



Jackton & Thorntonhall Community Council

Meeting Minutes

Thursday June 19th 2025 at 7.30pm

Thorntonhall Tennis Club



Sederunt: Fiona Gardner (Chair), Douglas Eunson (Treasurer), David Ross and Lesley Whitefield.

It was noted that a quorum of members was present and the meeting could proceed in accordance with the constitution.

1. Welcome and Apologies

The Chair welcomed everyone to the meeting.

Apologies had been received from Sandy McEwen, Christian Potter and Bill Turner.

Councillors Present: No Councillors were present. Apologies had been received from Councillor David Watson and Councillor Monique Equi.

Public Present: Approx 20 members of the local community attended the meeting (9 completed the sign-in sheet).

Apologies had been received from Mark and Lesley Dolan.

2. Minutes of Previous Meeting

The April and May minutes had been circulated in advance of the meeting. They were approved by Fiona Gardner and seconded by Lesley Whitefield.

Review of Action Points

A summary of the action points is attached at Appendix 1.

3. Updates:

Appointment of new Community Councillors

Due to the May meeting not being quorate, the 2 new members of the community council were confirmed again - John McManus and Trevor Herrington. David Eunson proposed and David Ross seconded their appointments which will now be confirmed by South Lanarkshire Council. Fiona intimated both are most welcome. Fiona thanked David Ross for his commitment to the JTCC.

Thorntonhall Roads / Peel Road Petition

Paul Harvey provided an update – attached at Appendix 2.

BESS / Apatura Consultation

Trisha Harvey provided an update – attached at Appendix 3. No application as yet but we must remain vigilant; Busby have commenced Community Council meetings triggered in the main by BESS potential development.

Eaglesham BESS update (Morag McMaster)

Morag McMaster gave an update to the meeting on her experience with the Eaglesham BESS situation. This is attached at Appendix 4.

Local Development Plan 3 (LDP3)

The chair brought this up as she was confused and concerned with the Thorntonhall entry as it bore no relationship to local residents' previously expressed opinions. Further discussion with Tony Finn at South Lanarkshire Council Planning is required. A copy of the notes of the LDP3 locality consultation event for East Kilbride/Strathaven held on 20th March is attached at Appendix 5.

Micro Grant

Janice Edwards' application for planters / floral enhancements to Thorntonhall was approved by Douglas Eunson and seconded by David Ross.

Unfortunately the new hedging supported by a microgrant has been stolen. There is a little grant left and it was suggested to plant bare roots.

4. Reports

Treasurer's report:

Account balances:

Current:	£ 1004.90
Business reserve:	£ 1806.25

5. Correspondence

- South Lanarkshire Council (Use of Off-street Parking Places) Consolidation Order 2011, Amendment No.1 Order 2025 (detail attached to agenda)
- South Lanarkshire Council (Hairmyres Park and Ride South car park Bus Access Road, East Kilbride) (No Entry (except buses)) Order 2025 (detail attached to agenda)
- South Lanarkshire Council (Prohibition of Waiting and Loading except Taxis) (Amendment No. 1) Order 2025 (detail attached to agenda)
- Create a Calmer End to Term – Free Workshops from SAMH Let's Connect (e-mail attached to agenda)

- Events / Activities organised by National Autistic Society – South Lanarkshire Branch (detail attached to agenda)

6. Planning Applications

- **Application Number P/25/0009/PAN**

Date registered – 23.4.25

Thornton Farm, East Kilbride – Residential development with associated infrastructure works (Bellway Homes Ltd)

There was discussion about this application. The Chair thanked Fergus Corbett for attending the consultation meeting in May and for his excellent report on this potential development which had been included in May's minutes.

- **Land 50M North of 1 North Hill View, Waterfoot Road, Thorntonhall**

The appeal concerning the above was refused. Awaiting update that South Lanarkshire Council will be taking enforcement action for the removal of the caravan and container units.

