

# Report

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Report to:	<b>Planning Committee</b>
Date of Meeting:	<b>12 July 2005</b>
Report by:	<b>Executive Director (Enterprise Resources)</b>

Application No	HM/05/0139
Planning Proposal:	Alterations and Extension to Commuter Car Park including Upfilling of Land and Installation of Lighting Columns

## 1 Summary Application Information

- Application Type : Notice of Intent to Develop
- Applicant : South Lanarkshire Council
- Location : Uddingston Station Car Park  
North Side of Railway Line  
by 1 Glasgow Road  
Uddingston

## 2 Recommendation(s)

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

- (1) Grant Notice of Intent to Develop.

### 2.2 Other Actions/Notes

- (1) The Planning Committee has delegated powers to determine this application.  
 (2) As objections have been received to the Notice of Intent to Develop, it will require to be referred to the Scottish Ministers for determination.

## 3 Other Information

- ◆ Applicant's Agent: Roads & Transportation Services
- ◆ Council Area/Ward: 41 Uddingston
- ◆ Policy Reference(s): **Hamilton District Local Plan**  
POLICY RES1 – Residential Areas - General

- ◆ Representation(s):  
  - ▶ 7 Objection Letters

- ◆ Consultation(s):

Uddingston Community Council

Leisure Services (Amenity Services) FAO: Colin Jeffcott

TRANSCO (Plant Location)

Environmental Services

Community Resources - Arboricultural Manager

Roads and Transportation Services (Hamilton Area)

Railtrack Outside Parties Section

Power Systems

Scottish Water

Clare Wunsch

Strathclyde Passenger Transport

Strathclyde Police - Community Safety Dept. (SLC)

# Planning Application Report

## 1 Application Site

- 1.1 This Notice of Intention to Develop relates to land at Uddingston Train Station, off Glasgow Road to the north of the village centre. Residential properties are located to the north, east and west while the railway line runs along the southern boundary.
- 1.2 The site currently comprises the station car park (62 spaces) and an adjoining area of woodland and open space, most of the trees being located on land to the north of the car park which slopes towards the rear garden boundaries of Bellisle Avenue. The grassed open space towards the west of the site forms a plateau above the levels of surrounding property, also sloping down to the north and south and towards Sheepburn Road to the west.

## 2 Proposal(s)

- 2.1 The proposal entails the extension of the car park to provide a further 116 spaces, this involving the upfilling of land which presently slopes down towards the adjoining residential boundaries and the associated loss of vegetation.
- 2.2 The initial proposals involved a scheme which would have provided 134 spaces within an area which did not extend as far towards Sheepburn Road but which would have entailed the raising of levels by up to 2m, starting almost immediately behind the residential boundaries and resulting in the loss of almost all vegetation. The rear fence of the car park would have been 6m -10m from these boundaries. Following negotiations, that scheme has been revised in such a way that levels will increase by up to 1.7m but starting at a point set back from the boundary by between 5m – 10m from the fence. This will enable the vegetation which exists between the toe of the new slope and the garden boundaries to be retained. The fence line of the extended car park would be 10m – 15m from these boundaries.

## 3 Background

### 3.1 Local Plan Status

- 3.1.1 The site lies within a predominantly residential area where local plan policy seeks to protect residential amenity.

### 3.2 Government Advice

- 3.2.1 Government advice on transport planning is contained in National Planning Policy Guideline 17, Transport and Planning, which promotes public transport in an attempt to reduce reliance on car use, thereby reducing levels of pollution and congestion.

### 3.3 Other Background

- 3.3.1 The station currently has two car parks providing a total of 99 spaces. Both are consistently overcrowded with cars parked on the access roads and on Glasgow Road. There are no designated drop-off or pick-up points, lighting is poor and there is minimal CCTV provision.
- 3.3.2 As part of its Scottish Public Transport Fund Bid for Local Transport Integration, the Council propose to expand and improve the facilities at the station to provide safer and more secure parking for commuters as well as providing capacity for meeting the suppressed demand due to the present lack of parking facilities.

## 4 Consultation(s)

- 4.1 **Uddingston Community Council** – whilst appreciating the need for additional parking spaces at the station, concern was expressed about the impact of the initial proposal on adjoining residents in Bellisle Avenue and Girdons Way. It was felt that there would be considerable negative impact in terms of privacy and security due to the increased ground levels and the close proximity to the boundary.

In response to reconsultation on the revised scheme, the Community Council appreciate the alterations which have been made but question whether tree planting/screening is to be continued along the full length of the boundary. There are also concerns that during building works indiscriminate parking will take place on Main Street and neighbouring side streets causing inconvenience to neighbours.

**Response:** As mentioned previously, the revised scheme has a reduced impact on residents and new planting is to be carried out along the entire boundary. In terms of parking disruption during construction works any dangerous or obstructive parking will be dealt with by the police.

