
Report To:	The Planning Board	Date:	4th March 2009
Report By:	Head of Planning and Housing	Report No:	08/0287/IC Plan 03/09
Contact Officer:	Guy Phillips	Contact No:	01475 712422
Subject:	Erection of 12 flats at Ground At Rear Of 69-71 West Blackhall Street Greenock		

SITE DESCRIPTION

The site comprises a service yard at the rear (west) of the former What Everyone Wants store at 69-71 West Blackhall Street (fronting West Stewart Street) Greenock. To the north the site is bound by a three storey block of flats and to the south by a converted church which operates as a furniture shop.

PROPOSAL

In March 2007, planning permission was granted for a redevelopment of the former What Everyone Wants shop at 69-71 West Blackhall Street which included a new build block of 14 units in the rear service yard fronting West Stewart Street.

The proposal under consideration is confined to the service yard only. It is proposed to construct a three/four storey block containing twelve one and two bed roomed flats to be occupied by a housing association. The design is similar to the 14 unit block approved in 2007 and has an eaves level matching that of the flats to the north. The principal building materials proposed are imitation stone, render and concrete roof tiles. Six off street parking spaces are proposed.

LOCAL PLAN POLICIES

Local Plan Policy R1- Designated Centres

The following Centres are designated:

1. Town Centres, as defined on the Proposals Map:

- (a) Greenock, subdivided into a 'Central Shopping Area' and 'Outer Mixed/Commercial Area';
- (b) Port Glasgow ;
- (c) Gourock ; and

2. Local Centres, as defined or indicated on the Proposals Map:

- (a) Kilmacolm (defined);
- (b) Dubbs Road, Port Glasgow (defined);
- (c) Sinclair Street, Greenock;
- (d) Belville Street, Greenock;
- (e) Lynedoch Street, Greenock;
- (f) Barrs Cottage (Inverkip Road/ Dunlop Street), Greenock;
- (g) Ravenscraig (Cumberland Walk), Greenock;
- (h) Cardwell Road, Gourock (defined);
- (i) Main Street, Inverkip
- (j) Ardgowan Road, Wemyss Bay
- (k) By Station/Pier, Wemyss Bay

Inverclyde Council, as Planning Authority, will seek to assist urban regeneration and sustainable travel patterns. This will be achieved by encouraging each Centre to serve its own retail and service catchments without detriment to other Centres and to the overall roles of Greenock, Port Glasgow and Gourock as the principal Centres serving the Authority.

Local Plan Policy R2 - Support for Designated Centres

The designated Centres identified in Policy R1 will be protected, enhanced and developed, where resources allow, through a range of initiatives aimed at achieving the following:

- (a) encouraging a diversity of retail, leisure, civic, public administration, office, residential and other uses, of the type which the Council, as Planning Authority, considers to be appropriate to the development of the individual Centres, in order to support their vitality and viability, particularly through mixed use developments and through the use of upper floors of commercial premises;
- (b) identifying and promoting opportunities for new development and for the redevelopment and reuse of existing premises, both within and on the edge of the defined Centres;
- (c) improving the quality of the urban environment through implementing programmes for the improvement of individual properties, the streetscape and open spaces;
- (d) improving accessibility and integration of services by bus, train, ferry and taxi;
- (e) improving accessibility for pedestrians and cyclists through the provision of safe and convenient facilities and routes both into and within the town centres;
- (f) managing provision of freight access and of car, motorcycle and cycle parking for residents, visitors, workers and shoppers in accordance with an approved strategy;
- (g) managing traffic flows to minimise congestion and pollution and to give priority to the disabled, pedestrians, cyclists, public transport and service vehicles; and
- (h) developing Town Centre Action Plans in partnership with other agencies.

CONSULTATIONS

Head Of Environmental Services - Planning permission should be refused as, combined with the proposal for 12 flats in planning application 08/0220/IC the proposal fails to accord with the Council's Roads Guidelines in respect of off street parking provision and as the height of the vehicle pend shall be unable to accommodate service vehicles, prejudicial to road safety.

Head Of Safer Communities – No objections

PUBLICITY

The nature of the proposal did not require advertisement.

SITE NOTICES

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

PUBLIC PARTICIPATION

No written representations have been received.

ASSESSMENT

The material considerations in the determination of this planning application are the Development Plan, the planning history of the area, the consultation responses, visual amenity and car parking.

