

# Report

Report to:	<b>Planning Committee</b>
Date of Meeting:	<b>14 November 2023</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

<b>Reference no:</b>	P/23/0866
<b>Proposal:</b>	Re-engineering of bus station to provide 4 bus stop locations, 2 bus layover areas, 4 bus shelters, bike store, lighting, CCTV, a real time information board and new paving
<b>Site Address:</b>	Lanark Bus Station St Vincent Place Lanark ML11 7JS
<b>Applicant:</b>	South Lanarkshire Council
<b>Agent:</b>	N/A
<b>Ward:</b>	2 - Clydesdale North
<b>Application Type:</b>	Full Planning Permission
<b>Advert Type:</b>	Non notification of neighbours
<b>Development Plan Compliance:</b>	Yes
<b>Departures:</b>	N/A
<b>Recommendation:</b>	Grant subject to conditions
<b>Legal Agreement:</b>	N/A
<b>Direction to Scottish Ministers</b>	N/A

## **1. Reason for Report**

- 1.1. This application is being presented to the Planning Committee for determination as it has received more than 5 objections, as detailed in paragraph 3.5 (b) of the Decision Making Process April 2015.

## **2. Site Description**

- 2.1. The application site is located within the town centre of Lanark and relates to the existing bus station and parking areas associated with the adjacent rail station. To the east of the application site lies Morrisons supermarket, to the west lies a vacant building (formerly occupied by the DWP) and disabled parking. To the south is a fish and chip shop and St Vincent Place, one of the main routes through Lanark. Within the wider area there is a mix of residential, retail and community uses.

## **3. Description of Proposed Development**

- 3.1. The proposal involves incorporating and altering existing rows of parking for the rail station to form 4 bus stances. The alterations would provide parallel parking for 2 standard bus stops and 2 coach stops, with associated shelters. The entrance would be re-designed to include a pedestrian island. There would also be a layover area for 2 buses, with potential electric vehicle charging. Other associated works include provision of a bike store, lighting, CCTV, real time information boards and new paving.

## **4. Relevant Planning History**

- 4.1. None relevant.

## **5. Supporting Information**

- 5.1. The applicant has submitted the following information to support the application:-

- ◆ Design Statement
- ◆ Equality Impact Statement
- ◆ Scheme Feasibility Study

## **6. Consultations**

- 6.1. Environmental Services – No objections, standard informatives requested.  
Response – Noted.
- 6.2. Roads and Development (Transportation) – No objection to the proposal.  
Response – Noted
- 6.3. Strathclyde Partnership for Transport (SPT) – No objections.  
Response – Noted.
- 6.4. Network Rail - No objection to the proposal.  
Response – Noted.

## **7. Representations**

- 7.1. Following the statutory period of neighbour notification and advertisement, a total of 14 representations have been received (10 objections, 2 comments and 2 support). The issues raised are summarised as follows:-

### Interchange

- ◆ Lack of toilets to serve interchange
- ◆ Lack of covered/safe waiting area
- ◆ Request real time tracking for buses at the interchange
- ◆ Knock down adjacent vacant building and form an internal waiting area
- ◆ Lack of pick-up and drop-off

- ◆ Lack of demand for additional bus stop and plenty within town closer to homes/workplaces
- ◆ Car parking is required for disabled access
- ◆ Loss of parking adjacent to the rail station
- ◆ Distance from new park and ride to rail is unsuitable for those with mobility issues, who cannot access a blue badge.

7.2. The above issues will be considered in the assessment below and full copies are available to view on the planning portal.

7.3. Various comments have been raised which are not relevant material planning considerations to this application. This includes impact on the adjacent Morrisons car park which is a matter for the relevant private parties to resolve. Furthermore, comments on the operations of the bus services and park and ride are not material to the consideration of this planning application

## **8. Development Plan**

8.1. Under Section 25 of the Town and Country Planning (Scotland) Act 1997, all applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

### **8.2. National Planning Framework 4**

National Planning Framework 4 (NPF4) is Scotland's national spatial strategy for Scotland. It sets out spatial principles, regional priorities, national developments, and national planning policy. NPF4 supports the planning and delivery of sustainable places, liveable places, and productive places.

