

Report To:	The Planning Board	Date:	3rd June 2009
Report By:	Head of Planning and Housing	Report No:	09/0039/IC Plan 06/09
Contact Officer:	David Ashman	Contact No:	01475 712416
Subject:	Formation of a traffic signal junction and part of a new distributor road at East Hamilton Street/Sinclair Street/James Watt Dock Greenock		

SITE DESCRIPTION

The application site consists of a section of the A8 Trunk Road, extending eastwards along part of the Council's Roads Depot frontage, westwards along part of the Sugar Warehouse frontage and southwards to take in a small section of Sinclair Street. The site also extends northwards by approximately 220 metres into ground associated with the James Watt Dock. This northern part is centred on the connection of the existing dock access to East Hamilton Street.

PROPOSAL

The applicant seeks planning permission to form a traffic distributor road into the James Watt Dock as a prelude to seeking planning permission for the redevelopment of the Dock area through an urban regeneration project. A two lane dual carriageway is proposed with a distributor roundabout. The proposal also involves signalisation of the junction of the new distributor road with the A8 and the introduction of traffic islands and filter lanes. Kerb line alterations are also proposed on the A8 and the connecting local roads to accommodate the proposed road geometry changes.

LOCAL PLAN POLICIES

Local Plan Policy SA2(b) - James Watt Dock (South Quay) and A8 Corridor (West)

Inverclyde Council, as Planning Authority, will support the development of sites within Sub Area (b) identified on the Proposals Map, where proposals are in accordance with the following mixed use planning policy framework. Development must recognise and not obstruct the potential to renovate, convert and re-use the 'A' listed Sugar Warehouses.

Access

Access to the development opportunity sites will be achieved from:

- (q) a new junction on the A8 trunk road at the east end of the Sub-Area serving, to the north, the Sugar Warehouses, land to the east of the 'Titan' crane in James Watt Dock (South Quay), and Garvel Island (Sub Areas 'c' and 'h'); and to the south, the Sinclair Street site and Cappielow;
- (r) a western access from James Watt Way, an arm of the Carlsdyke Roundabout, to serve land to the west of the 'Titan' crane in James Watt Dock;

- (s) Ratho Street to access the former Kincaid Works (East); and
- (t) any development will be required to ensure safe and effective pedestrian and cycle routes through the development area and to facilitate unimpeded access to Carlsdyke Station.

Local Plan Policy DS1 - Preference for Development on Brownfield Sites

A sustainable settlement strategy will be encouraged by having a clear preference for all new development to be located on brownfield land within the urban areas of existing towns and smaller settlements.

Local Plan Policy DS3 - Promotion of the Inverclyde Waterfront

The social, economic and physical regeneration of Inverclyde requires the strategic role of the Waterfront to be recognised as part of the 'Clyde Waterfront Metropolitan Flagship Initiative' and priority in new investment and development to be directed to this location in accordance with the respective development frameworks of Special Areas, SA1, SA2 and SA4, identified on the Proposals Map.

Local Plan Policy TA11 - Trunk Road Proposals

Inverclyde Council will work with the Scottish Executive to make progress on the proposals identified for the A8(T) and A78(T), as listed in Schedule 5.1 and will safeguard any land required to undertake such improvements, subject to there being no significant adverse environmental impacts.

Local Plan Policy HR15 - The Setting of Listed Buildings

Development will be required to have due regard to the effects on the setting of, and principal views from, Listed Buildings and shall be without detriment to their principal elevations and the main approaches to them.

CONSULTATIONS

Strathclyde Police - Concern is expressed that further signalisation of the trunk road will introduce delays and possible traffic conflicts and parking issues in Sinclair Street and on the new road on match days. There are concerns over an increased risk of accidents on local roads caused by drivers diverting off a congested trunk road. Reference is also made to concerns over the impact of the proposals on emergency evacuation procedures from Cappielow Park.

Head Of Environmental Services - Concerns are expressed over the impact of the proposal on the local roads network, particularly from queuing of vehicles on the A8 caused by signalisation.

Transport Scotland - Before works start the applicant is required to obtain approval for the detailed design and implementation of the proposed access road and formation of a traffic signal junction with the A8 incorporating pedestrian crossing facilities, generally as shown on the submitted drawings.

Head of Safer Communities – Standard conditions in respect of contaminated land should be applied to any grant of planning permission.

PUBLICITY

The application was advertised in the Greenock Telegraph on 6th March 2009 due to no notifiable premises on neighbouring land and as development affecting the setting of a listed building.

SITE NOTICES

A site notice was posted on 6th March 2009 for development affecting the setting of a listed building.

PUBLIC PARTICIPATION

The application was the subject of press advertisement and neighbour notification. No comments were received.

ASSESSMENT

The material considerations in determination of this application are the development plan, national planning advice consisting of the Scottish Historic Environment Policy (SHEP), and the consultation responses. As no strategic issues are raised by the proposal the development plan, for the purposes of assessing the application, consists of the Inverclyde Local Plan.

