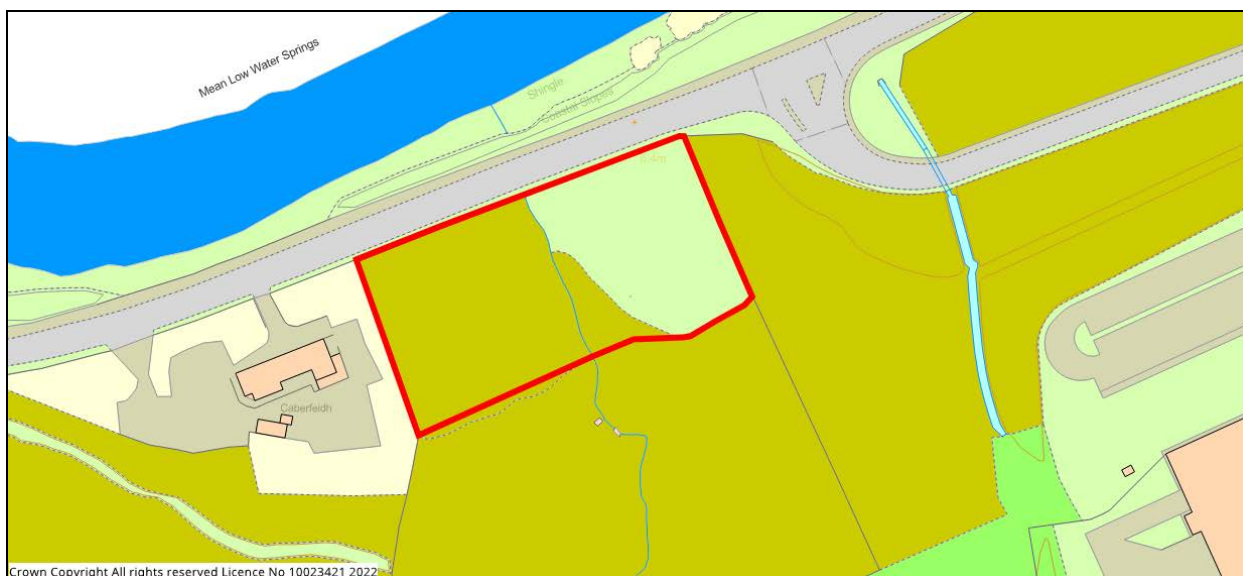


<b>Report To:</b>	<b>The Planning Board</b>	<b>Date:</b>	<b>9 June 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment and Regeneration</b>	<b>Report No:</b>	<b>21/0073/IC Plan 06/22</b>
			<b>Local Application Development</b>
<b>Contact Officer:</b>	<b>David Sinclair</b>	<b>Contact No:</b>	<b>01475 712436</b>
<b>Subject:</b>	<b>Change of use from open undeveloped ground to proposed motorhome, touring caravan and campsite with associated facilities (planning permission in principle) at Site Adjacent to Cabervans, Cloch Road, Gourrock</b>		



## SUMMARY

- The proposal complies with the adopted and proposed Inverclyde Local Development Plan.
- Three representations have been received in support of the proposal.
- Two objections have been received raising concerns over user amenity, design, access rights, policy conflicts and impacts on traffic.
- The recommendation is to GRANT PLANNING PERMISSION IN PRINCIPLE subject to conditions.

Drawings may be viewed at:

<https://planning.inverclyde.gov.uk/Online/applicationDetails.do?activeTab=documents&keyVal=QQ0G4LIMLDX00>

## **SITE DESCRIPTION**

The application site comprises a greenfield site covering approximately 0.68 hectares located on the south side of Cloch Road, Gourrock, approximately 30 metres south-west of the Faulds Park Road junction. The site is roughly divided in two at right angles from Cloch Road by a burn which runs through the middle of the site, the burn runs between 1 and 2 metres lower than the adjoining ground. The area to the east of the burn is mainly unmaintained grassland, with a mixture of bushes and trees around the perimeter of the site, whilst the area to the west of the burn contains a smaller area of grassland surrounded by a mixture of trees and bushes. Towards the north of the site an area of hard standing has been previously formed on the west side of the burn. The site sits on a gradual north-west facing slope, with steeper gradients sloping downwards on both sides of the burn. A post and wire fence runs along the north and east boundaries of the site.

The site is bound by a business which sells caravans and campervans to the west; an area of grass with picnic benches to the north across Cloch Road, with the Firth of Clyde beyond; an area of open space containing a mixture of trees and bushes and Faulds Park Road to the east; and a steep embankment of undeveloped greenbelt land containing thick vegetation to the south. The area directly south of the site is covered by a Tree Preservation Order (TPO), however the site itself is entirely outwith the TPO area.

## **PROPOSAL**

Planning permission in principle is sought for the formation of a proposed motorhome, touring caravan and campsite. The indicative layout submitted shows 20 pitches, two buildings housing a reception/shop and WC/shower/laundry facilities, a play area, associated access and visitor parking covering the eastern half of the site, with the western half of the site containing an additional 16 pitches, visitor parking and camping and glamping areas (annotated as Future Expansion Potential on the submitted plan).. The proposed buildings are to be single storey and constructed with slate tiling and composite cladding. Permeable ground reinforcement is proposed for each pitch.

The site is proposed to be accessed from a new vehicular and pedestrian access point on Cloch Road, approximately 32 metres to the east of the 30/50 speed limit marker. A footway is to be provided along Cloch Road between the current footway at Faulds Park Junction and the site entrance.

The application is accompanied by a Design and Access Statement, a Preliminary Ecological Appraisal, a Flood Risk Assessment (FRA), a Drainage Impact Assessment (DIA) and tree and bat surveys.

## **DEVELOPMENT PLAN POLICIES**

### **2017 CLYDEPLAN STRATEGIC DEVELOPMENT PLAN**

#### **Policy 14 – Green Belt**

In support of the Vision and Spatial Development Strategy, Local Authorities should:

- designate within Local Development Plans, the inner and outer boundaries of the Green Belt to ensure the objectives set out in paragraph 8.15 are achieved; and,
- collaborate to ensure consistency across Local Development Plan areas when defining or altering Green Belt boundaries.

## **ADOPTED 2019 LOCAL DEVELOPMENT PLAN POLICIES**

#### **Policy 1 – Creating Successful Places**

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing development proposals, consideration must be given to the factors set out

in Figure 3. Where relevant, applications will also be assessed against the Planning Application Advice Notes Supplementary Guidance.

### **Policy 6 – Low and Zero Carbon Generating Technology**

Support will be given to all new buildings designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 20% by the end of 2022. Other solutions will be considered where:

- (a) It can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
- (b) There is likely to be an adverse impact on the historic environment.

\*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

### **Policy 7 – Waste Reduction and Management**

Proposals for waste management facilities will be supported where they:

- a) Support the national Zero Waste Plan and promote the waste hierarchy;
- b) Enable the management of waste closer to where it arises;
- c) Avoid significant adverse impact on the amenity and operations of existing and adjacent uses and the road network; and
- d) Avoid significant adverse impact on historic buildings and places and the green network and our natural and open spaces.

Where necessary, proposals should demonstrate how any site affected by the proposal will be fully restored through an appropriate aftercare programme and a financial guarantee to ensure its implementation.