#### **National Planning Framework 4 Policies**

- ◆ Policy 1 Tackling the climate and nature crises
- ◆ Policy 2 Climate mitigation and adaptation
- ◆ Policy 3 Biodiversity
- ◆ Policy 7 Historic assets and places
- ◆ Policy 12 Zero waste
- ◆ Policy 13 Sustainable transport
- ◆ Policy 14- Design quality and place
- ◆ Policy 27 City, town, local and commercial centres
- ◆ Policy 31 Culture and creativity

### **8.3. South Lanarkshire Local Development Plan 2(2021)**

For the purposes of determining planning applications the Council will, therefore, also assess proposals against the policies contained within the adopted South Lanarkshire Local Development Plan 2 (SLLDP2). In this regard the application site and associated proposals are affected by the following policies contained in the SLLDP2:-

#### **SLLDP2 Volume 1 Policies**

- ◆ Policy 2 Climate Change
- ◆ Policy 5 Development Management
- ◆ Policy 9 Strategic Town Centre
- ◆ Policy 14 Natural and Historic Environment

#### **SLLDP2 Volume 2 Policies**

- ◆ Policy SDCC3 Sustainable Drainage Systems
- ◆ Policy DM1 Design
- ◆ Policy NHE1 New Lanark World Heritage Site
- ◆ Policy NHE6 Conservation Areas

## **9. Guidance**

- 9.1. Nature Scot Developing with Nature Guidance is relevant to all local developments and provides advice and guidance on how to achieve Policy 3 Biodiversity of NPF4.

## **10. Assessment and Discussion**

### **10.1. Principle of Development**

The site is located in the Strategic Town Centre of Lanark. NPF4 Policy 27 City, town, local and commercial centres seeks to encourage, promote and facilitate development in city and town centres, to adapt to long-term economic, environmental and societal changes and encourage town centre living. The aim is to ensure that town centres are accessible locations. SLLDP2 Policy 9 Network of Centres seeks to ensure strategic town centres, such as Lanark, have a mix of commercial and community focal points. NPF4 Policy 13 Sustainable transport seeks to encourage, promote and facilitate developments that prioritise walking, cycling and public transport for everyday travel. The policy details that proposals to improve or enhance public transport infrastructure shall be supported.

- 10.2. Overall, it is considered that the principle of development is acceptable on this site and the proposal complies with NPF4 Policy 27, NPF4 Policy 13 and SLLDP2 Policy 9.

### **10.3. Climate Change**

NPF4 Policy 1, NPF4 Policy 2 and SLLDP2 Policy 2 aim to ensure that proposals for new development must, where possible, seek to minimise and mitigate against the effects of climate change. The proposal shall improve and enhance an existing public transport interchange and is sustainably located. The proposal will have no significant adverse impact on the water or soil environment, flood risk, air quality, biodiversity and/or green networks. Therefore, the proposal is considered, on balance, to meet the terms of NPF4 Policy 1 and NPF4 Policy 2 and SLLDP2 Policy 2.

### **10.4. Layout, Siting and Design**

NPF4 Policy 14 Design Quality and Place and SLLDP2 Policy 5 Development Management and Placemaking and Policy DM1 New Development Design seeks to ensure well designed development that makes for successful places. The proposal is sited within the Conservation Area where NPF4 Policy 7 Historic places and assets and SLLDP2 Policy 14 and Policy NHE3 Conservation Area are applicable.

- 10.5. The submitted feasibility scheme demonstrates an assessment and consideration of issues across the provision of public transport in Lanark town centre, namely at the interchange. The document details various iterations of proposals to resolve identified issues. The feasibility scheme sought to make improvements through the re-engineering of the bus station, including use of additional land used for parking, to ensure 4 stances were retained (there are 5 stances currently). This is coupled with other projects: a park and ride (completed on Ladyacre Road around 200m from the site) and provision of disabled parking (completed around 60m west of the site).

