

# Report

Report to:	<b>Planning Committee</b>
Date of Meeting:	<b>26 May 2020</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Application no.	P/20/0252
Planning proposal:	Construction of a park and ride facility including carriageway widening, lighting, drainage, CCTV and electric vehicle community charging hub

## 1 Summary application information

Application type:	Detailed planning application
Applicant:	South Lanarkshire Council
Location:	Site Of Former Rosebank Service Station Bridge Street Cambuslang Glasgow South Lanarkshire

## 2 Recommendation(s)

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

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

### 2.2 Other actions/notes

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

## 3 Other information

- ◆ Applicant's Agent: Colin Park
- ◆ Council Area/Ward: 13 Cambuslang West
- ◆ Policy Reference(s): **South Lanarkshire Local Development Plan (adopted 2015)**  
Policy 2 - Climate Change  
Policy 4 - Development Management and Placemaking  
Policy 8 Strategic and town centres  
Policy 16 - Travel and Transport  
Policy 17 - Water Environment and Flooding

**Supplementary Guidance Development  
Management, Place Making and Design  
Policy DM1 Design**

**Proposed South Lanarkshire Local  
Development Plan 2**

Policy 2 – Climate Change

Policy 5 Development Management and  
Placemaking

Policy 9 Network of Centres and Retailing

Policy 15 – Travel and Transport

Policy 16 – Water Environment and Flooding

Policy DM1 New Development Design

◆ **Representation(s):**

▶	0	Objection Letters
▶	0	Support Letters
▶	0	Comment Letters

◆ **Consultation(s):**

Environmental Services

Roads Development Management Team

Roads Flood Risk Management

Scottish Water

Access Panel

Cambuslang Community Council

# Planning Application Report

## 1 Application Site

- 1.1 The application site is located in Bridge Street in Cambuslang. It is a vacant site to the west of Bridge Street. It is bounded by a newly developed residential area to the west, with the site boundary adjacent to the rear gardens of properties, beyond this, residential development is an established industrial area. To the north there is an access road into an established industrial area. To the east, on the far side of Bridge Street, is James Aiton Primary School and to the south are two high rise housing blocks, Rosebank Tower and Stanford Hall, beyond which is Cambuslang Town Centre and Cambuslang Train Station. The site slopes from west to east towards Bridge Street and from south to north down Bridge Street. There are areas of regenerated trees and shrubs to the rear of the site and traces of previous structures and retaining walls. A sewer connection is currently being constructed across the site linking the newly developed residential site to Bridge Street.

## 2 Proposal(s)

- 2.1 The proposal is to construct a park and ride facility including carriageway widening, lighting, drainage, CCTV and electric vehicle community charging hub. The park and ride will provide a total of 286 parking spaces, including 25 electric charging spaces. While the proposal does not specifically identify the disabled spaces at this stage, Roads and Transportation Services have confirmed that the provision of disabled spaces in the area surrounding the station is being reviewed to determine the most suitable locations these bays. The facility will be accessed from Bridge Street at the centre of the site. A small substation cabinet will be located in the southern corner of the site measuring 3m x 2.5m x 2.5m high and located in a fenced enclosure measuring 5m x 5m. A 1m chevron retaining wall is proposed close to the north western boundary of the site to retain proposed landscaping and the change in slope in this part of the site. A lighting scheme is proposed for the facility including 13 lighting columns which are 8m high aluminium conical post mounted columns and a small lighting control box close to the entrance measuring 0.6m x 0.4m x 1.2m high. A CCTV scheme is also proposed which will, where possible, use the lighting columns to house cameras to survey the car park.
- 2.2 The applicant has also submitted supporting information in the form of a Planning Statement, Design and Access Statement, Flood Risk Assessment, Ground Investigation Report, and a Parking Provision Survey by AECOM.
- 2.3 In particular, the Planning Statement explains that a strategy for park and ride facilities in the Council area was produced and presented to the Community and Enterprise Resources Committee on 30 October 2018, where it was approved. The strategy identified Cambuslang as a high priority. Consultation took place with stakeholders and local groups, following which an action plan was produced. The action plan identifying various options to be taken forward -
- New surface car park on vacant land adjacent to Bridge street
  - Improve walking and crossing facilities to and around the station (upgrade of the Main Street / Bridge Street traffic signals)
  - Improve and upgrade the cycle access
  - Implement on-street drop-off area near the station

- Improve and relocate the existing bus infrastructure near the station
- Promotion of the existing Maple Tree Court park and ride facility
- Improved signage and wayfinding between park and ride facilities and the station

The statement explains that the approval of this current planning application will allow the action plan to be taken forward. It should be noted that funding from Strathclyde Partnership for transport has allowed the purchase of the vacant land on Bridge Street and a consultant to be commissioned to take forward the project.