Where applicable, the design and layout of new development must enable the separation, storage and collection of waste in a manner that promotes the waste hierarchy. Opportunities for integrating efficient energy and waste innovations within business environments will be encouraged.

### **Policy 8 – Managing Flood Risk**

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

- be at significant risk of flooding (i.e. within the 1 in 200 year design envelope);
- increase the level of flood risk elsewhere; and
- reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood protection schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the green network, historic buildings and places, and the transport network.

### **Policy 9 – Surface and Waste Water Drainage**

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a

Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 3rd edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

- i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and
- ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SuDS are required to have an acceptable maintenance plan in place.

### **Policy 10 – Promoting Sustainable and Active Travel**

Development proposals, proportionate to their scale and proposed use, are required to:

- provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, include links to the wider walking and cycling network; and
- include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; the green network; and historic buildings and places.

### **Policy 11 – Managing Impact of Development on the Transport Network**

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards. Developers are required to provide or contribute to improvements to the transport network that are necessary as a result of the proposed development.

### **Policy 14 – Green Belt and Countryside**

Development in the Green Belt and Countryside will only be permitted if it is appropriately designed, located, and landscaped, and is associated with:

- a) agriculture, horticulture, woodland or forestry;
- b) a tourism or recreational use that requires a countryside location;
- c) infrastructure with a specific locational need;
- d) the appropriate re-use of a redundant stone or brick building, the retention of which is desirable for its historic interest or architectural character, subject to that interest or character being retained; or

- e) intensification (including extensions and outbuildings) of an existing use, which is within the curtilage of the associated use and is of an appropriate scale and form.

Proposals associated with the uses set out in criteria a)-c) must provide justification as to why the development is required at the proposed location.

### **Policy 27 – Tourism Development**

Proposals for change of use of tourism related facilities will only be supported where it can be demonstrated that they are no longer viable as a business in their current use.

Development of tourism related facilities will be supported in appropriate locations where:

- a) it avoids adverse impact on the amenity and operation of existing and adjacent uses;
- b) major trip-generating proposals can be accessed by sustainable means; and
- c) it is appropriately designed for its location and avoids significant adverse impact on the green network and historic buildings and places.

### **Policy 33 – Biodiversity and Geodiversity**

#### **Natura 2000 sites**

Development proposals that are likely to have a significant effect on a Natura 2000 site will be subject to an appropriate assessment of the implications of the proposal on conservation objectives. Proposals will only be permitted if the assessment demonstrates that there will be no adverse effect on the integrity of the site or if:

- there are no alternative solutions; and
- there are imperative reasons of overriding public interest, including those of a social or economic nature; and
- compensatory measures are provided to ensure that the overall coherence of the Natura network is protected.

In such cases, the Scottish Ministers must be notified.

#### **Sites of Special Scientific Interest**

Development affecting Sites of Special Scientific Interest will only be permitted where the objectives of the designation and the overall integrity of the area will not be compromised, or if any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

#### **Protected Species**

When proposing any development which may affect a protect species, the applicant should fulfil the following requirements: to establish whether a protected species is present; to identify how the protected species may be affected by the development; to ensure that the development is planned and designed so as to avoid or minimise any such impact, while having regard to the degree of protection which is afforded by legislation, including any separate licensing requirements; and to demonstrate that it is likely that any necessary licence would be granted.

#### **Local Nature Conservation Sites**

Development is required to avoid having a significant adverse impact on Local Nature Conservation Sites. Any adverse impacts are to be minimised. Where adverse impacts are unavoidable, compensatory measures will be required.

#### **Local Landscape Area**

Development that affects the West Renfrew Hills Local Landscape Area is required to protect and, where possible, enhance its special features as set out in the Statement of Importance. Where there is potential for development to result in a significant adverse landscape and/or visual impact, proposals should be informed by a landscape and visual impact assessment.

#### **Non-designated sites**

The siting and design of development should take account of local landscape character. All development should seek to minimise adverse impact on wildlife, especially species and habitats identified in the Local Biodiversity Action Plan. Development should take account of connectivity between habitat areas. Where possible, new development should be designed to conserve and enhance biodiversity.

### **Policy 37 – Clyde Muirshiel Regional Park**

Proposals for development within Clyde Muirshiel Regional Park will be considered with regard to the Park Objectives and Strategy and to the Park's statutory purpose of providing recreational access to the countryside.

### **Policy 38 – Path Network**

Development that would result in the loss of a core path, right of way or other important outdoor access route will not be permitted unless acceptable alternative provision can be made.

Where applicable, development proposals will be required to provide new paths in order to encourage active travel and/or connectivity to the green network. The provision of routes along water will be an essential requirement on development sites with access to a waterfront, unless not appropriate for operational or health and safety reasons.

## **PROPOSED 2021 LOCAL DEVELOPMENT PLAN POLICIES**

### **Policy 1 – Creating Successful Places**

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing and assessing development proposals, consideration must be given to the factors set out in Figure 3 and demonstrated in a design-led approach. Where relevant, applications will also be assessed against the Planning Application Advice Notes and Design Guidance for New Residential Development Supplementary Guidance. When assessing proposals for the development opportunities identified by this Plan, regard will also be had to the mitigation and enhancement measures set out in the Strategic Environmental Assessment Environmental Report.

### **Policy 6 – Low and Zero Carbon Generating Technology**

Support will be given to all new buildings designed to ensure that at least 20% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 25% by the end of 2025.

Other solutions will be considered where:

- (a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
- (b) there is likely to be an adverse impact on the historic or natural environment.

\*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

### **Policy 7 – Waste Reduction and Management**

Proposals for waste management facilities will be supported where they:

- support the national Zero Waste Plan and promote the waste hierarchy;
- enable the management of waste closer to where it arises;
- avoid significant adverse impact on the amenity and operations of existing and adjacent uses and the road network; and
- avoid significant adverse impact on the resources protected by the Plan's historic buildings and places and natural and open spaces chapters.

Where necessary, proposals should demonstrate how any site affected by the proposal will be fully restored through an appropriate aftercare programme and a financial guarantee to ensure its implementation.

Where applicable, the design and layout of new development must enable the separation, storage and collection of waste in a manner that promotes the waste hierarchy. Opportunities for integrating efficient energy and waste innovations within business environments will be encouraged.

### **Policy 9 – Managing Flood Risk**

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

- a) be at significant risk of flooding (i.e. within the 1 in 200 year design envelope);
- b) increase the level of flood risk elsewhere; and
- c) reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood risk management schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the resources protected by the Plans historic buildings and places and natural and open spaces chapters, and the transport network. Where practical and effective, nature-based solutions to flood management will be preferred.

### **Policy 10 – Surface and Waste Water Drainage**

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 4th edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

- i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and
- ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SuDS are required to have an acceptable maintenance plan in place, which identifies who will be responsible for maintenance and how this will be funded in the long term.

### **Policy 11 – Promoting Sustainable and Active Travel**

Development proposals, proportionate to their scale and proposed use, are required to:

- provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, including links to the wider walking, cycling network and public transport network; and
- include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in national, regional and Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; and the resources protected by the Plan's historic buildings and places and natural and open spaces chapters.

### **Policy 12 – Managing Impact of Development on the Transport Network**

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards, including cycle parking standards. Developers are required to provide or financially contribute to improvements to the transport network that are necessary as a result of the proposed development.