- 10.6. It is considered that the proposals as a whole suggest a suitable layout and design for its location and the surrounding area. The level access and natural stone flag will improve the visual amenity of the bus interchange. The loss of car parking has been alleviated by the formation of the nearby park and ride facility, with an overall increase in parking provision. It is noted that concerns have been raised for those with mobility concerns that do not qualify for blue badge parking provisions. However, the re-

engineering works seek to improve the access and egress for the bus itself, provide safe crossing and pedestrian access around the interchange, more suitable for those with mobility issues. The proposals shall result in an accessible, pleasant, connected, distinctive, sustainable development that meets the changing needs of the community. The proposal meets the terms of NPF4 Policy 14 and SLLDP2 Policy 5 and Policy DM1.

- 10.7. NPF4 Zero Waste Policy 12 details that suitable bin storage, inclusive of recycling bins should be provided. Bins have not been detailed on the plans, however, this matter can be addressed through an appropriate planning condition. The proposal meets the terms of Policy 12.

10.8. Other matters

NPF4 Policy 3 Biodiversity under part (c) details that all local developments shall include appropriate measures to conserve, restore and enhance biodiversity. The Developing with Nature Guidance is pertinent in this case. The guidance encourages a mitigation hierarchy to be applied - avoid, minimise, restore and offset to achieve a net positive biodiversity impact.

**11. Recommendation and Conditions**

- 11.1. The Committee is asked to agree the following recommendation:-

**Grant Planning Permission Subject to the following 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 decision notice.

Reason: To comply with Section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended).

02. 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.

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

03. That prior to any work starting on site, details of a programme indicating the phasing of the construction works and provision of alternative arrangements for the operation of the bus interchange shall be submitted to the Council for approval, and no work shall begin until the phasing scheme and alternative arrangements has been approved in writing. Following approval, the development shall be implemented in accordance with the approved scheme.

This programme shall include details of:-

- ◆ phasing of constructions works
- ◆ traffic management
- ◆ the circulation of vehicles and pedestrians in and around the site
- ◆ temporary bus stops inclusive of turning arrangements
- ◆ full accessibility audit of temporary bus stops

Reason: In order to ensure suitable interim arrangements.

04. That prior to the commencement of any works starting on site, a Road Safety Audit shall be submitted to and approved in writing by the Council as Roads and Planning Authority and implemented thereafter.

Reason: In the interests of traffic and public safety.

05. Prior to the commencement of development, the following details shall be submitted to and approved in writing by the Planning Authority:-

- i. Sectional drawings detailing the proposed ground levels and any ramps, kerbs or steps proposed at the interface between the bus station and the railway station at the northwest corner of the site.
- ii. A site plan showing the location of the provided sections and the precise location of the cycle storage.
- iii. Design details for the proposed cycle storage.

For the avoidance of doubt, the submitted details shall ensure that a clear and level access is maintained between the bus station and the railway station.

Thereafter, the development shall be undertaken in accordance with the approved details.

Reasons: In order to ensure that a clear and level access is maintained between the bus station and the railway station in the interests of public safety and in providing access for all to public transport infrastructure.

## **12. Reason for Decision**

- 12.1. The proposal relates to the re-engineering of a bus station to improve the customer experience for all, inclusive of those with mobility issues, and pedestrian movement within the site. The proposal will provide a modern high-quality transport interchange and encourage public transport as a sustainable transport alternative to the private car. The proposal complies with the relevant Policies of National Planning Framework 4 and SLLDP2. It is recommended that planning permission is granted.

**David Booth**

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

**Date:** 2 November 2023

## **Background Papers**

Further information relating to the application can be found online:

[P/23/0866 | Re-engineering of bus station to provide 4 bus stop locations, 2 bus layover areas, 4 bus shelters, bike store, lighting, CCTV, a real time information board and new paving | Lanark Bus Station St Vincent Place Lanark ML11 7JS](#)

## **Corporate Considerations**

The report raises no impacts or risks in terms of equalities or financial implications. Any implications in terms of climate change, sustainability or the environment will have been considered above in terms of the relevant national and local policies.