It was noted that this has been turned down and again at appeal. Sandy McEwan has been in contact frequently with the council but as yet has not received a firm action plan. Further contact will be made with Councillors for assistance with this ongoing situation if required.

7. Road Closures & Works

Noted as per Agenda.

- **A726 Redwood Crescent roundabout to Redwood Avenue** East Kilbride South Lanarkshire Council **Actual Start Date:01/10/2024** **Estimated Duration:191** Working Day(s) Road Resurfacing as part of the construction of the new Hairmyres Station P+R with new access junctions to north and south of the railway line.
- **Cartsdie Highway, Thorntonhall** between Stoneside Farm and Glenmore – 11th to 15th August (9.30am to 3.30pm each day). Reason for closure British Telecom repairs
- **A727 East Kilbride Road –closed from Peel Road roundabout to the South Lanarkshire boundary** 4th August 2025 to 15th August 2025; reason for closure carriageway repairs.

8. Other Business

Paul Harvey asked if the council could ensure the pavement on Waterfoot road could be cleared to protect walkers. There was discussion around the depth of various hedges adjacent to pavements causing obstruction and danger to walkers

Paul Harvey said that this had been highlighted by the council on Peel and Braehead road

While walking along Peel Rd with the road planners, they observed that many residents' hedges on Peel Road and Braehead Road were extending onto the pavement. They said that It would be beneficial if residents could contribute to enhancing the safety of these roads by trimming their hedges, allowing pedestrians to use the paths safely.

The verges were generally overgrown and required serious maintenance – this issue will be raised with Local Councillors.

9. Next Meeting

18th September 2025 at 7.30pm, Thorntonhall Tennis Club.

Meeting closed 8.30pm

Micro grant applications:

The Community Council can award grants of up to £500 to support local constituted and non-constituted groups and where appropriate individuals who need small amounts to pursue their objectives. Applications can be requested via the CC Webpage or by emailing jackthonrncc@gmail.com

Litter Reporting.

https://www.southlanarkshire.gov.uk/info/200233/street_care_and_cleaning/347/litter_bins_and_street_sweeping/3

For local road and lighting faults, potholes, broken slabs, damaged footpaths, signs, broken bollards, guardrails, flooding, blocked gullies please use the following link.

https://www.southlanarkshire.gov.uk/info/200232/roads_lighting_and_pavements/337/road_and_lighting_faults

For council maintained landscaping enquiries such as overgrown bushes and fallen branches. Waste and Ground Service Enquiry form

https://www.southlanarkshire.gov.uk/info/200255/land_management/338/maintenance_of_landscaped_areas

Appendix 1 – ACTION POINTS

Blue – Cllr Equi e-mail enquiries

Red – current situation.

1	<p>Can you let me know who would be responsible for erecting Bus shelter at the two bus stops on either side of East Kilbride Road next to the Carmunnock bypass roundabout?</p> <p>Checking with Transport Scotland / Connect Roads / SLC. SLC have confirmed they are liaising with SPT and have requested patronage figures from First Bus to establish the demand for a new shelter at this location. Will get back to us once they have had these figures.</p>	Cllr Equi / Christian following up	Christian chased SLC 9 th June. SLC responded 12 th June. If they don't get response from First Bus then SPT will get the patronage figures.
2	<p>Can you send me a copy of the schedule for 2024/2025 and 2025/2024 for roads/ potholes to be filled repaired please in Thorntonhall and Jackton. We hope to provide all local members with a copy of the 2025/26 carriageway resurfacing programme by the end of April 2025.</p>	Awaiting response from SLC	
3	<p>Write to Scotrail regarding plans to improve Thorntonhall trains to twice per hour.</p> <p>Generic response received from ScotRail; asked for further detail; Cllr Equi will take up with Scotrail PR – managed to get meeting with External relations Manager at Scotrail – date TBC</p> <p>Costs of diesel now not appropriate excuse; 500 to 1000 households; Cala had promised; can't measure people going to busby / EK instead.</p>	Christian Potter / Cllr Equi.	Meeting on 13 th June – Monique and Christian. Summary of meeting below.
4	<p>Let Cllr Equi know about Jackton Primary School muga / bin situation and she will take this up.</p> <p>Cllr Equi has chased up Education department. She hopes to get a further update on what's happening with the bin donated by local resident.</p>	Fergus Corbett / Cllr Equi.	
5	Peel Road / East Kilbride Road junction - fly-tipping – Cllr Equi will contact land owner	Cllr Equi	
6	Defibrillators – Clare Stirling and Trevor Herrington volunteered to maintain. Christian will confirm what's involved.	Christian Potter	Christian has e-mailed volunteers on the defib British Heart Foundation TheCircuit website. Awaiting responses.
7	Land 50M North of 1 North Hill View, Waterfoot Road, Thorntonhall-	Christian Potter	Raise this ongoing issue with Cllr Equi / David Watson
8	Hedges on Peel Rd and Braehead needing cut	Christian Potter/ Cllr Equi	Raise with Councillors / report to SLC.