### **Policy 15 – Green Belt and Countryside**

Development in the Green Belt and Countryside will only be permitted if it is appropriately designed, located, and landscaped, and is associated with:

- a) agriculture, horticulture, woodland or forestry;
- b) a tourism or recreational use that requires a countryside location;
- c) infrastructure with a specific locational need;
- d) the appropriate re-use of a redundant stone or brick building, the retention of which is desirable for its historic interest or architectural character, subject to that interest or character being retained; or
- e) intensification (including extensions and outbuildings) within the curtilage of an existing use, which is of an appropriate scale and form.

Proposals associated with the uses set out in criteria a)-c) must provide justification as to why the development is required at the proposed location. Proposals in the green belt must not undermine the objectives of the green belt as set out in Scottish Planning Policy and the Clydeplan Strategic Development Plan. Non-conforming uses will only be considered favourably in exceptional or mitigating circumstances.

### **Policy 27 – Tourism Development**

Proposals for change of use of tourism related facilities will only be supported where it can be demonstrated that they are no longer viable as a business in their current use.

Development of tourism related facilities will be supported in appropriate locations where:

- it avoids adverse impact on the amenity and operation of existing and adjacent uses;
- major trip-generating proposals can be travelled to by sustainable modes of transport; and
- it is appropriately sited and designed for its location and avoids significant adverse impact on the resources protected by the Plan's historic buildings and places, and natural and open spaces chapters.

### **Policy 33 – Biodiversity and Geodiversity**

#### **European sites**

Development proposals that are likely to have a significant effect on a European site which are not directly connected with or necessary to their conservation management must be subject to an appropriate assessment of the implications of the proposal on conservation objectives. Proposals will only be permitted if the assessment demonstrates that there will be no adverse effect on the integrity of the site either during construction or operation of the development, or if:

- there are no alternative solutions; and
- there are imperative reasons of overriding public interest, including those of a social or economic nature; and



- compensatory measures are provided to ensure that the overall coherence of the network is protected.

In such cases, the Scottish Ministers must be notified.

### **Sites of Special Scientific Interest**

Development affecting Sites of Special Scientific Interest will only be permitted where the objectives of the designation and the overall integrity of the area will not be compromised, or if any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

### **Protected Species**

When proposing any development which may affect a protected species, the applicant should fulfil the following requirements: to establish whether a protected species is present; to identify how the protected species may be affected by the development; to ensure that the development is planned and designed so as to avoid or minimise any such impact, while having regard to the degree of protection which is afforded by legislation, including any separate licensing requirements; and to demonstrate that it is likely that any necessary licence would be granted.

### **Local Nature Conservation Sites**

Development is required to avoid having a significant adverse impact on Local Nature Conservation Sites. Any adverse impacts are to be minimised. Where adverse impacts are unavoidable, adequate compensatory measures will be required.

### **Non-designated sites**

All development should seek to minimise adverse impact on wildlife, especially species and habitats identified in the Local Biodiversity Action Plan. Development should take account of connectivity between habitat areas. Where possible, new development should be designed to conserve and enhance biodiversity.

## **Policy 34 – Landscape**

The siting and design of development should take account of local landscape character and setting in order to conserve, enhance and /or restore landscape character and distinctiveness. Development should aim to conserve those features that contribute to local distinctiveness including:

- the setting of buildings and settlements within the landscape
- the pattern of woodlands, fields, hedgerows and trees; especially where they define/ create a positive settlement/ urban edge
- the character and distinct qualities of river corridors
- historic landscapes
- topographic features, including important/ prominent views, vistas and panoramas

When assessing development proposals likely to have a significant impact on the landscape, the guidance contained in the Glasgow and Clyde Valley Landscape Character Assessment will be taken into account.

Development that affects the West Renfrew Hills Local Landscape Area is required to protect and, where possible, enhance its special landscape qualities as set out in the Statement of Importance. Where there is potential for development to result in a significant adverse landscape and/or visual impact, proposals should be amended to avoid or mitigate these impacts through being informed by a landscape and visual impact assessment.

## **Policy 38 – Clyde Muirshiel Regional Park**

Proposals for development within Clyde Muirshiel Regional Park will be considered with regard to the Park Objectives and Strategy and to the Park's statutory purpose of providing recreational access to the countryside.

## **CONSULTATIONS**

### **Head of Service – Roads and Transportation – Advises as follows:**

- Each caravan pitch should have space for 1 caravan and 1 car. Each motorhome pitch should be large enough to accommodate the motorhome. Each camping/glamping pitch should have space for the tent/cabin and 1 car.
- The car parking spaces shall be a minimum of 3.0m by 6.0m.
- Accesses shall have a maximum gradient of 10%.
- The accesses shall be a minimum of 5.5m wide.
- The road within the site should be a minimum of 5.5m wide.
- The applicant shall provide a footway along the frontage of the site including dropped kerb crossings across the access and Cloch Road.
- The parking requirements detailed in the National Roads Development Guide Retail is 3 spaces per 100sqm. The GFA of the shop is approx. 134sqm which therefore requires 4 parking spaces. This number may reduce when we know the public floor area.
- Draft FRA has been submitted and at this stage does not require to be independently checked.
- Draft DIA has been submitted and at this stage does not require to be independently checked.
- Confirmation of connection to Scottish Water Network should be submitted for approval.
- It is a requirement that all final versions of submitted assessments are verified by an independent check process (detailed permission application).

### **Head of Public Protection and Covid Recovery – Advises as follows:**

- That prior to the start of development, details of a survey for the presence of Japanese Knotweed shall be submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt; this shall contain a methodology and treatment statement where any is found. Development shall not proceed until appropriate control measures are implemented. Any significant variation to the treatment methodology shall be submitted for approval, in writing by the Planning Authority prior to implementation. This is recommended in order to help arrest the spread of Japanese Knotweed in the interests of environmental protection.
- That the development shall not commence until an Environmental Investigation and Risk Assessment, including any necessary Remediation Scheme with timescale for implementation, of all pollutant linkages has been submitted to and approved, in writing by the Planning Authority. The investigations and assessment shall be site-specific and completed in accordance with current codes of practice. The submission shall also include a Verification Plan. Any subsequent modifications to the Remediation Scheme and Verification Plan must be approved in writing by the Planning Authority prior to implementation. This is recommended in order to satisfactorily address potential contamination issues in the interests of human health and environmental safety.
- That before the development hereby permitted is occupied the applicant shall submit a report for approval, in writing by the Planning Authority, confirming that the works have been completed in accordance with the agreed Remediation Scheme and supply information as agreed in the Verification Plan. This report shall demonstrate that no pollutant linkages remain or are likely to occur and include (but not limited to) a collation of verification/validation certificates, analysis information, remediation lifespan, maintenance/aftercare information and details of all materials imported onto the site as fill or landscaping material. The details of such materials shall include information of the material source, volume, intended use and chemical quality with plans delineating placement and thickness. This is recommended in order to ensure contamination is not imported to the site and confirm successful completion of remediation measures in the interest of human health and environmental safety.
- That the presence of any previously unrecorded contamination or variation to anticipated ground conditions that becomes evident during site works shall be brought to the attention of the Planning Authority and a Remediation Scheme shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority. This

is recommended in order to ensure that all contamination issues are recorded and dealt with appropriately.