- 2.4 During soft site clearance works carried out early in March, a hole was discovered on site. Works were immediately stopped in the area surrounding the hole and an ecological specialist appointed. However, prior to a survey being carried out on site working restrictions were introduced. The applicant will consult SNH in respect of obtaining appropriate licences and any mitigation measures following survey findings, once completed. Separately, the developers of an adjacent site, whilst installing a sewer connection across the site, discovered the hole and appointed their own ecologist who has carried out an initial survey which concluded that the hole was an inactive badger sett.

### **3 Background**

#### **3.1 Local Plan Status**

- 3.1.1 The South Lanarkshire Local Development Plan (SLLDP) (Adopted 2015) identifies the site as being within the Strategic Town Centre of Cambuslang under Policy 8 (Strategic and Town Centres). In addition, Policy 2 (Climate Change), Policy 4 (Development Management and Place Making), Policy 16 (Travel and Transport) and Policy 17 (Water Environment and Flooding) also apply. In addition, the following Supplementary Guidance will require to be taken into consideration: Development Management, Place Making and Design.

#### **3.2 Relevant Government Advice**

- 3.2.1 Relevant Government guidance is set out within the consolidated Scottish Planning Policy (SPP) 2014 which details the Scottish Government's national outcomes, one of which is "A more connected place". The SPP sets out how the NPF3 aims to strengthen transport links within Scotland are delivered. The SPP introduces a presumption in favour of development that contributes to sustainable development which is guided by the principle of "supporting delivery of infrastructure." The SPP states that "Development plans should identify any required new transport infrastructure."

#### **3.3 Planning History**

- 3.3.1 The site was formerly the Rosebank Petrol Station prior to planning consent (Reference CR/01/0177) being granted in October 2001 for a change of use to car sales together with an associated planning consent (Reference CR/01/0176) to relocate advertising hoardings on the site. Following this, the application site formed part of a wider area of land covered by the Planning Permission in Principle (Reference CR/11/0248) granted in March 2012 for a mixed use development for the regeneration of the Hoover/Bridge Street site in Cambuslang, comprising a supermarket, 208 houses, relocation of business and industry, a spine road linking the new junction at Bridge Street through the site to Dallas Drive, a park and ride facility to serve Cambuslang Station, landscaping and footpath links. The first

matters specified in conditions (MSC) application (Reference CR/12/0149) relating to a range of works required to deliver the proposal was granted consent at Planning Committee on 29 January 2013. A second matters specified in conditions (MSC) application (Reference CR/12/0188) relating to further works was granted consent on 17 April 2013. In July 2013, a planning application (Reference CR/13/0179) to operate a car wash on the site was refused.

- 3.3.2 The Planning Permission in Principle (Reference CR/11/0248) has not been taken forward, it has been superseded by a number of detailed planning consents for individual sites within the area. These include planning consent for residential development on the former Hoover factory site and for the vacant site immediately adjacent to this site on Somervell Street which is being developed for social housing by Link Housing Association (Reference CR/17/0195).

## **4 Consultation(s)**

- 4.1 **Roads and Transportation Services (Development Management)** – Roads and Transportation Services are the applicant for this application and multiple specialist teams have contributed to the design and application and have no adverse comment to make.

**Response:** Noted.

- 4.2 **Roads and Transportation Services (Flood Risk Management Section)** – Roads and Transportation Services are the applicant for this application and multiple specialist teams have contributed to the design and application and have no adverse comment to make.

**Response:** Noted.

- 4.3 **Environmental Services** – have no objections, subject to conditions in relation to control and mitigation of dust and implementation of any required contamination remediation measures.

**Response:** Noted. Appropriate conditions and informatives will be added to any consent issued.

- 4.4 **Scottish Water** – have no objections to the proposal.

