the proposed development.**  
**Response:** Any disputes which arise over damage to property are not planning matters but are civil matters to be resolved between the parties involved. In any event as long as the contractors exercise due care and diligence there is no reason to believe that such damage would occur.

- (cc) **Property values will decrease if the proposal is approved.**

**Response:** Property values are not a material planning issue and cannot be taken into consideration in the assessment of the current planning application.

- (dd) **There has been no clear or accurate information given to the residents and business in Orchard Street and not all residents/business were lettered about the proposal.**

**Response:** As identified in (p) above, a pre-application public exhibition regarding the proposed development was undertaken on the 15<sup>th</sup> and 16<sup>th</sup> of March 2010 and neighbour notification was undertaken by the Planning Service on the 4<sup>th</sup> of June 2010. The application was also advertised in the local press on the 17<sup>th</sup> of June 2010. In addition, the drawings and supporting information relating to the application have been available to view on the Council's website and at Brandongate. Subsequently, I am satisfied that clear and accurate information has been provided at the pre-application consultation stage and during the planning application in relation to the proposed development.

- (ee) **No consideration has been given to the effects on residents of the siting of a bus stop on Orchard Street and the subsequent environmental impact. In addition, conflicting information has been provided in relation to the proposed bus stops and bus stances in Orchard Street.**

**Response:** The planning application submission does not include a proposed bus stop or stance on Orchard Street. However, it is considered that during the construction works it will be necessary to close the bus station area for a temporary period and, in order to maintain a bus service, temporary bus stances could be created within the application site. A planning condition has been attached to the planning consent which requires the submission of the proposed phasing of the development and further details of any temporary bus stances would be required to be submitted in accordance with this condition. Again any such bus stops in Orchard street would be for a limited period only.

- (ff) **A letter received by some of the residents referred only to plans for the bus station and no information was provided in relation to the disruption which could result.**

**Response:** It is not clear which letter is being referred to above, however, neighbour notification was undertaken in order to advise the occupiers of neighbouring properties that a planning application had been lodged. The information contained in the neighbour notification notice is merely to advise that the application has been submitted and to provide further advice where detailed information can be reviewed.

- (gg) **Concern that building and road works will be carried out during the night.**

**Response:** The applicant has advised that it is not necessary to undertake overnight working in relation to the proposed development. In addition, an advisory note can be attached to any consent which advises that all works carried out on site must be in accordance with BS5228 Parts 1-4 1984/1986, 'Noise Control on Construction and Open Sites' which establishes that audible construction activities should be limited to Monday to Friday 8.00am to 7.00pm, Saturday 8.00am to 1.00pm and on Sunday there should be no audible activity.

(hh) **No consideration has been given to residents who require access to the lock-ups to the rear of the Orchard Street properties.**

**Response:** Roads and Transportation Services have not raised any concern in relation to this matter in their consultation response.

(ii) **The estimated cost of the development seems excessive particularly within the context of today current economy.**

**Response:** The cost of the proposed development is not a material planning consideration and cannot be taken into consideration in the assessment of the current planning application.

5.3 The letters of representation are available for inspection in the usual manner.

## **6 Assessment and Conclusions**

6.1 The application proposes the re-modelling of the existing bus station including a new operational building, waiting room, covered walkways, enclosed shelters, bus stances and the reconfiguration of existing car park and the formation of a new access to the health centre car park at Hamilton Bus Station/Orchard Street car park, Hamilton. The determining issues in the consideration of this application are its compliance with Government guidance and advice, Structure Plan policy, Local Plan policies for the area, its impact on residential amenity, traffic safety and infrastructure issues.

6.2 With regards to Government guidance and advice, as detailed at section 3.3, there is no specific guidance relevant to the provision of the proposed re-modelling of the existing bus station and reconfiguration of the existing car park. From a central government perspective I am satisfied that there are no significant issues raised by the proposal.