The application site is within an area covered by policies TA11 and SA2(b). Under policy TA11, the access into James Watt Dock has been identified in the Local Plan, under Schedule 5.1 to the policy, as a junction in need of improvement. The proposal would help to achieve this and therefore complies with the aims of the policy. Policy SA2(b) covers the whole of James Watt Dock, including the line of the proposed distributor road. The proposed distributor road would achieve the aims of access provision under this policy in providing a new junction on the A8 and would constitute the basis for a safe and effective pedestrian and cycle route through the site.

With respect to the other relevant policies of the Local Plan, the proposal will encourage redevelopment of brownfield land through providing the essential infrastructure for this to take place, thus according with policies DS1 and DS3. The construction of the distributor road, the centre line of which is approximately 50 metres to the east of the Sugar Warehouse will not, by its nature, adversely impact upon the setting of the building. The principle views from the south and north will remain largely undisturbed. On this basis I find no conflict with policy HR15.

My conclusion is that the application is supported by the Local Plan. It remains to be determined, however, if there are other material considerations that suggest planning permission should not be granted.

There is nothing within the Scottish Historic Environment Policy that leads me to conclude that the proposal has any implications for the immediate historic environment.

The consultation responses from Transport Scotland, the Head of Environmental Services and Strathclyde Police have led to considerable correspondence with the applicant during the processing of the application. This proposal recognises the potential for future development at James Watt Dock and Garvel Island. While future development proposals will require to be suitable for the junction as designed, the applicant's technical adviser consider that the proposed road and junction configuration will satisfactorily accommodate future developments. I note their position and also that any future upgrading or other alterations of the access road, if required, could be addressed through conditions on any future applications.

The Police express concern relative to Morton FC, however I note that match day parking restrictions are in place and I would expect the Police to adapt as required by the new road system. However, the central concern of both the Police and the Head of Environmental Services focuses on the implications for traffic flow of further signalisation of the trunk road and the possible consequences for traffic safety both on the trunk road and adjoining local roads. The applicant's technical adviser has produced a modeling exercise, accepted by Transport Scotland as trunk

roads authority, which indicates that queuing can be accommodated on the trunk road within the available lengths between major junctions. With respect to queues blocking local road exits, it is suggested that traffic control measures, such as yellow junction boxes, be introduced as a way of addressing the problem. I consider this to be a sensible and measured response in order to deal with the concerns raised. Reasons for temporary queuing on the trunk road are acknowledged, such as buses stopping and car transporters unloading. These are, however, existing problems and, in my estimation, the introduction of an additional set of traffic signals will have no impact in this regard. Indeed, the slowing of traffic as a result of the additional set of traffic lights is more likely to lead to an improvement in road safety.

I consider that the key matter to be addressed in ensuring the safe movement of traffic along the trunk road lies in the coordination of the various sets of traffic lights. This is a traffic management issue, not a planning issue, and is one for Transport Scotland to address. In this respect I note that Transport Scotland has not raised any objection to the proposal. If traffic flow on the trunk road is satisfactorily addressed I do not believe that there need be concerns over drivers diverting onto local roads.

I therefore consider that there are no material considerations which suggest that planning permission should not be granted.

RECOMMENDATION

That the application be granted, subject to the following conditions:

1. That the development to which this permission relates must be begun within five years from the date of this permission.
2. That prior to commencement of any works to the A8(T), written approval from the planning authority, in consultation with Transport Scotland, shall be obtained for the detailed design and implementation of the proposed access road and formation of a traffic signal junction with the A8 trunk road, incorporating pedestrian crossing facilities, generally as indicated in approved drawing "East Hamilton Street Traffic Signal Junction", (LP2) dated February 2009.
3. 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.
4. 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.
5. 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.

6. That no material shall be imported onto the site until written details of the source of the imported material has been submitted for approved, 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.
7. That all surface water drainage from the site shall be treated in accordance with the principles of the Sustainable Urban Drainage Systems Manual (C697) (CIRIA 2007). Before development commences, details shall be submitted to and approved in writing by the Planning Authority of the maintenance regime for the water detention areas.

Reasons

1. To comply with Section 58 of the Town and Country Planning (Scotland) Act 1997.
2. To ensure that the standard of infrastructure modification proposed to the trunk road complies with the current standards and that the safety and free flow of the traffic on the trunk road is not diminished.
3. To satisfactorily address potential contamination issues in the interests of environmental safety.
4. To provide verification that remediation has been carried out to the authority's satisfaction
5. To ensure that all contamination issues are recorded and dealt with appropriately.
6. To protect receptors from the harmful effects of imported contamination.
7. To control runoff from the site to reduce the risk of flooding.

F. K WILLIAMSON
Head of Planning and Housing

BACKGROUND PAPERS

1. Application form and plans.
2. Inverclyde Local Plan.
3. Scottish Historic Environment Policy.
4. Consultation responses.