**Response:** Noted.

- 4.5 **South Lanarkshire Access Panel** – no response to date

- 4.6 **Cambuslang Community Council (CCC)** - no response to the planning consultation received to date. Separately, CCC has written directly to Roads Services as the applicants enclosing a report entitled “Which way forward for parking in Cambuslang? Developing a Cambuslang Parking Strategy”. Roads Services will continue discussions with CCC and will respond directly on the Strategy submitted.

## **5 Representation(s)**

- 5.1 Statutory notification was undertaken and the proposals advertised in the local press for non-notification of neighbours and nature and scale of development. Following this, no letters of representation were received.

## **6 Assessment and Conclusions**

- 6.1 The applicants propose to construct a park and ride facility including carriageway widening, lighting, drainage, CCTV and electric vehicle community charging hub. The main determining issues in assessing this proposal are whether it accords with local plan policy, its impact on amenity and road safety matters.
- 6.2 In terms of Section 25 of the Town and Country Planning (Scotland) Act 1997, planning applications have to be determined in accordance with the development plan unless other material considerations indicate otherwise.
- 6.3 Scottish Planning Policy (SPP) highlights that development proposals which accord with up-to-date plans should be considered acceptable in principle. In terms of Policy 2 – Climate Change and the associated supplementary guidance, the site is in a sustainable location in relation to access to services and facilities in the town centre and improves access to public transport providing a park and ride facility to increase use of the rail network. The proposals would also involve the redevelopment of brownfield land improving the local environment. No objections have been received from consultees in this regard. The proposal is, therefore, acceptable when assessed against Policy 2 and the Sustainable Development and Climate Change SG.
- 6.4 The site is identified within the adopted South Lanarkshire Local Development Plan as being within Cambuslang Town Centre where Policy 8 - Strategic and Town Centres applies. This states that a mixture of uses would be acceptable in these areas being compatible with the role of the Town Centre as a commercial and community focal point. The inclusion of the site within the town centre is based on the previous consent for a mixed use development on the former Hoover site and surrounding land which proposed a supermarket car park incorporating a park and ride facility on this site. Those proposals have not been implemented and this is an alternative proposal for a park and ride facility. Policy on town centre uses does indicate that uses such as transport facilities are an acceptable land use and, therefore, the principle of this proposal accords with Policy 8.
- 6.5 Policy 4 (Development Management and Placemaking) seeks to ensure that development takes account of and is integrated with the local context and built form. Proposals should have no significant adverse impacts on the local community and include, where appropriate, measures to enhance the environment. The site was formerly a petrol station and has lain vacant for a number of years which, in turn, is having an adverse impact on the amenity of the area. Its redevelopment of what is a prominent site would enhance the amenity and character of the area. The scale and design of the facility is considered acceptable with only a few small structures, a landscaping scheme and improved road frontage it is considered appropriate within the context of the surroundings. The proposed development is considered to be consistent with Policy 4 of the SDLLP and with the policy guidance set out within the associated Supplementary Guidance Development Management, Placemaking and Design.
- 6.6 With regard to road safety, Policy 16 - Travel and Transport - states that new development proposals must consider, and where appropriate, mitigate the resulting impacts of traffic growth, particularly development related traffic, and have regard to the need to reduce the effects of greenhouse gas emissions and at the

same time, support and facilitate economic recovery, regeneration and sustainable growth. It also states that developing public transport networks which provide a viable and attractive alternative to car travel, thus reducing the effects of transport on the environment, will be supported. The proposed facility will encourage use of public transport and has been designed following full assessment of the need for the facility and the impact in terms of traffic growth and capacity of the road network. A Planning Statement and a Parking Survey Report have been submitted in support of the application, which were prepared following a public consultation exercise. The proposal can, therefore, be considered acceptable in transportation terms.