Note of Meeting with Scotrail – 13th June 2025.

Councillor Monique Equi arranged a meeting with Scotrail and in attendance from Scotrail was their Business Development Executive and External Relations Assistant.

The meeting was called to discuss the Thorntonhall train service which is at present hourly, with more regular services at peak times.

It was confirmed that the planned first stage of electrification of the East Kilbride / Glasgow route has been completed recently. For now, diesel trains will be in operation. It is anticipated there will be an introduction of some electric trains in time for the December 2025 timetable. At that point there will be a mix of diesel and electric trains. ScotRail's procurement of new suburban trains will take some years. Only at that stage will there be a full electric service on the EK line.

The present hourly service for Thorntonhall is due to the due to capacity constraints with diesel trains. The diesel trains can't get to East Kilbride / Glasgow quick enough. There is also the issue of volume - with Thorntonhall passengers of 19,500; Busby at 136,000 and Clarkston at 400,000 in the 2023/24 period.

With the current diesel trains, there is not enough time in the timetable for Thorntonhall to be served half-hourly during the day. However, with a fully electric train service, ScotRail expect to be able to increase the frequency from the current hourly service. ScotRail are going to look at the timetable to see whether an improved service can be delivered when a mixture of diesel and electric trains are operating, although the whole industry process to make timetable changes mean this cannot be achieved for the December timetable change.

We agreed we would keep in touch going forward and discuss further plans again as a group.

Peel Road Visit - 30 May 2025

I am writing to express my thanks to you and Iain for the time you gave to myself, and the residents of Thorntonhall, to walk the Peel Road and discuss the safety aspects outlined at the e-petition meeting held earlier in the month which we all attended.

On a separate point, I do not have Iain's email address and would ask that you please forward this letter to him.

As part of my response I would also like to briefly outline the subjects, starting at the southern end of the village, that we discussed during our walk through:

On the entrance to the Village:

- The 30 Mph signs and Dragons teeth road markings.
- The need for a "Pedestrians in the Road" awareness sign at this entrance to the village.
- The 30 Mph Warning/Indicator sign prior to the RH Bend.
- Discussions with Mr King of South Meikle Dripps Farm regarding the need to transit the roads being repaired whilst transporting Winter silage to his farm and the problems that may arise as he turns on and off freshly tarmacked road surfaces.
NB - This is also likely to be the case for Mr Henderson of Meikle Dripps farm on Waterfoot road.
- Making the RH bend sign more visible and removing/replacing the current 1920's style sign.
- A speed hump similar to those found on A719 Galston Rd prior to the bend to protect pedestrians in the road and slow other road users as they approach the blind bend and Waterfoot Road junction.