Policy R1 of the Local Plan confirms the site's location within the Town Centre. Policy R2 seeks to protect, enhance and develop the town centre through a range of initiatives aimed at a number of objectives including: (a) encouraging a diversity of uses including retail and residential which the Council considers to be appropriate in order to support the vitality and viability of the Town Centre.

The principle of new build residential development is therefore acceptable. It rests, therefore, to assess the design and layout of the proposal. Firstly, on parking the Council's Roads Guidelines suggest an off street parking provision of 50% for housing association use. Seven spaces are proposed which exceeds the Roads Guidelines requirement by one space. The Head of Network Roads Management considers, however, that the proposal requires to be considered in conjunction with planning application 08/0220/IC to convert the upper two storeys of the former What Everyone Wants shop to 12 flats and that an overall provision of 12 spaces is necessary. It is however a material consideration that an appeal sustained at the nearby 5/7 Argyle Street determined that a reduction in off street parking to 50% for a new build town centre flatted development is acceptable. In his conclusion, the Reporter stated that, "Although the disputed condition reflects the terms of the relevant policies of the adopted Local Plan and the emerging Local Plan, it is based on parking standards that are 10 years old and are out of step with current national planning policy. " In 1997 NPPG17 introduced a new prime objective to reduce car travel and encourage a shift to travel by public transport and walking and cycling. Development is encouraged in sustainable locations where there is good public transport and where facilities can be readily accessed on foot.

While I note that the Head of Environmental Services considers the proposed off street parking provision for this proposal combined with the separate planning application for the conversion of the former What Everyone Wants shop and the height of the proposed vehicle pend are unacceptable I note that the pend remains unchanged from the planning permission granted in March 2007 and that the previous stance on car parking has failed at appeal.

In view of the appeal decision at 5/7 Argyle Street, Government advice on parking and the proximity of the site to the West Stewart Street/Kilblain Street bus terminus and taxi rank I consider that the proposal accords with Government policy.

I note the similarities in design with the previous planning permission for the site. I consider the submitted design to be of an appropriate scale to the built form of this part of the town centre and that the generalities of the proposed finishing materials are also acceptable. Selection of the specific materials should, however, be reserved by condition.

To prevent harm from pollution, I consider it appropriate to attach conditions as the Head of Safer Communities has suggested regarding ground conditions.

RECOMMENDATION

That the application be granted subject to conditions

Conditions

1. That the development to which this permission relates must be begun within five years from the date of this permission.
2. That the development shall not commence until a risk assessment, including any necessary remediation strategy 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 acceptable codes of practice. The remediation strategy shall include verification/validation methodologies. This may be incorporated as part of a ground condition report and should include an appraisal of options.
3. That on completion of remediation and verification/validation works and prior to the site being occupied, the developer shall submit a Completion Report for approval, in writing by the planning authority, confirming that the works have been carried out in accordance with the remediation strategy. 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 imported/disposed/reused materials relevant to the site.
4. That the presence of any previously unrecorded contamination or variation to reported ground conditions that becomes evident during site works shall be brought to the attention of the planning authority within one week. Consequential amendments to the Remediation Strategy shall not be implemented unless it has been submitted to and approved, in writing by the planning authority.
5. That no material shall be imported onto the site until written details of the source of the imported material has been submitted for approval, in writing by the planning authority. The details which shall be submitted no later than four weeks prior to the material being imported onto the site shall include; The source of the imported material, any potential source(s) of contamination within 50 metres of the source of the material to be imported and verification analysis information. The material must not be imported on to the site until written approval has first been received from the planning authority. The material from the source agreed only shall be imported in strict accordance with these agreed details.
6. Development shall not begin until samples of materials to be used on external surfaces of the buildings and in construction of hard standings/walls/fences have been submitted to and approved in writing by the planning authority. Development shall thereafter be carried out

using the approved materials or such alternatives as may be agreed in writing with the planning authority.

7. None of the flats hereby approved shall be occupied until the 6 off street parking spaces detailed on drawing PL08 have been completed.