- 4.2 **Environmental Health** – request that hours of construction are limited to standard times and that a contaminated land survey be carried out.

**Response:** These requests shall be passed to Roads and Transportation, although I consider that only the restriction in hours of construction is justified in this instance.

- 4.3 **Strathclyde Passenger Transport** – have no objections.

**Response:** Noted.

- 4.4 **Scottish Water**- the development may require to be drained on a separate system with surface water discharging to a suitable outlet. Foul drainage may be discharged to adjacent public sewer system.

**Response:** Noted.

- 4.5 **Blackwater SCA (Gas Apparatus)** – advise that there is high pressure apparatus in the vicinity where no work should be carried out without full consultation.

**Response:** This information will be passed to Roads and Transportation.

- 4.6 **Power Systems** – no objections.

**Response:** Noted.

- 4.7 **Network Rail** – no objections.

**Response:** Noted.

- 4.8 **Community Resources** – recommends that only essential felling or pruning is carried out and that replanting be carried out to the highest standard.

**Response:** Noted. A landscaping scheme has been prepared as part of the submission.

- 4.9 **Strathclyde Police** – no response.

## 5 Representation(s)

- 5.1 In response to neighbour notification, 6 letters of objection were received in response to the initial scheme, 3 to the revised scheme.

5.2 The grounds of objection can be summarised as follows:

**(a) Visual impact of an elevated, brightly lit swathe of concrete on adjoining residential properties together with severely reduced privacy levels.**

**Response:** As mentioned previously, the initial proposals were considered unacceptable in terms of their impact on neighbouring residents. However, the revised scheme pulls the car park away from the boundary, resulting in a more satisfactory relationship.

**(b) Inadequate screening between boundary and edge of car park.**

**Response:** An improved planting scheme comprising both deciduous and coniferous species has been lodged as part of the proposed submission.

**(c) Proposed works will threaten the security of residents – the area already attracts undesirables at night time. Security gates need to be erected at either end of the landscaped area to prevent access to this area for anti-social behaviour.**

**Response:** Improved CCTV and lighting should improve security at the site. It is not proposed to erect gates at either end of the landscaped area.

**(d) No landscaping is proposed within the car park.**

**Response:** The car park has been designed to maximise capacity, with all new planting around the boundary.

**(e) Tree loss and removal of one of few remaining open spaces in Uddingston.**

**Response:** The site is not covered by any protective open space policy in the local plan. The benefits of the improved facility are considered to outweigh the minor impact of the loss of open space.

**(f) No drainage proposals on plans – concern that the sloping nature of the site will result in run-off problems.**

**Response:** Surface water from the car park will be taken to gullies and piped away from the site. The detailed drainage design is likely to alleviate potential drainage problems rather than exacerbate them.

**(g) Increased noise levels.**

**Response:** While some degree of noise is inevitable, it is not considered that this will be excessive given the improvements incorporated in the revised scheme.

**(h) Light pollution caused by car park lighting columns and car headlights.**

**Response:** A 1.8m high boundary fence is to be erected around the car park which should prevent car headlights shining into houses. The lighting columns should be designed and angled to avoid spillage of light outwith the site.

**(i) Concern that indiscriminate parking will take place on neighbouring streets during construction of the car park.**

**Response:** Whilst it is accepted that commuter parking may migrate to surrounding streets, experience of similar projects shows that the majority of drivers park in a considerate manner. However, if any vehicles park in a dangerous manner or cause obstruction then this would be a matter for the police.

**(j) Parking has been exacerbated due to the introduction of parking charges in Hamilton which encourages commuters to travel to Uddingston.**

**Response:** This is not a planning consideration.

**(k) Increased traffic flows entering and leaving the car park at peak times will cause more disruption, with longer tail-backs in the car park, resulting in commuters parking on main road to avoid these delays.**

**Response:** Visibility at the access into the station is to be improved as part of this project and it is anticipated that this will improve the traffic flows entering and leaving, especially at peak times.

**(l) Proposals do not address problems of parking on Main Street which constitutes a hazard for those using the station access, Belleisle Avenue and Station Road.**

**Response:** The Council intend to promote a Traffic Regulation Order in order to restrict waiting and loading at the junctions of Belleisle Avenue and Glasgow Road which will improve the safety of the junction. Whilst no further changes are proposed at present, the Council will monitor parking once construction of the car park is completed.

These letters have been copied and are available for inspection in the usual manner.