At the Waterfoot Rd Junction:

- Making the information signs more obvious.
- Repairing the road surface leading into Waterfoot Rd and re-instating the road surface junction markings.
- Placing 30 Mph reminder signs after the junction although it is understood that there is no statutory requirement for them as the speed through the village has been displayed at both village entrances to Peel Road.

Waterfoot Road Junction to The Railway Bridge Crest:

- Making the LH Bend 1920's style sign more obvious.
- A "Pedestrians in the Road" awareness sign close to where the Footpath ends.
- A speed hump, similar to those found on the A719 Galston Rd, to calm traffic as it approaches the Railway bridge.
- The 30 Mph road markings and reminder signs on this stretch of road.
- Making the "Road Narrows" and "30 Mph Warning/Indicator sign" more obvious by the use of Yellow Background surrounds.
- The addition of a Pedestrians in the road sign prior to Bridge crossing.
- Making the Railway Bridge pavement delineation lines more obvious by the use of reflective studs or "Rumble" lines.

The Northern end of the Railway Bridge to the Busby Roundabout Junction:

- Identifying the ownership of the road and junction leading into the "Drop Off" and "Disabled parking" area behind the Railway Platform.
- Identifying the responsibility for any signs informing road users, travelling North on Peel Rd that a "Blind" junction exists over the crest of the bridge and that Traffic will be emerging from it onto the Peel Road.
- Making the "Road Narrows" sign more obvious by the use of a "Yellow Background" surround.
- The addition of a Pedestrians in the road sign prior to Bridge crossing.
- The reporting of the recently fallen trees across the pavement.
- The replacement and/or repair of the 30 Mph Warning/Indicator sign prior to the Braehead road junction.
- The analysis work that was undertaken to ensure that the mini roundabouts meet current Highways standards.
- The new white lines and their effectiveness.
- The missing tarmac, "road edge" section that formed, we believe, part of the recent fibre upgrade to the village.
- The 30 Mph Warning sign and its recent repair.
- Parking on the crest of the hill after the 2nd mini roundabout and how it forces drivers, travelling North, to overtake on the crest of a hill
- Vehicles travelling South driving to fast and using both side of the road as they round the right hand bend
- The speed of vehicles using the stretch of road to from the Busby roundabout to the first right hand bend and witnessing speeds, indicated by the warning sign, in excess of 44 Mph
- The size of the 30 Mph signs at the entrance to the Village, their effectiveness and research that indicates that larger signs make road users feel that there is less danger than smaller ones and the fact that this had just been borne out by witnessing vehicles speeding on this stretch of the road.

Finally, I would like to acknowledge that these discussions took place without commitment, and I would once again like to express my thanks on behalf of Thorntonhall residents for taking the time to consider the traffic calming and driver awareness aspects that we feel are necessary to make our village roads safer, I believe that by working together, we can create a safer environment for everyone, and I look forward to your response.

Good evening,

There are three important updates to share:

1. Apatura Update

We have been checking daily, but there is still no indication of a go-live date.

Please be assured that we will continue to monitor the situation closely and will update the mailing list and Facebook group as soon as there is any news.

Thanks to everyone's hard work, we are now in a much stronger position to respond to the planning permission process, with a detailed action plan ready to deploy as soon as the application is released.

2. Busby Community Council

Busby has established its own community council. Many affected Busby residents were previously unaware of the BESS proposal, so we are working with the community council to raise awareness and offer our support.

An article on the Thorntonhall/Busby BESS has been included in the latest Busby parish church publication to ensure affected Busby residents are aware of the BESS. We have had a lot of support from them and like us they are totally against it.

3. Eaglesham BESS Developments

There has been significant activity regarding the Eaglesham BESS.

I am going to hand you over to Morag who has been running the campaign against the Eaglesham BESS for the last 20 months.

Appendix 4 – Eaglesham BESS update

My name is Morag Hannan and I live directly across the road from Apatura's plan to site a 40MW BESS at the entrance to the conservation village of Eaglesham.