6.3 The Structure Plan identifies Hamilton as a 'Town Centre Transport Action Plan Priority.' As a result it is considered that the proposed development accords with the provisions of the approved Glasgow and Clyde Valley Joint Structure Plan 2006 (incorporating the Scottish Ministers final alterations) in that it has been designed to improve public transport provision.

6.4 Following a detailed assessment it is considered that the proposed development will support economic development within both the Hamilton area and beyond. Consequently it is considered that the proposal accords with the general provisions of Policy ECON3 of the adopted Local Plan.

6.5 Policy COM1 establishes that town centres generally comprise a diverse range of land uses and vital transportation hubs. The proposed development reinforces the role of Hamilton town centre as a commercial/community focal point and as a strategic multi-modal transportation interchange. Subsequently the proposed development accords with the provisions of Policy COM1 of the adopted Local Plan.

6.6 Policy TRA6 establishes that the Council supports the redevelopment of Hamilton bus and railway station to provide joint ticketing and improved bus circulation. Therefore the proposed redevelopment at the application site is fully supported by the provisions of Policy TRA6 of the adopted Local Plan.

6.7 A small part of the site, which comprises Orchard Street, is affected by Policy RES6. The use of application site as a bus station and car park has already been long established within this area and it is considered that the proposed development will

not result in a material or adverse impact on residential amenity levels. Subsequently, the proposal raises no issues within the policy context of RES6.

- 6.8 A very small element of the site which is adjacent to the railway line is affected by Policy ENV2. The proposed development does not impact on the area of the application site affected by this designation and therefore it is considered that the proposal raises no issues within the policy context of ENV2.
- 6.9 With regard to the impact on traffic safety, Roads and Transportation Services have offered no objections, subject to the imposition of conditions, to the proposal and therefore the works are considered acceptable in this regard.
- 6.10 With regards to infrastructure considerations, no consultees have raised any concerns in relation to these matters and it is considered that any detailed requirements can be dealt with by the use of planning conditions.
- 6.11 The issues raised by the third party representations received in respect of the development are not, in this instance, significant enough to warrant refusal of the proposals and the requirements of the statutory consultees can be addressed through the use of conditions and advisory notes where appropriate.
- 6.12 In conclusion, the existing facilities within the application site are outdated and are unlikely to attract new users to utilise public transport. Subsequently, the proposal seeks to redevelop a key transportation interchange which is situated in a strategic site in Hamilton town centre. In view of the above, I recommend that planning consent be granted.

## **7. Reasons for Decision**

- 7.1 The proposal has no adverse impact on either residential or visual amenity and complies with the provisions of Policies ECON3, COM1, TRA6, RES6, DM1, ENV2 and ENV30 of the adopted South Lanarkshire Local Plan.

**Colin McDowall**  
**Executive Director (Enterprise Resources)**

**24 August 2010**

## **Previous References**

- ◆ None

## **List of Background Papers**

- ▶ Application Form
- ▶ Application Plans
- ▶ South Lanarkshire Local Plan 2009
- ▶ Neighbour notification letter, dated 4 June 2010
- ▶ Press Advert, Hamilton Advertiser, dated 17 June 2010

- ▶ Transposition Position Statement, dated May 2010
- ▶ Design and Access Statement, dated May 2010
- ▶ Statement of Pre-Application Consultation Report, dated May 2010
  
- ▶ Consultations
 

Scottish Water	14/06/2010
Railtrack Outside Parties Section	17/06/2010
Environmental Services	29/07/2010
Roads and Transportation Services (Hamilton Area)	6/07/2010
Economic Development (Business Development & Projects)	20/07/2010
Economic Development (Regeneration Services)	20/07/2010
Strathclyde Partnership for Transport	20/07/2010
Power Systems	19/08/2010
Roads & Transportation Services H.Q.(Traffic and Transportation)	20/08/2010
  
