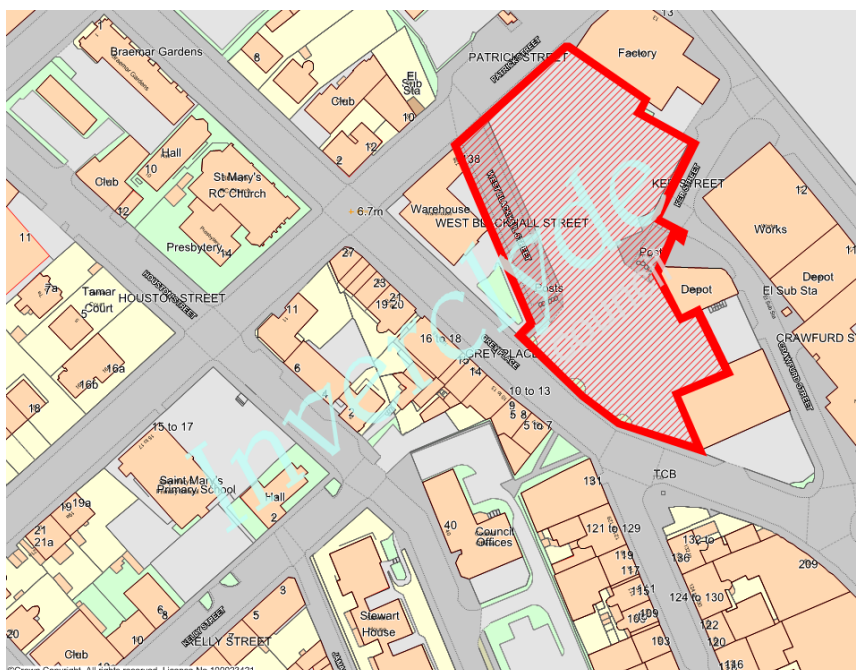


Report To:	The Planning Board	Date:	6 February 2013
Report By:	Head of Regeneration and Planning	Report No:	12/0330/IC Plan 02/13
Contact Officer:	David Ashman	Contact No:	01475 712416
Subject:	Construction of retail foodstore Class 1 with ancillary works including car parking, access and landscaping at Land off Patrick Street and Grey Place, Greenock		

SITE DESCRIPTION

The application site consists of the former Shields Rover premises at West Blackhall Street, and includes the part of West Blackhall Street bordering the former St Columba's Gaelic Church and the section of Ker Street that divides the site of the former Shields Rover premises in two. It is irregularly shaped and extends to 0.8 hectares. With the demolition of the former garage the bulk of the site has a derelict appearance. It occupies a visually prominent position fronting onto Grey Place, Patrick Street and the western end of West Blackhall Street, and is located between two Category "B" listed buildings: the former St Columba's Gaelic Church and the former Glebe Sugar Refinery.



The site is located in an area where there is a variety of land uses with industrial premises to the north, the entrance to the Ocean Terminal to the west, shop premises, residential flats and the former Gaelic Church, now a furniture store, to the south and to the east a tyre and exhaust centre and former Glebe Sugar Refinery.

PROPOSAL

The applicant proposes to construct a 1,473 square metre gross floor area Class 1 retail foodstore with 93 associated car parking spaces and areas of soft landscaping. The store is a single storey unit slightly under 6 metres in height. It will occupy most of the site of the former garage building, set back from Grey Place. It is to be finished mainly in red brick with the use of glazing defining the entrance at the south east corner of the building.