The first planning application which was submitted in May 2024. 251 objections were received including a legal opinion from Anderson Strathearn and an independent planning opinion from Laistter planning. The planning officers ignored it all. The hundreds of objections were reduced to single lines of themes of complaints.

Most of the councillors thankfully did their own research and were completely against this. It was rejected 4councillors to 2with Annette Ireland and Mary Montague voting for the BESS.

Apatura appealed to the Scottish reporter as expected. The Scottish reporter ended up dismissing it agreeing with the council rejection that it did not meet NPF4 policy 8 - even if building on greenbelt land was allowable because it was a renewable energy project it doesn't mean any site could then be permitted. He ruled that the visual impact would cause a "drastic and dominant change" from that of one of open countryside.

A second application was submitted to ERC only a few weeks after the appeal to the Scottish reporter was made. There is very little material difference -a screening 'bund' and an instant hedge as well as some retrospectively put together evidence trying to persuade the councillors that they had looked at other sites. During the second application Apatura chopped and changed their mind about the emergency water tanks several times - first there was one, then there was three and then it went underground. There have been umpteen mistakes on their technical drawings throughout both planning applications. A completely amateurish effort.

For the second application there were 315 objections. The changes made have given no reassurances to the community over fire risks, connection distance and impact on the village during construction and beyond persisted.

A special planning committee meeting was scheduled very quickly and quietly for April 15th at the request of Apatura. We have no idea why ERC are bending over backwards for this private company. It essentially stinks.

The second planning committee met on 15th April. It's available to watch on ERCs' Youtube channel - its now been viewed over 1400 times. Bearing in mind planning committees are quasi-judicial processes it left a lot of concerns about how that meeting was conducted but it was passed 3 for; 3 against with the chair having the casting vote.

There was one apology noted during the meeting. Before the meeting started I whispered to my husband "where's Paul Edlin". Councillor Edlin had been clearly against the initial application, he is Eaglesham's ward councillor and we were surprised that he wasn't there as has always strongly represented his constituents.

It transpired that Paul had been contacted with only a few hours' notice and the chief legal officer, Garry Mahon told him that he may have prejudiced himself at a meeting of MECC two weeks prior. Annette Ireland, the councillor who voted in favour of the BESS, had made the complaint. Sufficient pressure was put on him by Gerry Mahon to not attend with no time to investigate and seek advice.

We made the decision to speak to Roddy Dunlop KC who is the dean of the faculty of advocates. This was not something we undertook lightly. We needed to be clear that our cases had a high chance of success. Roddy advised us, at this stage anyway, to keep the brief narrow.

It is based on the fact that Councillor Edlin was not able to attend the meeting due to the undue pressure that was put on him to not attend. The petition was served on the council and notice given to Aptaura as an interested party on the 3rd June. We are expecting that ERC will lodge either "answers" or a "notice of intention to contest" next week.

You may also be aware that a section 65 of the town and country planning act is also being explored by the conservative councillors. Roddy is clear that this is not a "remedy" in legal speak that is open to us as a community. We have no say in how it progresses. It is rarely used and the examples we have found have been when everyone is in agreement to overturn the decision including the applicant.

It was discussed on 4th June and I understand that it is on the agenda for full council meeting on 25th June.

We have a high likelihood of success at a judicial review or we wouldn't be taking this action. We are currently waiting ERCs' response, and we will have a crowd-justice campaign up and running soon as well as having identified other sources of funding. If the council lose then they will be responsible for the majority of the costs. If we win the judicial review the decision is wiped and it goes back to the planning application committee - something that is likely to go in our favour as Cllr Edlin would then be present.

We are in a positive position in Eaglesham going into the summer with two viable routes of getting this decision overturned. Our plan is to have so many nails in this coffin that if Aptaura try to come back for a third application there is no chance of it ever being opened.