- The applicant shall submit to the Planning Authority a detailed specification of the containers to be used to store waste materials and recyclable materials produced on the premises as well as specific details of the areas where such containers are to be located. The use of the development shall not commence until the above details are approved in writing by the Planning Authority and the equipment and any structural changes are in place. This is recommended to protect the amenity of the immediate area, prevent the creation of nuisance due to odours, insects, rodents or birds.
- All external lighting on the application site should comply with the Scottish Government Guidance Note "Controlling Light Pollution and Reducing Lighting Energy Consumption". This is recommended in order to protect the amenity of the immediate area, the creation of nuisance due to light pollution and to support the reduction of energy consumption.
- Advisory notes are recommended with regard to Site Drainage; Rats, drains and sewers, Construction (Design & Management) Regulations 2015 (CDM 2015); On-site sewage treatment; the design and construction of buildings relating to gulls; and for consultation on the proposed use.

**Council's Ecology Advisor** – The methodology has followed current guidelines and good practice and was carried out at the correct time of year (June 2021). However advises there are a few small points that should be taken into consideration as follows:

- There is no discussion on how much plantation woodland will be lost. Although not of great ecological value, woodland removal has to be considered under Scottish Planning Policy (SPP). There may therefore be a requirement for compensatory planting.
- It is vital that clearing the site of all vegetation required must take place outwith the bird nesting season (March to August inclusive). It should also be noted that some species nest outwith this main breeding period and this should be borne in mind when vegetation clearance takes place and the site checked by an ornithologist with nest finding experience.
- We disagree with the statement that the site offers no suitable habitat for commuting otter and are concerned that the information submitted is inadequate.

**Scottish Environment Protection Agency (SEPA)** – advises no objection to this application, provided that the following planning conditions are attached to the consent, if granted:

- The location of the reception/shop should be moved outside of the flow pathway shown on Figure 10 of the Flood Risk Assessment (FRA).
- A condition should be imposed to ensure that the finished floor levels of the buildings and plots for the caravans are at or above 7.35 mAOD, so that in the event of flooding on the road, water can flow across the road to the sea without flooding properties.

## **PUBLICITY**

An advertisement was placed in the Greenock Telegraph on the 19<sup>th</sup> March 2021 due to there being neighbouring land with no premises situated on it.

## **SITE NOTICES**

The nature of the proposal did not require a site notice.

## **PUBLIC PARTICIPATION**

The application was the subject of neighbour notification. Five representations were received, three in support of the application, and two objections from three individuals. The representations in support noted a need for motorhome/caravan touring sites within Inverclyde, the potential benefits on local business having tourists stop for a night or two and that developing the proposed site will enhance this part of Cloch Road.

Concerns were raised in the objections as follows:

### Amenity Concerns

- Concerns over noise issues on the site.
- Concerns over the stream that runs through the site overflowing onto the site and causing surface water flooding.
- The street lighting at the junction means the site is never dark.

### Design Concerns

- Concerns over the field being able to accommodate the number of pitches indicated.
- Concerns over the viability of the project.

### Legal Concerns

- Concerns over access rights to an existing water tank and supply and septic tank outfall located within the site.

### Policy Concerns

- The application goes against the recent development plan outlined by Inverclyde Council.
- The flats to the east along Cloch Road were built on the site and tennis courts of a former hotel and was never part of the green belt or Regional Park.
- Concerns over the application being a means to break the green belt and open the area for housing.
- Alternative sites within Inverclyde would be better suited for the proposal.

### Traffic Concerns

- Concerns over vehicular access and egress given the volume and speed of traffic on Cloch Road.
- Concerns over impacts on road safety from vehicles accessing Cloch Road.
- Putting touring pitches behind a bund to stop vehicles that lose control coming down Faulds Park Road seems odd.
- Concerns over the proximity of the junction to the Faulds Park Road junction.
- Concerns over the junction being on the edge of the 30 to 50 speed limit zone causing accidents.
- The speed of general traffic on Cloch Road tends to exceed the 30mph speed limit and would be dangerous as motor homes and touring caravans would be slow compared to road traffic when entering and exiting the site.

## **ASSESSMENT**

The material considerations in determination of this application are: the Clydeplan Strategic Development Plan; the adopted Inverclyde Local Development Plan (LDP); the proposed Inverclyde Local Development Plan (LDP); Scottish Planning Policy (SPP); the Landscape/Seascape of the Firth of Clyde Report (2013); the consultation responses; and the representations received.

In assessing this proposal, it is first appropriate to set out the strategic and local policy context.

### **The Policy Context**

#### Scottish Planning Policy

Scottish Planning Policy introduces a presumption in favour of sustainable development and indicates that the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place but not to

allow development at any cost. Planning policies and decisions should support sustainable development. Both Strategic and Local Development Plan policies are required to follow national policy.

### Strategic Policy

The 2017 Clydeplan Strategic Development Plan (SDP) sets out a strategic vision to be implemented through a spatial development strategy for the area based on a compact city region model, focused on centres, regeneration, economy, low carbon infrastructure and placemaking. The vision is supported by a spatial development strategy and supporting policies.

The Vision and Spatial Development Strategy of Clydeplan aims for a compact city region, which has Glasgow city centre at its hub, with other centres of activity connected sustainably to it, all contributing to a low carbon economy and lifestyles. Development is to be directed to sustainable brownfield locations which maximise the re-use of resources. Clydeplan favours development that is well served by public transport and accessible by non-motorised means. Particular importance is given to development that could deliver the regeneration of previously developed land and buildings.

The application site is located within the Green Belt under both LDPs. Initial consideration requires to be made of strategic policy when assessing new Green Belt development. The application site is greenfield but does not exceed 2 hectares in size. On this basis, and as defined by Schedule 14 and Diagram 10 of the SDP, the proposal is not considered to be of a strategic scale. Furthermore, the requirement of Policy 14 of the SDP to define the inner and outer boundaries of the Green Belt has been already carried out in the LDPs.

The proposal therefore has to be assessed against the relevant Local Development Plan policies.

### Local Policy

In terms of local policy, all Green Belt development requires to be assessed against Policies 1 and 14 of the adopted LDP and Policies 1 and 15 of the proposed LDP. The proposal is also located within the Clyde Muirshiel Regional Park, where Policy 37 of the adopted LDP and Policy 38 of the proposed LDP applies. As the application includes the provision of a new building, Policy 6 in both LDPs is applicable. Policy 7 in both LDPs requires assessment as the proposal includes the provision of new waste facilities, Policy 8 in the adopted LDP and Policy 9 of the proposed LDP are relevant due to the site's proximity to the coast, and Policy 9 of the adopted LDP and Policy 10 of the proposed LDP are relevant as the proposal is for a new development which will require surface water to be drained. Policy 11 of the adopted LDP and Policy 12 of the proposed LDP are also relevant as the proposal will result in an increase in vehicular movements in the area. Policy 27 in both LDPs requires consideration as the proposal is for tourism related development and as the proposal will impact on the landscape setting of the site and surrounding area, Policy 33 in both LDPs and Policy 34 in the proposed LDP require to be considered. Policy 38 in the adopted LDP is also applicable to assess accessibility of the site for pedestrians and cyclists.