The vehicular site entrance, shared by service and customer vehicles, is onto Patrick Street. A section of West Blackhall Street and Ker Street will be absorbed into the site and become part of the car park, although the existing footpath parallel and adjacent to the former Gaelic Church is to be retained. The applicant has indicated that parking will be controlled with a 90minute maximum stay and that only 1 HGV delivery per day is expected. The delivery area is located adjacent to the vehicular entrance on Patrick Street. The customer entrance, at the opposite end of the building fronts onto Grey Place. A mix of tree and shrub planting is concentrated along the boundaries with Grey Place and Patrick Street, with a line of tree planting proposed adjacent to and following the line of the retained footpath next to the former Gaelic Church. The plans show that free standing signs are to be sited adjacent to the Grey Place and Patrick Street verges, although these will require to be the subject of a separate advertisement consent application.

The application has been supported by a planning and retail statement, a transport statement, a site investigation report and a drainage study. Although not defined as a major application by planning legislation, the applicant engaged in pre-application consultation with the public, including an exhibition within the Oak Mall. A report of the outcome of the event has also been submitted.

Planning permission was previously refused for the development of a Class 1 (food) retail unit, a Class 1 (non-food) retail unit and Class 2 office space together with associated car parking, landscaping and access arrangements on the same site in 2007. An appeal against the refusal was dismissed by the Scottish Ministers. Concerns related to the design and position of the buildings, the level of development on the site relative to parking provision, the impact on streetscape and possible impact on the vitality and viability of the Central Shopping Area of Greenock Town Centre, designated in the Local Plan.

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; and
- (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.

Local Plan Policy R3 - Town Centre Uses

The following town centre uses will be directed towards the Central Shopping Area of Greenock, the other two Town Centres (Port Glasgow and Gourock) and the Local Centres:

- (a) Use Class 1 (Shops);
- (b) Use Class 2 (Financial, Professional and other Services);
- (c) Use Class 3 (Food and Drink);
- (d) Use Class 11 (Assembly and Leisure); and
- (e) Related uses such as public houses, hot food take-aways, theatres, amusement arcades and offices for taxis for public hire.

Outside these designated Centres, the above uses will be permitted in principle in the Outer Mixed/ Commercial Area around the Central Shopping Area of Greenock Town Centre, according to the specification in Policy R5. Applications for any of the uses listed will be considered subject to the criteria outlined in Policy R10. Proposals for other uses in designated Centres will be considered on their merit.

Local Plan Policy R5 - Greenock Town Centre: Outer Mixed/Commercial Area

Inverclyde Council, as Planning Authority, will seek to protect the character, both existing and potential, of the different divisions of the Outer Mixed/Commercial Area of Greenock Town Centre, as defined on the Proposals Map and below. In addition to development in keeping with the existing character of the area, the following town centre uses will also be permitted in the identified divisions (G) to (L):

- (G) CLARENCE STREET MIXED-USE AREA:
Use Class 2 (Financial, Professional and Other Services);
Use Class 3 (Food and Drink);
Use Class 10 (Community Uses);
Use Class 11 (Assembly and Leisure); and
Related uses, including public house, hot food take away or taxi office, and the sale of motor vehicles.
- (H) WEST END OFFICE AND CIVIC AREA and
- (I) SIR MICHAEL STREET/KING STREET RESIDENTIAL AREA
Use Class 2 (Financial, Professional and Other Services);
Use Class 10 (Community Uses); and
Use Class 11 (Assembly and Leisure).
- (J) DELLINGBURN STREET/RUE END STREET
Area fully developed for Class 1 Use (Shops).
No further opportunities. Intensification of current retail use would not be appropriate.
- (L) WATERFRONT: EDUCATION AND LEISURE AREA
Use Class 8 (Residential Institutions), if halls of residence associated with James Watt College;
Use Class 10 (Community Uses); and
Use Class 11 (Assembly and Leisure).
- (K) THE HARBOURS AREA
Use Class 9 (Residential Flats);
Use Classes 1, 10 or 11, where related or ancillary to tourism or to maritime-based leisure or commercial enterprises;
Use Class 2 (Financial, Professional and Other Services);
Use Class 3 (Food and Drink); and
Use as a public house.
- (L) WATERFRONT: EDUCATION AND LEISURE AREA
Use Class 8 (Residential Institutions), if halls of residence associated with James Watt College;
Use Class 10 (Community Uses); and
Use Class 11 (Assembly and Leisure).