Appendix 5 –
Notes of the LDP3 locality consultation event for East Kilbride/Strathaven held on 20th March.

East Kilbride/Strathaven Locality

15 people joined the online event held on 20th March 2025 and 17 people emailed comments.

East Kilbride

East Kilbride General Area and Town Centre

Transport: Active travel options are abundant as are public transport, the latter beneficially arising due to the local hospital. However, the newly created bike lanes in the centre have created a bottle neck if someone breaks down. Some consider that the cycle paths are a waste of time as it's a windy area. More pedestrians use them as they're viewed as safer than using the underpasses. The Town Centre should not be charging for parking, this deters people from using the already dwindling variety of shops. Taxis are very expensive in comparison to Uber etc. some are not very clean.

Workplaces: Of paramount importance for young jobseekers.

Community Facilities: Healthcare and places to meet are fine, the Arts Centre is great, but the shops are dire with the cull of so many in the town centre mall. The Civic Centre is an eyesore being so central. The disused industrial estates and dilapidated buildings are depressing.

Nature/Play: Are abundant.

Climate Action: Individuals and workplaces make every attempt to contribute positively to tackling climate change.

Safety/Care and Maintenance/Feeling listened to: The area feels relatively safe and people enjoy living here. Estates that are factored for maintenance are very well kept. People feel they are engaged for consultation and are listened to.

Jackton

Traffic/Transport: Concerns were raised that most paths were next to roads where there is a sense of danger especially along Jackton Road which is an unrestricted rural road unsuitable for the many walkers/dog walkers/cyclists now using it. Old East Kilbride had remote paths to stay off-road, now this is gone in new development. Requests were made for the proposed remote paths in the Jacktonhall development to be provided immediately to increase safety and form connections through meaningful greenspace (not around SUDS ponds) to enable connection with nature in leisure and play in recognition of the wellbeing benefits it brings. It would be beneficial to have a more direct route to the area via the Expressway rather than through Eaglesham if possible.

Community Facilities: Other than building a new school, many felt that Jackton lacks amenities to support the large scale of housebuilding in the area. Requests were made for a local shop, pub, restaurant, and meeting spaces. It was highlighted that 2 sites earmarked for shops are boggy and unstable.

Nature/Play: The area is used for equestrian purposes and improved access should be made in this regard. There is a lack of quality play areas for football and open space within the newly built areas of Jacktonhall despite the new swing park. There is also nowhere safe for dogs to run and train. Future expansion should be restricted to brown field sites only to ensure the beauty of the surrounding environment and limit the continuing pressure on local services.

Digital Infrastructure: Provision of fibre optic broadband should be a priority as the service at the moment is unusable.

Lindsayfield/Greenhills

Traffic/Transport: There is a lack of hard surfaced and lit footpath provision from the new estates to access the nearby Crosshouse Primary School via the former Netherton Road creating safety issues for children in the darker winter months. This route is also used by residents to reach the Greenhills shops where they can gain access to the main bus route into Glasgow as there are no other bus networks nearby.

Community facilities: The nearest supermarket is the Morrisons or shops at Greenhills, there are no other local shops that are close to walk to, everything is a drive away. With the closure of Greenhills library, many older people are now travelling by bus to access the library within the town centre. However, the journey on foot between the bus station and the library is quite difficult for older people or those with health conditions. There should be some way to assist people from the bus station to the library and back, this might increase foot fall in the centre.

Nature/Play: This area would benefit from provision of a central open space for all the new estates to access play for children/walking/spending time in nature, something of a smaller scale to the St James Heritage Park in Stewartfield. Otherwise, walks are taken on country roads where there are safety concerns.

The Murray

Community Facilities: Concerns were raised over the reduction in community facilities being available to hire and operate group sessions/come together for a chat. There are now no churches here which previously offered a place for community group activity. Would there be protection for existing churches/support for new churches in LDP3? For some, there are no shops nearby.