## **6 Assessment and Conclusions**

- 6.1 This Notice of Intention to Develop relates to the expansion and improvement of the park and ride facilities at Uddingston train station. The proposals involve provision of a taxi pick-up point, bus stop, drop-off/pick up points, CCTV coverage and improved lighting, together with an extension of the car park into an existing grassed and wooded area which will increase capacity from 62 to 178 spaces. This element of the proposal entails the upfilling of land which presently slopes down towards the adjoining residential boundaries and the associated loss of trees. Supplementary planting is also proposed around the new car park boundary.
- 6.2 The site lies within an area recognised as being predominantly residential, where local plan policy seeks to protect and maintain residential amenity. The determining issues in assessing this proposal therefore revolve around the impact of the proposal on the amenity of neighbouring residential properties, as well as compliance with relevant national transport planning policy.
- 6.3 In terms of amenity, the initial proposals involved a scheme which extended an elevated car park boundary almost all the way up to the adjoining residential boundaries with the resultant loss of almost all the existing vegetation. The impact of that scheme on the amenity of these residents was considered to be unacceptable. Negotiations have therefore resulted in a revised scheme which still entails an increase in ground levels but incorporates a separation between residential boundaries and the embankment of the extended car park. This will reduce the physical impact of the engineering works and will also enable the retention of existing mature vegetation within that undisturbed area which ranges from 5-10 metres in depth. The fence line of the car park would be between 10-15 from these boundaries. A robust scheme of supplementary planting will also be carried out within that area and along the newly formed embankment in a bid to maximise the effect of natural screening and create a visually acceptable edge.

- 6.4 The majority of the objections received from residents related to the impact of the initial proposals. I am of the opinion that these have been adequately addressed through the revised scheme. Other concerns relate to existing parking issues which are to be monitored by Roads and Transportation and do not fall within the remit of this application.
- 6.5 Whilst the proposal results in the loss of open space and vegetation, the benefits of providing improved, safer and more secure parking for commuters will play an important role in promoting travel by train instead of private car, thereby reducing levels of pollution and congestion in line with Government policy.
- 6.6 I therefore consider the proposals to be acceptable in terms of their impact on residential amenity and compliance with both local and national policy. It is desirable that protection and retention of existing vegetation, the implementation and maintenance of supplementary planting and the careful positioning of lighting takes place. Therefore, whilst it is not possible to impose legally binding conditions on a NID, I recommend that the requirements set out overleaf are treated as formal, restrictions. Roads and Transportation have indicated that these 'restrictions' are acceptable to them.

**Iain Urquhart**  
**Executive Director (Enterprise Resources)**

**4 July 2005**

#### **Previous References**

- ◆ None

#### **List of Background Papers**

- ▶ Application Form
- ▶ Application Plans
- ▶ Consultations
  - Scottish Water 05/04/2005
  - Uddingston Community Council 05/04/2005
  - Roads and Transportation Services (Hamilton Area) 31/03/2005
  - Environmental Services 23/03/2005
  - Railtrack Outside Parties Section 23/03/2005
  - Uddingston Community Council 25/05/2005
  - Roads and Transportation Services (Hamilton Area) 19/05/2005
- ▶ Representations
  - Representation from : Angela Kirk, 2 Sheepburn Road, Uddingston, G71 7DU,  
DATED 03/03/2005

- Representation from : Mr. Mohammed, 8 Girdons Way, Uddingston, G71 7ED,  
DATED 30/03/2005
- Representation from : G. A. Whitefield, Clyde House, 9A Belleisle Avenue,  
Uddingston G71 7AP, DATED 31/03/2005
- Representation from : Alastair M & Mrs Mandy Struthers, 9 Belleisle Avenue  
Uddingston, G71 7AP, DATED 31/03/2005
- Representation from : Rector Brian Miller, 7 Belleisle Avenue, Uddingston,  
G71 7AP, DATED 23/03/2005
- Representation from : Ewan Gordon, 4 Sheepburn Road, Uddingston, G71 7DU,  
DATED 23/03/2005
- Representation from : M. Akram, 8 Girdons Way, Uddingston, G71 ,  
DATED 18/05/2005