Local Plan Policy R10 - Assessing Development Proposals for Town Centre Uses

Any proposal for a development of one or more of the town centre uses identified in Policy R3, or for any other commercial use within a defined centre, will be required to satisfy the criteria listed below:

- (a) for developments on the edge of, or outside, the designated Centres, and retail developments on the edge of, or outside, Greenock's Central Shopping Area, the applicant should have adopted a sequential approach to site selection, including consideration of sites identified under Policy R6;
- (b) the applicant having demonstrated that there is a capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area, or a qualitative deficiency in existing provision;
- (c) the proposal should not have a detrimental effect, including cumulatively, on the vitality and viability of existing Centres;
- (d) the size and format of the development is appropriate to the Centre for which it is proposed;

- (e) the proposed development should be accessible by a choice of means of transport from its forecast catchment, make provision for improved infrastructure where deemed necessary, not result in unacceptable changes in travel patterns and, where required, be supported by the production of a Transport Assessment;
- (f) the proposed development should be to a high standard of design and its scale, siting and relationship to the surrounding townscape and land uses should make a positive contribution to the quality of the urban environment;
- (g) the proposal should not have a detrimental effect on residential amenity or on the amenity and effective operation of existing businesses;
- (h) the proposal should be consistent with other relevant national, Structure Plan and Local Plan policies and guidelines, including any Town Centre Strategy or other relevant initiative which may have been instigated, the Council's Roads Development Guide, 1995 and any other standards; and
- (i) in Greenock Town Centre the proposed development should be consistent with Policies R4 and R5.

Where the proposal includes either a convenience retail development of over 1,000 square metres gross; comparison retail development of over 2,000 square metres gross; or Use Class 11 (Assembly & Leisure) developments that will attract a large number of users, it should be accompanied by a statement of justification addressing the above criteria and the criteria set out in the Structure Plan and NPPG8. At the Council's discretion, applications for development within designated Centres or small-scale development of town centre uses outwith the designated Centres may be exempted from the requirement to be justified against criteria (a)-(d).

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 DS4 - Presumption in Favour of Appropriate Development In Town Centres

The vitality and viability of the three town centres will be safeguarded and promoted by having a clear presumption in favour of new retailing and other 'town centre' uses located in, or failing that, on the edge of, the existing designated centres.

Local Plan Policy DS5 - Promotion of Quality in New Building Design and in Townscape/Landscaping

The urban environment and built heritage of Inverclyde will be protected and enhanced through controls on development that would have an unacceptable impact on the quality of this resource. Quality in new building design and landscaping will be encouraged to enhance Inverclyde's townscapes.

Local Plan Policy DS7 - Promotion of the Integration of Transport and Land Use Planning

The integration of transport and land use planning will assist the sustainable settlement strategy through: assessing the transportation implications of proposed developments; directing new developments to locations accessible by a choice of means of transport; and protecting and promoting the development of transport infrastructure which supports the sustainable movement of people and freight.

Local Plan Policy TA2 - Accessibility of Major Developments

Inverclyde Council, as Planning Authority, will seek to reduce the need to travel by private car by directing new major travel-generating developments to locations accessible by walking, cycling and public transport. Developers may be required to submit Transport Assessments and Green Transport Plans demonstrating that such developments will be easily accessed by means other than the private car.

Local Plan Policy HR1 - Designated Environmental Resources and Built Heritage

Development that would adversely affect, directly or indirectly, the natural or built heritage resources listed in Schedule 9.1 and where indicated, on the Proposals Map, will not normally be permitted.