- 6.7 Policy 17 (Water Environment and Flooding) states that developments which have a significant adverse impact on the water environment will not be permitted and that consideration will be given to water levels, flows, quality, features, flood risk and biodiversity within the water environment. The applicants submitted a detailed Flood Risk Assessment and Roads and Transportation Services are the applicant for this application and multiple specialist teams have contributed to the design and application and have no adverse comment to make.
- 6.8 On 29 May 2018, the Planning Committee approved the proposed South Lanarkshire Local Development Plan 2 (Volumes 1 and 2) and Supporting Planning Guidance on Renewable Energy. Therefore, the Proposed SLLDP2 is now a material consideration in determining planning applications. The proposed development has been considered against the relevant policies in the proposed plan. It is considered that this proposal, in isolation, would not prejudice the redevelopment of the other designated land. In all other respects, policies in SLLDP2 are broadly consistent with the current adopted South Lanarkshire Local Development Plan 1. It is considered that the proposals accord with Policies 2, 5, 9, 15, 16 and DM1 in the Proposed plan.
- 6.9 No letters of representation were received in respect of the proposal, and the requirements of the statutory consultees have been addressed through the use of conditions, where appropriate.
- 6.10 In summary, it is considered that the redevelopment of a brownfield site for a park and ride facility close to Cambuslang rail station and the town centre is appropriate in land use terms, the proposal brings a vacant derelict site into use and improves the environment. The proposal raises no significant environmental or infrastructure issues. The submitted Parking Survey Report and the associated consultation demonstrated the requirement for a park and ride facility in Cambuslang. Following a full and detailed assessment of the proposed development, it is considered that the proposed development is in accordance with the South Lanarkshire Local Development Plan and associated Supplementary Guidance and the proposed South Lanarkshire Local Development Plan 2 (Volumes 1 and 2) and, on that basis, it is recommended that planning permission is granted.

## **7 Reasons for Decision**

- 7.1 The proposal complies with Policies 2, 4, 8, 16 and 17 of the Adopted South Lanarkshire Local Development Plan and associated Supplementary Guidance Development Management Place Making & Design and Sustainable Development. The proposal also complies with Policies 2, 5, 9, 15, 16, and DM1 of the Proposed South Lanarkshire Local Development Plan 2.

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

Date: 14 May 2020

**Previous references**

- ◆ Planning Consent CR/01/0176
- ◆ Planning Consent CR/01/0177
- ◆ Planning Application CR/13/0179 Refused
- ◆ Planning Consent CR/11/0248
- ◆ Matters Specified in Conditions Consent CR/12/0149
- ◆ Matters Specified in Conditions Consent CR/12/0188

**List of background papers**

- ▶ Application form
- ▶ Application plans
- ▶ South Lanarkshire Local Development Plan 2015 (adopted)
- ▶ Proposed South Lanarkshire Development Plan 2
- ▶ Neighbour notification letter dated 3 March 2020
  
- ▶ Consultations
  - Environmental Services 16.03.2020  
&  
28.04.2020
  - Roads Development Management Team 28.04.2020
  - Roads Flood Risk Management 28.04.2020
  - Scottish Water 09.03.2020

**Contact for further information**

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

Morag Neill, Planning Officer, Montrose House, 154 Montrose Crescent, Hamilton, ML3 6LB

Phone: 01698 455053

Email: [morag.neill@southlanarkshire.gov.uk](mailto:morag.neill@southlanarkshire.gov.uk)



### Conditions and reasons

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

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

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

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

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

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

04. That before the development hereby permitted is occupied or brought into use, all the fences or walls for which the permission of the Council as Planning Authority has been obtained under the terms of Condition 3, shall be erected and thereafter maintained to the satisfaction of the Council.

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

05. (a) Remediation of the site shall be carried out in accordance with the approved remediation plan prior to the proposed development being brought into use. Any amendments to the approved remediation plan shall not be implemented unless approved in writing by the Council as Planning Authority.

(b) On completion of the remediation works, the developer shall submit a completion report to the Council as Planning Authority, confirming that the works

have been carried out in accordance with the approved remediation plan and that the works have successfully reduced these risks to acceptable levels.

(c) Any previously unsuspected contamination which becomes evident during the development of the site shall be brought to the attention of the Council as Planning Authority within one week or earlier of it being identified. A more detailed site investigation to determine the extent and nature of the contaminant(s) and a site-specific risk assessment of any associated pollutant linkages, shall then require to be submitted to and approved in writing by the Council as Planning Authority.

Reason: To avoid unacceptable risks to human health and the environment, to ensure that the land is remediated and made suitable for its proposed use.

06. Prior to development commencing on site, a scheme for the control and mitigation of dust shall be submitted to and approved in writing by the Council as Planning Authority. No changes to the approved scheme shall take place unless agreed in writing by the Council as Planning Authority. The scheme shall thereafter be implemented in accordance with a programme to be agreed in writing with the Council as Planning Authority.