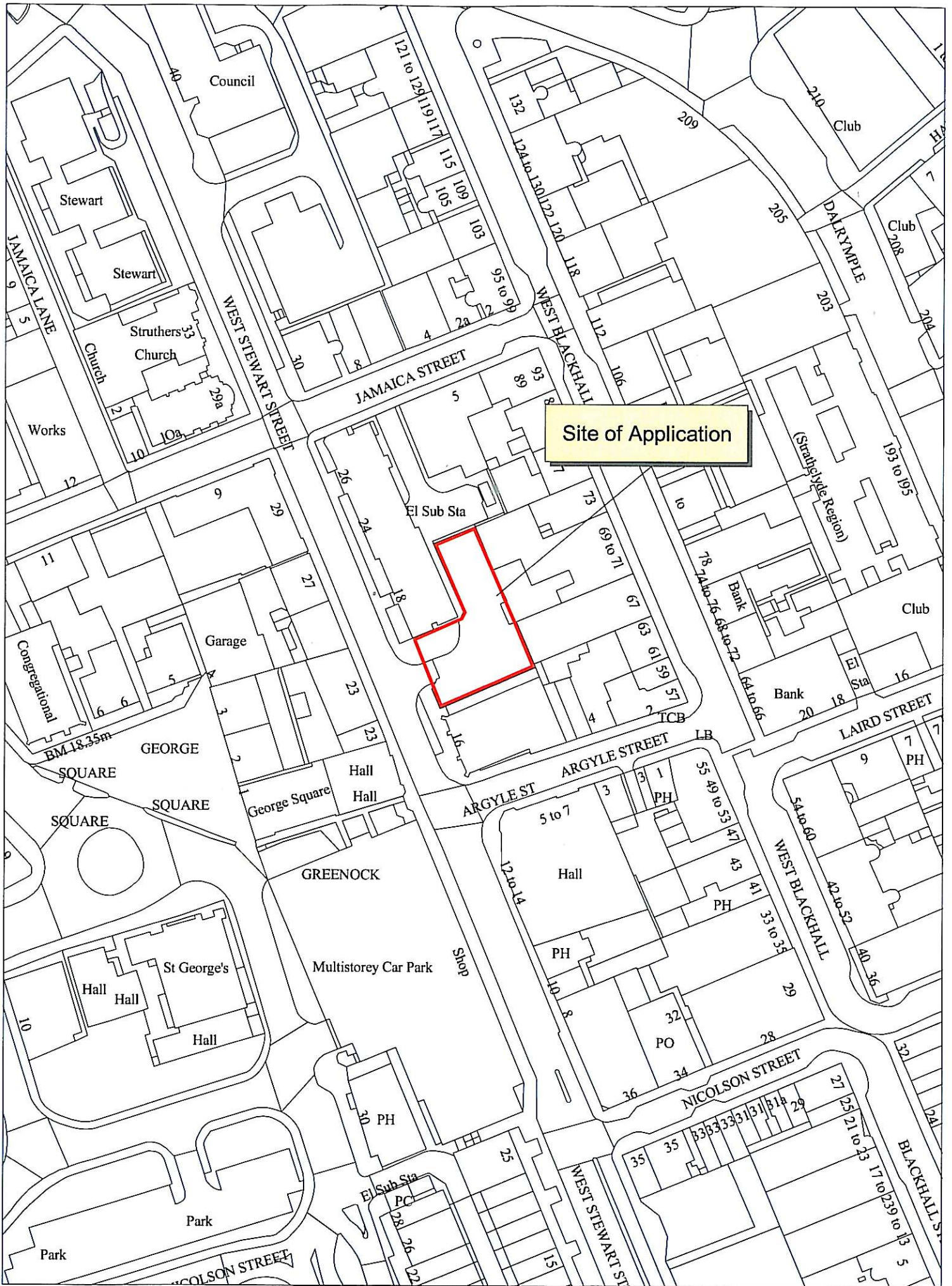
Reasons

1. To comply with Section 58 of the Town and Country Planning (Scotland) Act 1997.
2. To satisfactorily address potential contamination issues in the interests of environmental safety.
3. To provide verification that remediation has been carried out to the authority's satisfaction
4. To ensure that all contamination issues are recorded and dealt with appropriately.
5. To protect receptors from the harmful effects of imported contamination.
6. To ensure a continuity of materials in
7. To prevent obstructive parking on West Stewart Street.

F. K WILLIAMSON
Head of Planning and Housing

BACKGROUND PAPERS

1. Application form
2. Application plans
3. Inverclyde Local Plan
4. Consultation responses
5. Appeal P\PPA\280\77
6. Planning application IC/06/434R



Site of Application



Date: 13:01:09

Drawn: JML Drg. No. 08/0287/IC



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