Having regard to the designation of the environmental resource and built heritage, exceptions will only be made where:

- (a) Sites of Special Scientific Interest (SSSI) will not be compromised;
- (b) visual amenity and townscape will not be compromised;
- (c) no other site, identified in the Local Plan as suitable, is available;
- (d) the social and economic benefits of the scheme outweigh the total or partial loss of the environmental resource;
- (e) the developer has demonstrated that the impact of the development on the environment will be minimised; and
- (f) the loss can be compensated by habitat creation/site enhancement elsewhere, and where there are satisfactory arrangements to achieve this.

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

Health and Safety Executive - No objections.

Land Use Consultants - Should planning permission be granted a condition should be imposed seeking further details of a soft landscaping layout as the detailed treatment is not clear from the submitted plans.

Head of Environmental and Commercial Services - A road closure order will be required for West Blackhall Street and public utilities diverted or a wayleave put in place. Access will also have to be provided to services in the public footpath linking Grey Place to Patrick Street from the car park. The footway through the site requires to be increased in width to 3 metres and gullies and drainage will require to be located within the adopted footway. Concerns are expressed over the manoeuvring of HGVs close to the entrance and the potential impacts on car traffic. If deliveries are to be outwith normal trading hours then this will not be an issue.

Head of Safer and Inclusive Communities - No objections. Conditions are suggested in respect of Japanese Knotweed, clearance and treatment of contamination, waste containers, lighting control, working hours during construction and delivery times.

Scottish Gas Networks - Standard advice regarding excavations in the vicinity of pipelines has been provided.

Scottish Water - No objection.

PUBLICITY

The application was advertised in the Greenock Telegraph on 23rd November 2012 as development affecting the setting of listed buildings, as it is contrary to the development plan, as it is a Schedule 3 development and as there are no premises on neighbouring land.

SITE NOTICES

A site notice was posted on 23rd November 2012 for development affecting the setting of listed buildings.

PUBLIC PARTICIPATION

The application was the subject of press advertisement, site notice and neighbour notification. Four letters of objection have been received. The points of objection may be summarised as follows:

1. Loss of existing on-street parking opportunities for local residents and employees of local businesses.
2. Detrimental impact on traffic safety due to further congestion on Patrick Street and other surrounding streets and interference with existing accesses, especially at the Container Terminal. This will be due to an overall increase in vehicular movements in the area, including HGV manoeuvres within the site; an increase in parking demand on top of existing demands; and due to vehicles queuing to enter the site causing on-road congestion.
3. Concern that there has been inadequate assessment of the impact of the proposal on nearby street junctions to the detriment of pedestrian and road safety.
4. There is no resemblance between the proposed store and the adjacent listed buildings and a car park will not enhance the setting of the existing listed buildings.
5. The proposal will be detrimental to any future development of the Glebe building in removing any adjacent parking opportunities.
6. The proposed store will not be a welcoming feature to passengers from the Ocean Terminal due to the gable fronting Patrick Street being part of the service bay.

ASSESSMENT

This proposal is contrary to Local Plan policy R3 which directs retailing in Greenock Town Centre to the Central Shopping Area. It rests, therefore, to consider if there are other material considerations that justify a departure from this Policy. To assist in this assessment it is appropriate to consider the impact of the proposed development on the vitality and viability of the Central Shopping Area of Greenock Town Centre (as defined in the Local Plan); the design of the proposed building recognising the adjacent listed buildings and the impact of the positioning of the building on townscape; the impact of the proposal on the neighbouring land uses including their efficient operation; and outstanding issues raised by policy, representation and consultation. These will be determined through an assessment of the relevant material considerations which include the Local Plan, the emerging Local Development Plan, national planning policy and guidance, specifically the Scottish Historic Environment Policy, the Scottish Planning Policy, the consultation replies and the letters of representation.