- ▶ Representations
 

Representation from :	Representation from Margaret Stein, Connect Business Unit, Eurocentral, Caddington Crescent, Motherwell, ML1 4YF submitted via Tom McCabe MSP, 23 Beckford Street, Hamilton, ML3 0BT, DATED 07/06/2010
Representation from :	Patrick Lenagh, 44 Orchard Street, Hamilton, ML3 6PB, DATED 22/06/2010
Representation from :	Walter Stewart, 18 Orchard Street, Hamilton, ML3 6PB, DATED 28/06/2010
Representation from :	Fiona Murdoch, 48 Orchard Street, Hamilton, ML3 6PB, DATED 25/06/2010
Representation from :	Representations from 'the elderly residents of Orchard Street' (no address provided), Ms C Condie, 17 Park Road, Hamilton, ML3 6PD, 'Orchard Street residents' (no address provided) and R Skeffington, 28 Orchard Street, Hamilton, ML3 6PB submitted via Councillor Mary Smith, DATED 02/06/2010

### **Contact for Further Information**

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

Gail Neely, Planning Officer, Brandon Gate, Hamilton  
Ext 3552 (Tel: 01698 453552 )

E-mail: [Enterprise.hamilton@southlanarkshire.gov.uk](mailto:Enterprise.hamilton@southlanarkshire.gov.uk)

## CONDITIONS

- 1 This decision relates to drawing numbers:  
  
(-- )001  
(-- )002  
L(0)001  
(0)002  
(0)003  
(0)004  
(-- )003  
(-- )004  
(0)005  
(0)006  
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TE/RDS/JP/4247/1/GEN-1
- 2 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.
- 3 That prior to any work starting on site details of a programme indicating the phasing of the construction works (including all temporary traffic management and the circulation of vehicles and pedestrians) shall be submitted to the Council for approval, and no work shall begin until the phasing scheme has been approved in writing. Following approval, the development shall be implemented in accordance with the approved scheme.
- 4 That no development shall take place until an air quality impact assessment has been submitted to and approved by the Council as Planning Authority. In order to determine the 'significance' of the air quality impacts from the development, the assessment will require to:
  - a Assess the existing air quality in the study area (existing baseline);
  - b Predict the future air quality without the development in place (future baseline) and
  - c Predict the future air quality with development in place (with development).
- 5 That details of all proposed changes in ground levels, laying of foundations and the operation of mechanical plant in proximity to the rail line shall be submitted to Network Rail's Asset Protection Engineer and the Council as Planning Authority for approval prior to work commencing on site.
- 6 That before any development commences on site details of the replacement traffic signals which require to be installed at the junction of Brandon Street / Station Road / Brandon Gate shall be submitted to and approved by the Council as



Planning and Roads Authority. These traffic signals shall be installed to the satisfaction of the Council as Planning and Roads Authority.

- 7 That before any development commences on site details of the alterations, including the proposed changes to software and the installation of new proms, to the operation of the traffic signals at the junction of Union Street / Brandon Street / Orchard Street / Hope Street and at the junction of Union Street / Auchincampbell Road shall be submitted to and approved by the Council as Planning and Roads Authority. The alterations to the operation of the traffic signals shall be implemented to the satisfaction of the Council as Planning and Roads Authority.
- 8 That the roads and transportation infrastructure required by the Council (including the reopening of Orchard Street, access to the Railway Station area and alterations to Brandon Street car park) shall be designed to the 'Design Manual for Roads and Bridges' and the Council's 'Guidelines for Development Roads,' to the satisfaction of the Council as Roads and Planning Authority.

## **REASONS**

- 1 For the avoidance of doubt and to specify the drawings upon which the decision was made.
- 2 In the interests of amenity and in order to retain effective planning control.
- 3 No details of the proposed phasing have been submitted.
- 4 These details have not been provided or approved.
- 5 Insufficient details of this aspect of the proposal have been submitted.
- 6 These details have not been provided or approved.
- 7 These details have not been provided or approved.
- 8 These details have not been provided or approved.

For information only

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