The relevant qualities to this application in Policy 1 of both LDPs are: being "Distinctive" through making the most of important views and using native species in landscaping, and creating habitats for native wildlife; "Resource Efficient" through incorporating low and zero carbon energy-generating technology; "Easy to Move Around" by being well connected and recognising the needs of pedestrians and cyclists; "Safe and Pleasant" by avoiding conflict with adjacent uses, incorporating appropriate lighting and green infrastructure and minimising the impact of traffic and parking on the street scene; and "Welcoming" through creating a sense of arrival, integrating new development into existing communities and creating attractive and active streets.

## Green Belt and Ecology

With regard to green belt policies (Policy 14 of the adopted LDP and Policy 15 of the proposed LDP), this policy identifies the circumstances under which development in the Green Belt will be permitted provided it is appropriately designed, located and landscaped. This proposal could be justified against criterion (b) of these Policies: a tourism or recreational use that requires a countryside location, with justification required as to why the development is required at the proposed location. Although a rural location is not absolutely essential for the proposed use, it is where such uses are commonly found, and users of such facilities would generally expect them to be found in a semi-rural or countryside location.

Policy 27 provides details of circumstances where tourism related facilities will be supported in appropriate locations. These are where: (a) it avoids adverse impact on the amenity and operation of existing and adjacent uses; (b) major trip-generating proposals can be accessed by sustainable means; and (c) it is appropriately designed for its location and avoids significant adverse impact on the green network and historic buildings and places. In considering these factors, I note that in relation to criterion (a), the proposed development is in close proximity to a similar business owned by the applicant which could operate alongside this proposal. Considering criterion (b), the proposal, by its nature is a generator of trips by private vehicles, however its scale is not considered to make it a major trip generator. Furthermore, I note that the Head of Service – Roads and Transportation raises no concerns or objections over the impact of the proposal on traffic and parking in the street scene. Finally, with regard to criterion (c), I note that the final design and layout of the proposal will require reconfiguration in order to comply with consultee requirements and address flood risk concerns, however, I am satisfied that the indicative scale of the proposal is appropriate to enable the final siting and design of the site to be agreed on. This matter can be addressed by means of condition. The site does not impact on any historic buildings or places. Further consideration is required to assess the impacts on the green network.

In considering the proposal's location within the Clyde Muirshiel Regional Park, Policy 37 of the adopted LDP and Policy 38 of the proposed LDP state that proposals for development within the Park will be considered with regard to the Park Objectives and Strategy and to the Park's statutory purpose of providing recreational access to the countryside. The Park's objectives are to: conserve and enhance the natural beauty, biodiversity and cultural heritage of the Park; encourage and enable learning, understanding and enjoyment of the Park; and to promote and foster environmentally sustainable development for the social and economic well-being of people and communities within the Park area. Taking this into account, I consider that the proposal does not conflict with the Park's objectives and can be considered in accordance with Policy 37 of the adopted LDP and Policy 38 of the proposed LDP.

In considering Policy 34 of the proposed LDP and the impacts of the proposal on the surrounding landscape, I shall consider this in relation to the Landscape/Seascape of the Firth of Clyde Report (2013), which provides observations on the stretch of coastline between Gourock and Cloch Point. The report states that: the coast along this stretch is semi-urban in character and there is no experience of isolated coast; any further settlement extension should be limited to the level fields tucked back towards the steep slopes of the raised beach; tall structures and infrastructure should be resisted on this stretch of coast; any new development should be of high quality and aim to improve the quality of the built environment at this gateway to Gourock; and any development should take account of the sense of arrival to (and exit from) Gourock and not diminish the rural character.

With regard to this report, the application site is set on reasonably level fields set underneath the steep slopes and the proposal indicates that any buildings provided will likely be single storey and can be implemented without resulting in any tall structures and infrastructure which would dominate the landscape. The scale of buildings on the site can be controlled by condition to ensure that the permanent buildings proposed have a minimal impact on the surrounding landscape and seascape. The use of the site as a motorhome/touring caravan location also lessens the extent of permanent development on the site, which would strengthen the rural character of the area, particularly in the off-season. I am satisfied that any new development on the site can be constructed to a high quality which enhances the built environment and take

account of the sense of arrival to Gourock, presenting no conflict with the Landscape/Seascape of the Firth of Clyde Report (2013). I consider the proposal to have acceptable regard to Policy 34 of the proposed LDP. The site sits in a good location which provides attractive views. Incorporating these into the final design will allow the site to make the most of important views, meeting the quality of being 'Distinctive' in this regard.



Eastern portion of the site looking towards Cloch Road

In considering the biodiversity of the site (Policy 33 of both LDPs), the site is identified as a non-designated site in both LDPs. The applicant has submitted a Preliminary Ecological Appraisal, along with subsequent tree and bat surveys. In assessing these, I turn to the comments received from the Council's Ecology Advisor. She raises no objections in terms of the methodology used and considers the Appraisal to have been undertaken at a suitable time of year.

Regarding the comments she raises over loss of woodland, the applicant has submitted a subsequent tree survey, which identifies that there are currently 34 trees on the site. Whilst acknowledging that a number of trees will require to be removed to accommodate the proposal, I consider that the site is of a scale that would be able to support the proposal along with an appropriate replanting scheme which could maintain the existing level of tree coverage across the site. I note that the tree survey has identified one tree which is considered to be of Category 'A' quality, that is, of high quality with an expected lifespan of over 40 years. The final design and layout needs to be configured to preserve this quality specimen, as well as to provide suitable replacements for any other trees that require removal. Any replacement trees should be native species as these are best suited for preserving the overall ecology of the site and creating a suitable habitat for native wildlife, in accordance with the quality of being 'Distinctive' in Policy 1 of both LDPs. I consider this matter can be addressed by means of condition.

Concerns over clearance works impacting on breeding birds can be addressed and secured by condition to ensure no breeding birds are impacted by the proposal. Regarding protected species, the initial appraisal and bat survey found no evidence of any protected species being present on the site or commuting through the site. Regarding the comments raised by the Council's Ecology Advisor regarding otters, whilst no evidence of otters were found during the initial surveys, the Ecological Appraisal submitted identified that the site may be potentially suitable for commuting otters. As otters are a protected species, updated surveys need to be carried out prior to works commencing. This can be addressed by condition alongside the recommendations in the appraisal for updated surveys to be carried out for badgers and bats.



Taking all of this into consideration, I conclude that the proposal meets the requirements to be in accordance with Policy 33 of both LDPs.

In terms of justification of the proposal (criterion (b) of adopted LDP Policy 14 and proposed LDP Policy 15), the proposal has been put forward to satisfy a requirement within the local area where none currently exist. I note that there are currently no sites within Inverclyde designated for motorhome and touring caravans, with all the caravan sites within Inverclyde being for fixed berth caravans. The applicant operates Cloch Caravans which is located approximately 200 metres west of the site and has identified that there is demand for this type of site within Inverclyde and that tourists currently looking for such facilities are having to be redirected to other local areas around Glasgow, Ayrshire or Argyll and Bute. Having facilities locally, in a location which is ideal to cater for tourists travelling through Inverclyde would encourage tourists to spend more time in the area, which arguably would benefit the economy of the local area.