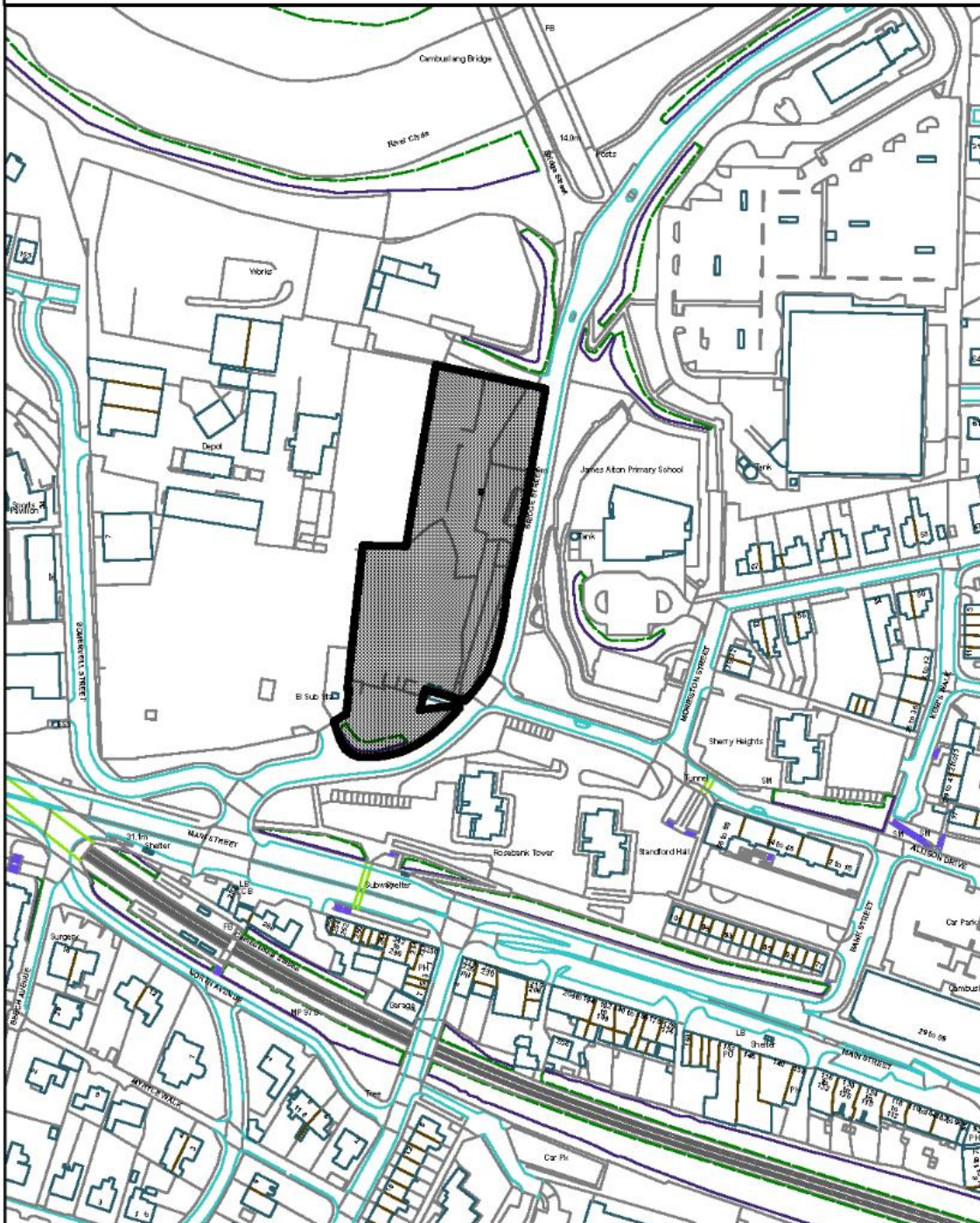
Reason: To minimise the risk of nuisance from dust to nearby occupants.

07. That no consent is hereby granted for any of signage, for which a separate advertisement consent will be required.

Reason: In order to retain effective planning control.

P/20/0252

Site of former Rosebank Service Station, Bridge Street, Cambuslang



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Scale:  
1:2,500  
Date:  
30/03/2020



**South Lanarkshire Council**  
**Community and Enterprise Resources**  
Planning and Economic Development