Impact on the vitality and viability of the Central Shopping Area

The site is located within Greenock Town Centre, as defined by policy R1 of the Local Plan, and although analysis of policy R2 suggests that it would contribute to the diversity of uses within the town centre (criterion a), the re-use of a vacant site (criterion b) and improve the streetscape (criterion c); the site is not within the Central Shopping Area. It is part of sub area G of the Outer Mixed/Commercial Area of Greenock Town Centre, defined by policy R5. The proposal therefore has the potential to impact on the Central Shopping Area where Class 1 uses are directed (policy R3). Policy R3 does, however, allow for Class 1 uses in the Outer Mixed/Commercial Areas, subject to assessment of proposals against the relevant criteria of policy R10, being:

Criterion (a): the sequential approach to site selection has been undertaken in the applicant's Planning and Retail Statement. The applicant identifies a need for a site area of 1.5 acres to accommodate a building, servicing arrangements and car parking and has examined sites at West Stewart Street, Hunters Place, Rue End Street and Inverkip Street/Roxburgh Street. I am satisfied that none of the sites identified are appropriate for a proposal of this scale and that there is not a sequentially preferential site available.

Criterion (b): the Planning and Retail Statement submitted by the applicant advises that there is a quantitative deficiency in retail provision demonstrated by an outflow in expenditure from the catchment area of £5.44 million in 2012. This assessment of capacity has been examined and it is accepted that the applicant has demonstrated capacity for the development.

Criterion (c): following on from my assessment of criterion (b) above, I am satisfied that a development of this scale and in this location will not have a detrimental effect on the vitality and viability of the Central Shopping Area. In reaching this conclusion I am influenced by the scale of the development, by the immediate proximity of the site to the Central Shopping Area and to existing shops on Grey Place and West Blackhall Street, and the pedestrian crossing on Grey Place which the applicant is directing pedestrians towards. This creates a greater likelihood of linked shopping trips than would likely be the case with a site more remotely positioned from the Central Shopping Area, be that site within or outwith the defined town centre. Furthermore, the proposal has the capacity to increase footfall along West Blackhall Street to the benefit of the vitality and viability of the Central Shopping Area.

Criterion (d): the building provides a floorspace of 1,473 square metres gross. This size is reflected elsewhere in the Central Shopping Area, for example at New Look (1,600 square metres gross) and Boots (1,900 square metres gross). Lidl, with a similar format also trades within the Central Shopping Area. I conclude that the size and format of the development is appropriate to a town centre location.



Taking all of these considerations into account, I conclude that there would be an acceptable impact on the vitality and viability of the Central Shopping Area however, it has to be recognised that the proposal would not be in accord with the Local Plan.

The emerging Local Development Plan (LDP) is relevant as it included a number of options to extend the Central Shopping Area to the north west of the central area boundary to incorporate this part of the Local Plan's Sub Area G. This was set out in the Main Issues Report stage of the LDP with a preferred Council option for an extension of the Central Shopping Area to reflect the emergence of a larger development opportunity appropriate for 'town centre uses'. There were no objections submitted against this approach and it is proposed to take this change forward in the Local Development Plan. I regard this as a relevant material consideration which suggests that a departure from the Local Plan may, in this instance, be justified. This proposed change is a key factor in recognising the different approach being taken to the development of the application site compared with the assessment of the previous Aldi proposal in 2007.

Design of the proposed building and impact on townscape

The site is part of an industrial area where development has evolved in a piecemeal manner following significant road realignments and closures as the nearby port developed. Consequently a scattering of functional and historic buildings and vacant land combine to present a poor quality townscape. Prominently located on a main transport route through Greenock, adjacent to the cruise liner terminal visited by tourists and on the fringe of the town centre retail core, the demolition of the former car showroom presents an opportunity to bring about much needed visual improvement and give proper regard to the two adjacent listed buildings. Pre-application discussions have sought to, both functionally and visually, link the site to the retail core of the town and improve the visual image of Greenock town centre when entering from Gourrock and the Ocean Terminal. This includes a number of key features: creation of a visual end stop at the end of West Blackhall Street, complement and link with the public realm works already undertaken in West Blackhall Street, development of a frontage to Grey Place that recognises the sweep of the road, design of a building which respects and gives a proper setting for the two listed buildings, and provision of an attractive landscaped pedestrian link between Ocean Terminal and West Blackhall Street.