I note that there are similar existing uses in the area, namely a business which adjoins the west boundary of the site on Cloch Road which designs, builds and sells campervans and motorhomes and Cloch Caravans, which is a fixed berth caravan park which is accessed from Cloch Road approximately 200 metres west of the site. Both of these sites are also set within the green belt. While I note the concerns raised over the application resulting in housing being built within the green belt, housing developments cannot be justified against Policy 14 of the adopted LDP and Policy 15 of the proposed LDP, whereas the use proposed is covered by these Policies. Taking into account all of the above assessment, I consider the location to be appropriate for this proposal as it is within easy access to the ferry terminal on Cloch Road, can be implemented without significant detriment to local ecology or neighbouring uses and is in close proximity to similar uses which have a similar visual impact on the landscape. I consider that the proposal can therefore be justified against criterion (b) of adopted LDP Policy 14 and proposed LDP Policy 15.

#### Flooding and Drainage

With respect to flooding and drainage, the site lies within close proximity to the coast and contains a small watercourse which runs through the middle of the site in a south to north direction. I note the concerns raised in the objection over potential surface water flooding from the stream that runs through the site. In assessing the proposal against Policy 8 of the adopted Plan and Policy 9 of the proposed Plan, I turn to the consultation response from SEPA. They have stated that, subject to conditions relating to the site layout and finished floor levels being attached to the granting of any consents, they raise no objections to the proposal, however would object should these conditions not be included. I concur with their remarks and consider that the matters raised by SEPA can be controlled by conditions.

In considering these Policies, as well as Policy 9 of the adopted Plan and Policy 10 of the proposed Plan, I turn to the consultation from the Head of Service – Roads and Transportation. She identifies that, within her capacity as Flooding Officer, a draft FRA and DIA have been submitted and raises no concerns that any flooding and drainage issues identified in these assessments would prevent the site from being developed as a motorhome/touring caravan site. She notes that at this stage, the draft FRA and DIA do not require to be independently checked, however identifies that the final versions which will confirm the final layout of the site will require to be verified by an independent check process. I concur with her findings and consider that these matters can be addressed by condition along with the requirement for approval of a suitable connection to Scottish Water Network. The proposal can be considered to accord with Policies 8 and 9 of the adopted Plan and Policies 9 and 10 of the proposed Plan.

#### Low carbon infrastructure

In order for the proposal to meet the quality of being 'Resource Efficient', it needs to incorporate low and zero carbon energy-generating technology. Policy 6 of both LDPs requires all new buildings to be designed to ensure the carbon dioxide emissions reduction standard set by the Scottish Building Standards is met through the installation and operation of low and zero carbon energy generating technologies. I am content this matter can be satisfactorily controlled by a condition.



Policy 10 of the adopted LDP and Policy 11 of the proposed LDP requires proposals to include electric vehicle charging infrastructure, having regard to the requirements in the Supplementary Guidance on Energy. The guidance note on Energy identifies electric vehicle charging points are only required for this type of development where a travel plan is required to be submitted for the site. The Head of Service – Roads and Transportation has not considered the proposal to be of a scale that would require a travel plan and as such, has excluded this requirement from their consultation response. As the proposal has not been identified as requiring a travel plan, it can be considered acceptable with regard to the guidance note on Energy. I consider the proposal can be designed to incorporate the required levels of low and zero carbon energy-generating technology and therefore it stands to meet the quality of being 'Resource Efficient', as well as complying with Policy 10 of the adopted LDP and Policy 11 of the proposed LDP in this regard.

#### Traffic, Parking and Road Safety

With regard to traffic, parking and road safety, I will assess these against Policy 11 of the adopted LDP and Policy 12 of the proposed LDP, and whether the proposal meets the quality of being 'Safe and Pleasant' in terms of minimising the impact of traffic and parking on the street scene, I note the concerns raised in the objections over road safety in terms of the current speed of traffic along Cloch Road, the close proximity of the site to the 30 to 50 speed limit zone change and impacts on vehicular access and egress, particularly from motor homes and touring caravans.



The site as viewed from Cloch Road

In considering these matters the consultation response from the Head of Service – Roads and Transportation offers no concerns that the proposal would result in an unacceptable impact on traffic and parking on the street scene. She has confirmed minimum requirements for caravan, motorhome and tent/cabin pitches as well as car parking space numbers and sizes for ensuring suitable parking is provided throughout the site. These matters can be secured by conditions to ensure suitable parking is provided for all users and that the impacts of additional vehicles on the existing road network in terms of traffic and parking are minimised. She has also indicated requirements for road gradients, widths for the access and road within the site, all of which can also be conditioned to ensure suitable access is provided for users of the site. With regard to

concerns raised over the proximity of the junction to the Faulds Park Road junction, she raises no concerns over the distance between the access currently indicated and Faulds Park Road. I concur with her remarks and consider that a suitable access can be provided without impacting on existing road traffic. I therefore consider that the proposal complies with Policy 11 of the adopted LDP and Policy 12 of the proposed LDP and will have an acceptable impact on traffic and parking on the street scene, as required to meet the quality of being 'Safe and Pleasant' in Policy 1 of both LDPs.

### Transport and Connectivity

In considering whether the proposal meets the quality of being 'Easy to Move Around', the site is well connected by public transport nodes, with the nearest bus stops being 200 metres to the west of the site and just under 400 metres to the east of the site on Cloch Road. Buses from these stops normally operate a half hourly service between 07:00 and 20:00 Mondays to Fridays and between 09:00 and 20:00 on Saturdays and a two-hourly service between 09:30 and 18:00 on Sundays. In considering the suitability of walking and cycling access (Policy 10 of the adopted LDP and Policy 11 of the proposed LDP), the site has good access for walking and cycling, being located adjacent to the core path and National Cycle network which run along the opposite side of Cloch Road from the site. Subject to the finalised design providing appropriate access throughout the site for walking and cycling and demonstrating a good connection between the site and core path for pedestrians and cyclists, I consider the proposal meets the quality of being 'Easy to Move Around' in Policy 1 of both LDPs, as well as being in accordance with Policy 38 of the adopted LDP. Given that the site has good public transport links and excellent opportunities for walking and cycling, I consider the proposal to be in accordance with criterion (b) of Policy 27 of both LDPs. I am satisfied that with regard to creating a sense of arrival and creating attractive and active streets, the finalised design can meet these factors and as a result, consider the proposal will meet the quality of being 'Welcoming'.

In considering the amenity issues raised in the objections, regarding the impacts of noise on persons using the site, the Head of Public Protection and Covid Recovery raises no concerns over there being noise issues between the site and neighbouring uses. The proposal is not in immediate proximity to any residential buildings and I concur that the proposal will not result in unacceptable noise disturbance. Impacts of street lighting on the site and the site not being dark is not a planning related concern and would be anticipated to have similar impacts on amenity to street lighting in existing urban areas. The proposal is unlikely to cause conflict with adjacent uses in terms of noise; smell; vibration; dust; air quality; flooding; invasion of privacy; or overshadowing, therefore I consider it meets the quality of 'Safe and Pleasant' in Policy 1 of both LDPs. As the proposal is considered acceptable in terms of amenity and character I consider it to be capable of being integrated successfully into the existing area, meeting the quality of being 'Welcoming'. Taking into account all of the above, it stands that the proposal meets all relevant qualities to accord with Policy 1 of both LDPs.