**Contact for Further Information**

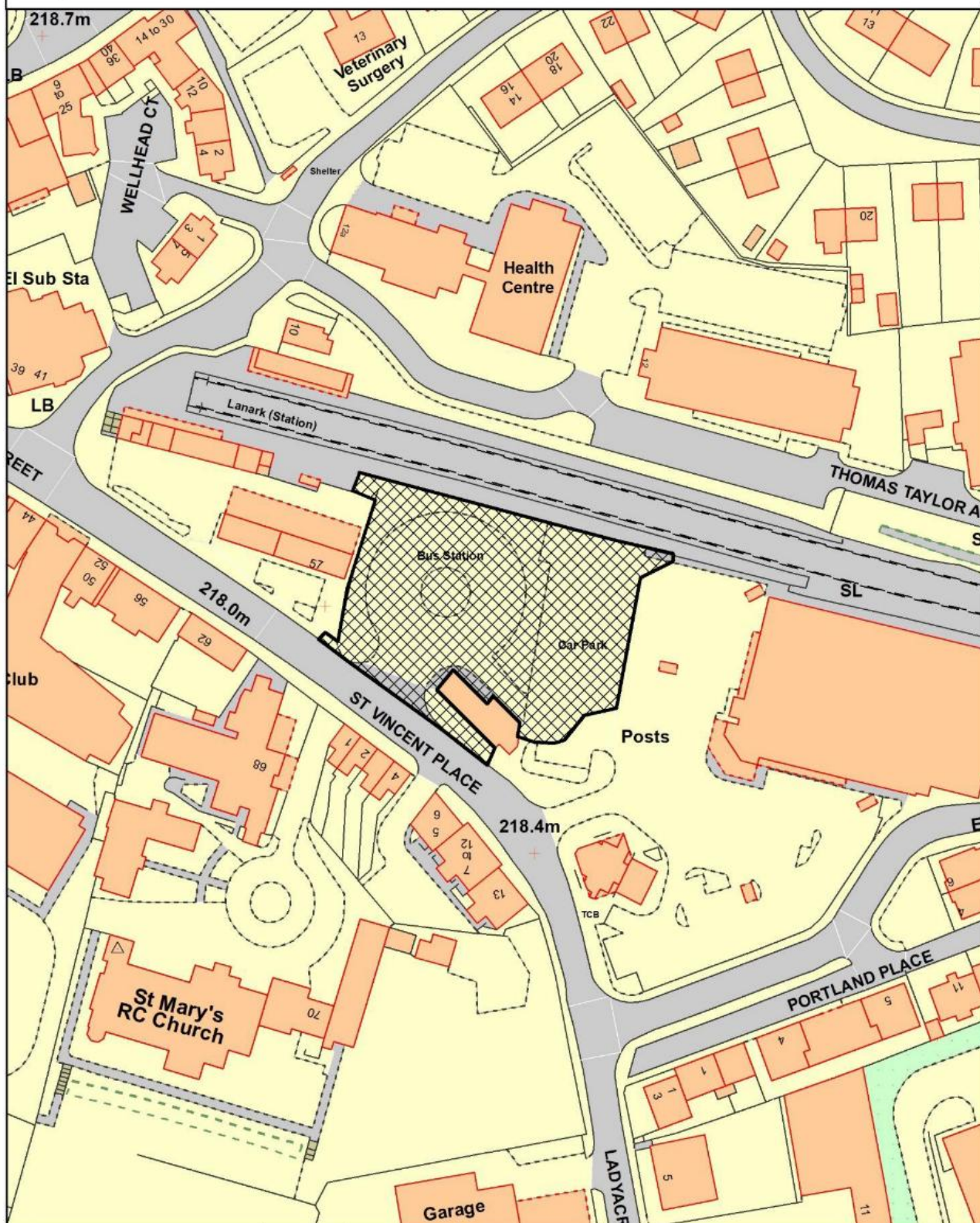
If you would like to inspect the background papers or want further information, please contact:-

Tel: 01698 454867

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# P/23/0866 Lanark Bus Station



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Scale:  
1:1,250  
Date:  
27/09/2023



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