I am satisfied that the proposal achieves these aims. The building helps to close the gap between the former Gaelic Church and the Glebe warehouse, helping to screen the industrial backdrop of Ocean Terminal and significantly improving the appearance of the site. Indeed the scale of the building, when viewed from Grey Place, shows due deference to the Glebe warehouse and is colour matched to introduce a degree of visual continuity that is currently lacking.



The site itself will have an area of public realm on the Grey Place frontage and will be peripherally landscaped, enhancing in particular the walk from the cruise liner terminal which, for a section will be edged by a row of trees to one side and by the architecturally and historically important former Gaelic Church to the other.

The Scottish Historic Environment Policy refers to Section 59 (1) of the Town and Country Planning (Scotland) Act 1997 which requires that in determining any application for planning permission affecting the setting of a listed building planning authorities have special regard to preserving the building's setting. I am satisfied that this is achieved and that the associated public realm works and the required parking provision act to protect the setting of these buildings for the foreseeable future. I therefore am able to conclude that the proposal accords with policies HR1, HR15, R10, DS5 and criterion (f) of policy R10.

Impact on neighbouring land uses and their efficient operation

In order for the proposal to be acceptable its impact on neighbouring land uses, primarily flatted residences and business operations (including the Container Terminal) has to be acceptable. The most likely impacts would be from noise, parking, and vehicular manoeuvres.

Noise would originate from the general operation of the foodstore and from construction. The Head of Safer and Inclusive Communities has raised concerns in respect of noise from activities, typically deliveries, associated with the store between 11pm and 7am. He also suggests that construction noise related issues should be the subject of early consultation with him. I intend to address this matter by an advisory note as they relate to a separate legislative control.

Parking issues relate to the removal of existing on-street parking opportunities available within the affected part of West Blackhall Street and parking provision associated with the proposal. On-street parking on a public road cannot be considered as a given right and it is recognised that the opportunity for such facilities in town centres can be limited. While there will be an inevitable impact on residents and on workers and shoppers who use this opportunity at various times of the day, it should be noted that the development itself will provide additional off street parking and overall improve the number of parking spaces available in the town centre.

An assessment of the traffic safety impacts of the development, with reference to accessibility, the operation of street junctions in the vicinity and the manoeuvring of vehicles, particularly those associated with the container terminal, has been considered. The Head of Environmental and Commercial Services is satisfied in all aspects, subject to the imposition of a condition in restricting servicing to outwith normal store opening hours. While recognising that there is only one delivery vehicle per day, this will ensure there is no potential clash between service vehicles and users of the car park. The applicant is agreeable to such a condition.

I conclude that the proposal accords with criteria (e) and (g) of Policy R10.

Outstanding policy, representation and consultation issues

Criterion (h) of Local Plan Policy R10 requires consideration of other relevant national, strategic and local planning policies and guidelines. I am satisfied, from my assessment, that the proposal has been properly considered against the principle established in national, strategic and local planning policies. In this respect I also note acceptability of the proposal with reference to policies DS1, DS4, DS7 and TA2 of the Local Plan.

Consultation responses present no impediment to development and where appropriate, conditions or advisory notes may be attached to the granting of planning permission.

While I note representations on the impact on the Glebe warehouse, this development site is in separate ownership and it is inappropriate to prejudice this application to provide parking opportunities for an adjacent site. The development of this site has the potential to improve the marketability of others in the vicinity and the Glebe warehouse may benefit accordingly.