### Other matters raised in consultation responses

Turning to other matters raised in the consultation responses not yet addressed, I note the consultation response from the Head of Public Protection and Covid Recovery raises no objections to the proposal. He has requested conditions for a survey to be carried out for Japanese Knotweed, as well as for an Environmental Investigation and Risk Assessment to be carried out before development commences, with a Remediation Scheme put in place in order to identify and address potential contamination issues, as well as a report to be submitted upon completion to ensure no contamination is brought onto the site. I concur with his recommendations and consider that these matters can be addressed by means of conditions. With regard to details relating to waste and recycling storage, these details should be provided on detailed plans confirming the finalised layout and can be addressed by a condition in order to comply with Policy 7 of both LDPs. The other condition requested relating to external lighting is a matter most appropriately addressed as an advisory note together with the other advisory notes recommended by the Head of Public Protection and Covid Recovery.

## Other issues

Turning to the points raised in the objections not addressed above the following comments are made. Access rights to water and septic tanks on the site are civil matters to be discussed and resolved between the parties involved and are not material considerations to determining this application. I note the objection suggesting alternative sites within Inverclyde would be better suited for the type of use proposed, however the proposal is to be assessed against the site in question and any other potentially suitable sites would have no bearing on this application.

While I note the concerns raised over the field being able to accommodate the number of pitches indicated, this application is to assess whether the site can be used in principle as a motorhome, touring caravan and campsite. The layout submitted as part of the application for planning permission in principle is indicative and the exact siting and number of pitches will be confirmed and addressed in the finalised design, which can be controlled by a condition.

## Conclusion

The proposed development is for a tourism related use which is typically seen in a semi-rural or countryside location. It therefore can be considered an acceptable use within the green belt. The environmental impacts of the proposal are considered to be acceptable with some impacts requiring appropriate mitigation measures to be implemented. The proposal can be considered to be sustainable development supported by Scottish Planning Policy. It also can be supported with regard to Policies 1, 6, 7, 8, 9, 10, 11, 14, 27, 33, 37 and 38 of the adopted Inverclyde Local Development Plan and Policies 1, 6, 7, 9, 10, 11, 12, 15, 27, 33, 34 and 38 of the proposed Inverclyde Local Development Plan.

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The proposal is in accordance with the relevant Development Plan Policies and there are no material considerations that outweigh these. It is considered that Planning Permission in Principle should be granted subject to the conditions set out below.

## **RECOMMENDATION**

That planning permission in principle be granted subject to the following conditions:

1. Plans and particulars of the matters listed below shall therefore be submitted for consideration by the Planning Authority, in accordance with the timescales and other limitations as directed under Section 59(5) of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the planning authority has been given, and the development shall be carried out in accordance with that approval.
2. Details of the proposed layout for the development are required to accord with condition 1 above. These shall be shown on a plan at a scale of 1:100 or 1:200 showing the position of: all buildings; roads; means of access to the site including visibility splays in either direction; footpaths; cycle routes; car, campervan and cycle parking areas; and vehicular turning areas. The details shall allow for the following:
  - i) Each caravan pitch shall have space for 1 caravan and 1 car and shall be designed so that there is a minimum 6.0 metre buffer separating each caravan from any other caravan or motorhome;
  - ii) Each motorhome pitch shall have space for the motorhome and shall be designed so that there is a minimum 6.0 metre buffer separating each motorhome from any other motorhome or caravan;
  - iii) Each camping pitch shall have space for the tent and 1 car;
  - iv) Each glamping pitch shall have space for the cabin and 1 car;
  - v) All car parking spaces within the site shall be a minimum of 6.0 metres by 3.0 metres in size;

- vi) Parking standards for the development shall be provided in accordance with the National Roads Development Guide for cars, cycles, motor cycles and disabled users;
  - vii) Unless otherwise agreed in writing by the Planning Authority, all roads within the site shall be a minimum of 5.5 metres in width;
  - viii) All footways within the site shall be a minimum of 2.0 metres wide;
  - ix) All roads shall have a gradient of 10% or less; and
  - x) The main access into the site shall be a minimum of 5.5 metres wide.
3. Details of all proposed buildings and other structures for the development are required to accord with Condition 1 above. These shall be submitted to the Planning Authority in respect of the siting, design, floor plans and external appearance of all buildings and other structures inclusive of dimensions as well as the type and colour of all external materials.

Thereafter the development shall be implemented as approved.

4. For the avoidance of doubt the reception/shop building to be applied for under Conditions 2 and 3 above shall be located entirely outwith the flow pathway shown on Figure 10 of the Cloch Road, Gourack Flood Risk Assessment, authored by Kaya Consulting Limited.
5. For the avoidance of doubt the finished floor levels of the buildings and plots for all caravans to be applied for under Conditions 2 and 3 above shall be at or above 7.35m Above Ordnance Datum.
6. For the avoidance of doubt the details to be submitted in respect of Condition 3 above shall allow for any buildings in the site to be no more than single storey high.
7. A footway shall be constructed along the frontage of the site including dropped kerb crossings across the access. Prior to any work commencing on site full details of the footway shall be submitted to and approved in writing by the Planning Authority. Following approval the footway shall be constructed and available for use before occupation of any part of the development.
8. Details are required to accord with Condition 1 above in respect of bin stores to be erected on site inclusive of dimensions as well as the type and colour of all external materials. Thereafter the development shall be implemented as approved.
9. Details are required to accord with Condition 1 above in respect of the proposed play area. The submitted details shall include:
- i) Details of the type and location of play equipment, seating and litter bins;
  - ii) Details of the surface treatment of the play area, including the location and type of safety surfaces to be installed; and
  - iii) Details of all boundary treatments to be erected around the play area.

Thereafter the development shall be implemented as approved.

10. Details are required to accord with Condition 1 above of the design and location of all boundary treatments, including walls and fences to be erected within and around the perimeter of the site. Thereafter the development shall be implemented as approved.
11. Details are required to accord with Condition 1 above of the type and colour of all surfacing treatments, including materials for the permeable ground reinforcement for the pitches. Thereafter the development shall be implemented as approved.
12. Details are required to accord with Conditions 1 and 5 above of the proposed ground levels throughout the site and proposed finished floor levels, in relation to a fixed datum

point. The details shall include existing ground levels taken from the same fixed datum point.

13. Development shall not commence on site until details have been submitted to and approved in writing by the Planning Authority in respect of the following:

- i) Full details of landscaping and open space provision, detailing all existing landscape features and vegetation to be retained as well as trees to be felled;
- ii) Details of protective measures for all trees which are to be retained;
- iii) The locations of new trees, shrubs, hedges, grassed areas and water features;
- iv) A schedule of trees and plants including species, plant sizes and proposed numbers and density;
- v) The layout, design and materials of all hard landscaping works.

Thereafter the development shall be implemented as approved.

14. For the avoidance of doubt, the Beech Tree identified as Tag No 6619 in the tree survey shall not be removed at any time unless agreed in advance in writing by the Planning Authority.

15. No tree works or vegetation clearance approved under Condition 13 above shall occur on site from March through September (inclusive) each year unless otherwise agreed in writing with the Planning Authority prior to clearance works commencing. In the event that clearance is proposed between March to September (inclusive), a nesting bird survey shall be carried out by an experienced ecologist covering the proposed clearance area prior to each stage of tree felling and vegetation clearance and shall be submitted to and approved in writing by the Planning Authority before those clearance works commence. Once written approval has been given, the works themselves shall be carried out within a specified and agreed timescale.