**Contact for Further Information**

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

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## CONDITIONS

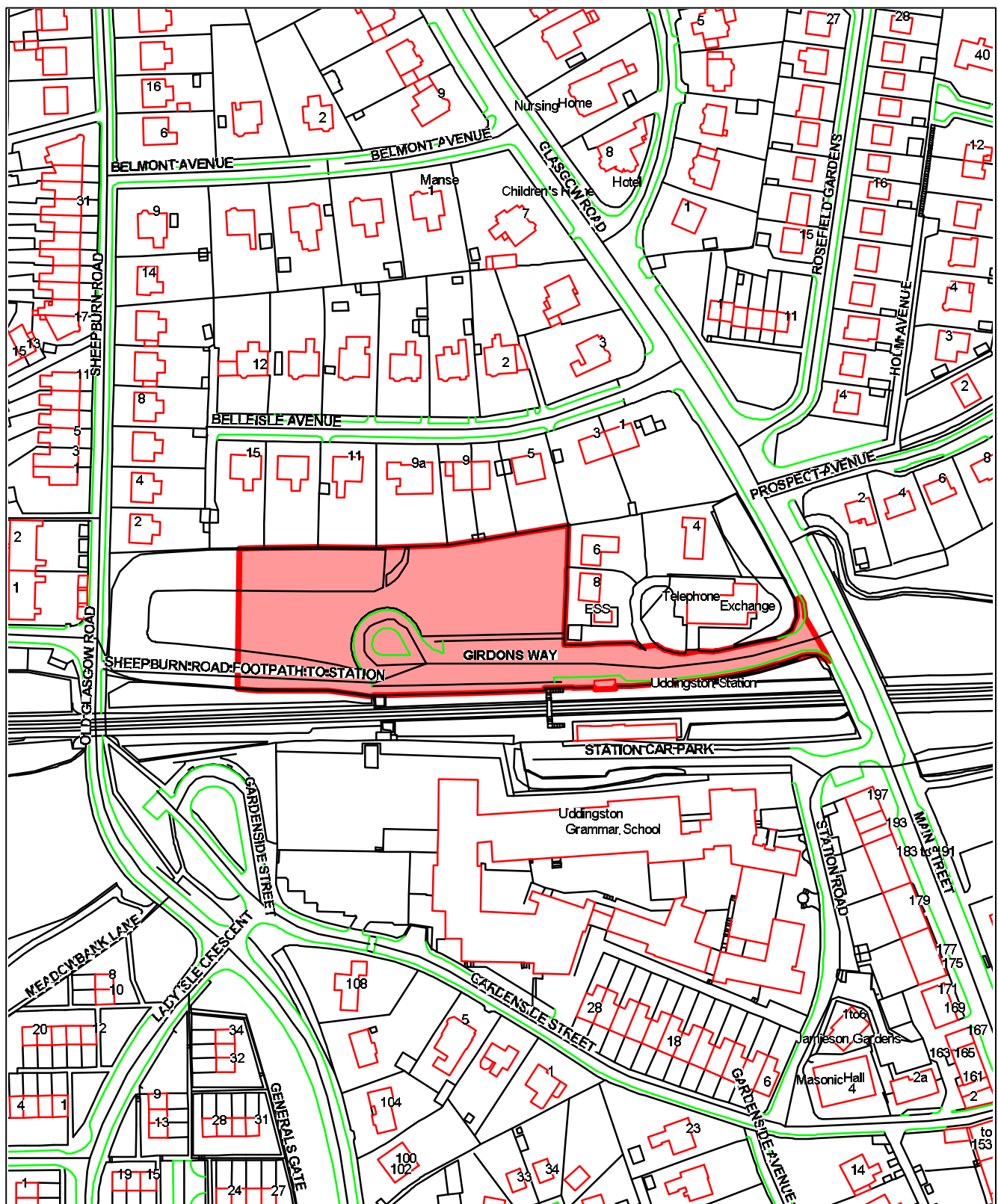
- 1 That no trees within the area cross-hatched green on the approved plan shall be lopped, topped, pollarded or felled, or otherwise affected, without the prior written consent of the Council as Planning Authority.
- 2 That the existing trees to be retained must be protected in accordance with methods as set out in BS5837/1991 during and until completion of all site operations and building works.
- 3 That the approved landscaping scheme shall be completed to the satisfaction of the Council as Planning Authority during the first available planting season following completion of the development hereby approved, and shall thereafter be maintained and replaced where necessary to the satisfaction of the Council.
- 4 That prior to installation, details of the design of the lighting columns will be submitted to and approved by the Council as Planning Authority. Thereafter, and before the lighting hereby approved is brought into operation, the lamps shall be cowled to prevent spillage of light onto the adjacent properties, all to the entire satisfaction of the Council as Planning Authority:
- 5 The following hours should be adopted as 'standard' for the carrying out of all works and ancillary operations which are audible at the site boundary.  
Monday - Friday 8.00 am - 7.00 pm  
Saturday 8.00 am - 1.00 pm  
Sunday None  
Any deviation from the above should only occur when:  
a) The applicant has satisfied the Council that the works can only be carried out at times outwith the standard hours for operational reasons or;  
b) The Council is of the opinion that the works require to be carried out at times outwith the standard hours to prevent or minimise noise problems.
- 6 That prior to the commencement of development, details of the land drainage works shall be submitted to and approved by the Council as Planning Authority.

## REASONS

- 1 To ensure the protection and maintenance of the existing mature trees within the site
- 2 To ensure that adequate steps are taken to protect existing trees on the site throughout the period of the proposed building operations.
- 3 In the interests of amenity.
- 4 In the interests of amenity.
- 5 To safeguard the residential amenity of the area.
- 6 To ensure the provision of a satisfactory land drainage system.

For information only

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