Conclusion

Overall, although the proposal is a departure from Policy R3 of the Local Plan I consider that there are grounds from analysis of all the material considerations to suggest that a departure may be supported. The proposal will bring about significant townscape improvements, it will improve the setting of two listed buildings, it will not adversely impact on the vitality and viability of the Central Shopping Area, it will have an acceptable impact on traffic and parking, it will not unacceptably impact neighbouring land uses and the emerging LDP will take forward a proposal to include this site within an extended Central Shopping Area.

RECOMMENDATION

That the application be granted subject to the following conditions:

1. That development shall not proceed until a Stopping Up Order has been confirmed for West Blackhall Street and Ker Street.
2. That samples of all facing materials shall be submitted to and approved in writing by the Planning Authority prior to their use. Development shall thereafter be carried out using the approved materials or such other alternatives as may be agreed in writing with the Planning Authority.
3. That notwithstanding the planting details shown on the approved landscape drawing number 0007-AL(00)07 Rev A, alternate Tr1 and Tr2 trees shall be planted in place of the line of planting annotated P6, C3, S1 and R1 closest to the proposed foodstore on Patrick Street.
4. That prior to the commencement of development, full details of the management and maintenance arrangements for the approved planting scheme above shall be submitted to and approved in writing by the Planning Authority.
5. That any planting that in the subsequent 5 years dies, becomes diseased, is damaged or removed shall be replaced with similar specimens unless the Planning Authority gives written approval to any alternatives.
6. That full details and/or samples of materials to be used in the hard landscaping of the site shall be submitted to and approved in writing by the Planning Authority prior to their use. Development shall thereafter be carried out using the approved materials or such other alternatives as may be agreed in writing with the Planning Authority.
7. 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 treatment is completed as per the methodology and treatment statement. Any variation to the treatment methodologies will require subsequent approval by the Planning Authority prior to development starting on site.
8. That on completion of remediation and verification/validation works associated with the approved "Site Investigation Report" 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 be 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.
9. 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.
10. 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.

11. That 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 in place.
12. All external lighting on the application site should comply with the Scottish Government Guidance Note "Controlling Light Pollution and Reducing Lighting Energy Consumption".
13. Deliveries shall not be carried out during store trading hours.
14. That a drawing showing drainage arrangements shall be submitted to and approved in writing by the Planning Authority prior to the commencement of development. For the avoidance of doubt, all surface water shall be contained within the site.
15. 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.
16. That all road markings on Patrick Street, shown on the approved plans, shall be in place prior to the building hereby permitted being brought into use.

Reasons

1. To enable the required parking provision for the development to be secured in the interests of traffic safety.
2. To allow adequate assessment of these materials in the interests of visual amenity.
3. To punctuate the Patrick Street elevation of the building in the interests of the streetscape.
4. To ensure long term maintenance of the landscaping in the interests of streetscape.
5. To ensure retention of the approved landscaping scheme.
6. To ensure the acceptability of these materials.
7. To help arrest the potential spread of Japanese Knotweed in the interests of environmental protection.
8. To provide verification that remediation has been carried out to the Planning Authority's satisfaction.
9. To ensure that all contamination issues are recorded and dealt with appropriately.
10. To protect receptors from the harmful effects of imported contamination.
11. To protect the amenity of the immediate area, prevent the creation of nuisance due to odours, insects, rodents or birds.
12. To protect the amenity of the immediate area, the creation of nuisance due to light pollution and to support the reduction of energy consumption.
13. In the interests of vehicular safety.
14. In the interests of flooding prevention.
15. To control runoff from the site to reduce the risk of flooding.

16. To help ensure the safe movement of traffic in the vicinity of the site.

Stuart Jamieson
Head of Regeneration and Planning

BACKGROUND PAPERS

1. Application form and plans
2. Application supporting documentation.
3. Inverclyde Local plan
4. Inverclyde Local Development Plan Main Issues Report
5. Scottish Historic Environment policy
6. Scottish planning policy
7. Consultation replies
8. Letters of representation



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