Care and Maintenance: The environment is very poor and litter is a big problem. The common grounds of flats are not maintained and rubbish/rubble piles up. A safety issue was highlighted with 4 potholes in the pedestrian crossing at Tesco raising the issue of lack of maintenance in private stores.

Thorntonhall

Housing: More retirement bungalows/flats are required to enable residents to continue living here. Given the proximity to Hairmyres Hospital, provision of key worker housing for doctors and nurses should be considered. Existing housing is dominated by large expensive detached properties, more smaller 2 or 3 bed properties for young families/first time buyers/students would diversify the community.

Traffic/Transport and Community Facilities: Some felt there were good options for active travel and public transport to access nearby amenities especially with electrification of the railway, while others noted they would like some shops, specifically a convenience store/supermarket and offices within the immediate area without the need to travel. Traffic calming would be welcomed to preserve and protect the narrow roads which are much enjoyed by residents, children, and cyclists etc. for recreational use.

Nature/Play: There were many opportunities to improve public access to greenspace for walking/wheeling/cycling and provide e.g. allotments and create more woodlands/parks.

Community Spirit and Care/Maintenance: There is currently a strong sense of community and safety within a peaceful environment. However, this may change should aspirations to site a battery farm nearby be successful with its adverse environmental and safety impacts. The reduction in verge maintenance has also led to a decline in the visual appearance of the area to its detriment and there are instances of fly-tipping.

Respondents noted that with careful design and limited number of homes, shops, and businesses, amenities could be provided without being at odds with the character of the area, preserve the green belt and rural feel of the area, be more environmentally sustainable, create jobs, and bring social benefits.

Strathaven

Renewable energy: Strong concerns from several people over saturation of windfarms and their adverse visual and environmental effects. There were also concerns that constraint payments are given not to operate the turbines as there are issues getting energy from the windfarms into the grid, with excess sent to England but the use blots Scotland. Not enough weight is given in decision making to those who are most directly affected by them, i.e. those who live closest. Seems difficult for local people to lobby when even an Inquiry Reporter advises to refuse these types of development, but Scottish Ministers overturn

the decision and approve them. Some people do appreciate the funds they provide that support community activities such as the bus into Glasgow run by Climate Action Strathaven which has had great take up, as well as their contribution to clean energy and tackling climate change. Some noted that where sensitively located, some windfarms can be supported. It was also highlighted that respondents to the Strathaven and Glassford Local Place Plan (LPP) did not raise windfarms as a big issue, however others advised that many people were unaware of the LPP consultation.

Transport: Other than the Glasgow bus, transport options are limited. It was considered a great idea opening the rail station at Larkhall but there is no link to get to it from Strathaven yet it is so close-by.

Community Facilities: Residents in the Bancon estate raised concerns over the scale of the estate, congestion on the roads, no space at the GPs and schools etc. Public toilets have been removed but are important in the community e.g. during the Gala Day or other community events. If nothing else a disabled toilet should be provided, Stonehouse which is a smaller settlement has a toilet. A lack of gym facilities was cited. Rumours of Strathaven Park closing for re-development were highlighted, officers advised they were unaware of any proposals. The post office is located at the top of Commercial Road and is difficult for disabled people to access and would be better relocated nearer the centre. The library would benefit from better signposting as some were unaware of its existence. Representatives from Strathaven and Glassford Community Council (CC) responded to some of the concerns raised and advised that they will take up exploring provision of a disabled toilet and find out more from the Stonehouse example. They advised that Millennium money funded Larkhall station and that the old viaduct that carried the train line was removed so can't now reconnect to Strathaven. They highlighted that there are no banks left in Strathaven, the CC tried to get a banking hub but were unsuccessful with their application. It was felt that Strathaven was well catered for in terms of other community facilities and the community fridge is a great facility.

Nature/Parks: There are many parks/open spaces which are well looked after. Community Spirit: Many felt there was a good community spirit.