16. During the construction phase, the removal of vegetation deeper than 10cm within the development site shall be subject to a two-stage strim with vegetation being strimmed to a depth of 10cm one day, then strimmed to ground level the following day. These works shall take place in temperatures warmer than 10°C and strimmer operators shall work outwards from the middle of the area being strimmed.

17. Prior to the commencement of any works, the tree protection measures approved under Condition 13 above for all trees to be retained both within or adjacent to the application site shall be erected. All trees must be protected by barriers and/or ground protection to form a Construction Exclusion Zone in accordance with British Standards Recommendations for trees in Relation to Construction, currently BS5837:2012 and shall not be removed during the course of construction work.

18. No movement of machinery, stockpiling of materials, or changes in existing ground levels shall take place within the Construction Exclusion Zone throughout the duration of the construction works.

19. Where new surfacing is to be installed within the Construction Exclusion Zone of trees which are to be retained, precautions shall be taken to minimise disturbance to tree root systems, in accordance with BS5837:2012, Section 7.4.

20. Any of the trees, areas of grass or planted shrubs or bushes approved as part of the landscaping scheme that die, become diseased, are damaged or removed within 5 years of planting shall be replaced with others of a similar size and species within the following planting season.

21. Development shall not commence until an updated pre-construction survey for all European Protected species together with all priority Local Biodiversity Action Plan species has been submitted to and approved in writing by the Planning Authority. For the avoidance of doubt, the survey shall set out appropriate mitigation or include a

species protection plan where required. The updated standing advice notes for protected species produced by NatureScot including advice on survey shelf life should be referred to.

22. Development shall not commence until an updated pre-construction badger and otter survey has been submitted to and approved in writing by the Planning Authority. The surveys shall not be carried out more than six weeks prior to works commencing, as recommended in the conclusions of the Preliminary Ecological Appraisal authored by Wild Surveys Ltd. For the avoidance of doubt, the survey shall set out appropriate mitigation or include a species protection plan where required. The updated standing advice notes for protected species produced by NatureScot should be referred to.
23. An updated Flood Risk Assessment (FRA) shall be submitted for the approval in writing by the Planning Authority at the same time as the submission of the details under Conditions 1 and 2 above. The updated FRA shall be verified by an independent check process. This secondary check must be completed by an organisation which is entirely independent from the author. The Independent Check Certificate must be completed by a competent professional who is a member of the relevant chartered professional institution, or equivalent, with experience of flood risk and drainage impact assessment and management.
24. An updated Drainage Impact Assessment (DIA) shall be submitted for the approval in writing by the Planning Authority at the same time as the submission of the details under Conditions 1 and 2 above. The updated DIA shall be verified by an independent check process. This secondary check must be completed by an organisation which is entirely independent from the author. The Independent Check Certificate must be completed by a competent professional who is a member of the relevant chartered professional institution, or equivalent, with experience of flood risk and drainage impact assessment and management.
25. Prior to the commencement of works, confirmation of connection to Scottish Water's Network shall be submitted to and approved in writing by the Planning Authority.
26. Development shall not commence until details of a survey for the presence of Japanese Knotweed have been submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt; this shall contain a methodology and treatment statement where any is found. Development shall not proceed until appropriate control measures are implemented. Any significant variation to the treatment methodology shall be submitted for approval, in writing by the Planning Authority prior to implementation.
27. Development shall not commence until an Environmental Investigation and Risk Assessment, including any necessary Remediation Scheme with timescale for implementation, of all pollutant linkages has been submitted to and approved, in writing by the Planning Authority. The investigations and assessment shall be site-specific and completed in accordance with current codes of practice. The submission shall also include a Verification Plan. Any subsequent modifications to the Remediation Scheme and Verification Plan must be approved in writing by the Planning Authority prior to implementation.
28. Before any part of the development is occupied the applicant shall submit a report for approval, in writing by the Planning Authority confirming that the works have been completed in accordance with the agreed Remediation Scheme and supply information as agreed in the Verification Plan. This report shall demonstrate that no pollutant linkages remain or are likely to occur and include (but not limited to) a collation of verification/validation certificates, analysis information, remediation lifespan, maintenance/aftercare information and details of all materials imported onto the site as fill or landscaping material. The details of such materials shall include information of the material source, volume, intended use and chemical quality with plans delineating placement and thickness.

29. The presence of any previously unrecorded contamination or variation to anticipated ground conditions that becomes evident during site works shall be brought to the attention of the Planning Authority and a Remediation Scheme shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority.
30. For the avoidance of doubt the buildings on the site shall be designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies (rising to at least 20% by the end of 2022), details of which shall be submitted to and approved in writing by the Planning Authority prior to the erection of the buildings.

Reasons:

1. To ensure that the matters referred to are given full consideration and to accord with Section 59 of the Town and Country Planning (Scotland) Act 1997, as amended.
2. To ensure suitable access is provided for all users, in the interests of the proper functioning of the development.
3. To ensure that the design matters referred to are given full consideration and are acceptable.
4. In order to protect the functional floodplain of the watercourse and minimise flood risk.
5. To ensure in the event of flooding on the road, water can flow across the road to the sea without flooding properties.
6. In order to minimise the visual impact of the development on the landscape and seascape of the Firth of Clyde.
7. In order to ensure suitable pedestrian access is provided.
8. In order to provide a quality setting in the interests of visual amenity.
9. To ensure an acceptable form of development in the interests of future occupants and the appearance of the locality.
10. To ensure an appropriate landscape setting is provided.
11. To ensure a precise and acceptable form of development in the interests of future occupants and the appearance of the locality.
12. To ensure a precise and acceptable form of development which will mitigate flood risk in the interests of future occupants and the appearance of the locality.
13. To ensure that the landscaping details and tree coverage on the site are given full consideration and are acceptable.
14. In order to preserve the tree in the interests of providing a quality landscape setting.
15. To ensure the appropriate protection of breeding birds.
16. To ensure that any reptiles present on site can be safely relocated to suitable adjacent habitat.
17. To ensure the retention of and avoidance of damage to trees during development.
18. To ensure the retention of and avoidance of damage to trees during development.

19. To ensure the retention of and avoidance of damage to trees during development.
20. To ensure that existing biodiversity levels in and around the site are preserved.
21. To ensure that the up-to-date position is known and to ensure the appropriate protection of European Protected species and other wildlife.
22. To ensure that the up-to-date position is known and to ensure the appropriate protection of badgers and otters.
23. To ensure that the finalised design can be safely implemented without placing buildings and people at flood risk.
24. To ensure that suitable drainage is provided for the safe removal of surface and waste water from the site.
25. To ensure Scottish Water's acceptance of the drainage regime for the application site and in the interests of the provision of a satisfactory drainage regime.
26. To help arrest the spread of Japanese Knotweed in the interests of environmental protection.
27. To satisfactorily address potential contamination issues in the interests of human health and environmental safety.
28. To ensure contamination is not imported to the site and confirm successful completion of remediation measures in the interest of human health and environmental safety.
29. To ensure that all contamination issues are recorded and dealt with appropriately.
30. To comply with the requirements of Section 72 of the Climate Change (Scotland) Act 2009.

Stuart W Jamieson  
Interim Director  
Environment & Regeneration

Local Government (Access to Information) Act 1985 – Background Papers. For further information please contact David Sinclair on 01475 712436.