

Report To: The Planning Board

Date: 6th June 2018

Report By: Head of Regeneration and Planning

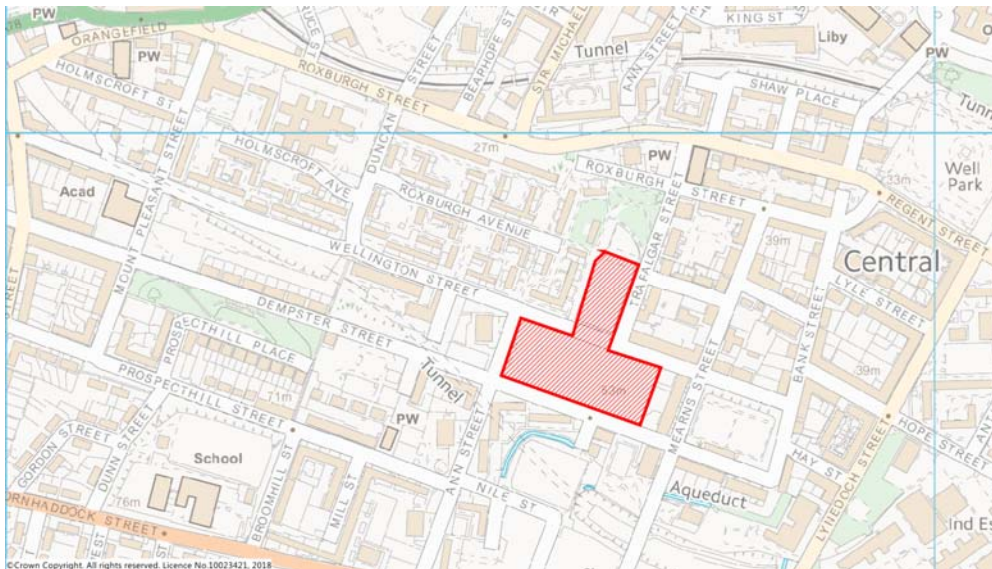
Report No: 18/0043/IC

Local Application Development

Contact Officer: David Ashman

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**Subject: Construction of a 4 storey health and care centre and formation of an associated car park at
Former Wellington Academy, Wellington Street, Greenock**



SUMMARY

- The proposal accords with the Inverclyde Development Plan and the Proposed Inverclyde Local Development Plan.
- Consultation responses present no impediment to development, subject to conditions.
- Three representations, including 2 objections have been received commenting on traffic and impacts on sunlight, daylight and overlooking.
- The recommendation is to GRANT PLANNING PERMISSION.

Drawings may be viewed at:

<https://planning.inverclyde.gov.uk/Online/applicationDetails.do?activeTab=documents&keyVal=P48SB1IMG6700>

SITE DESCRIPTION

Formerly the Wellington Academy, located between Wellington Street and Dempster Street in Greenock, the application site currently lies vacant with the school buildings having been demolished and cleared, with only the boundary walls, railings and gates remaining.

The site is located within a mainly residential area; 4½ storey tenements and 3-4 storey flats and a disused blaze football pitch are sited on the north of the site on Wellington Street; 3 storey tenements front onto Mearns Street to the east; 3 storey tenements and 4 storey flats are to the south on Dempster Street; and a multi-storey flatted block is to the west on Ann Street. The streets serving the site are quite steeply sloping in places. Sited on a north facing down slope, the site has levelled platforms with steeper sections confined largely to the southern boundary.

PROPOSAL

It is proposed to erect a Health and Care Centre for National Health Service Greater Glasgow & Clyde to bring together on one site a range of services covering both clinical and office facilities. The site will facilitate an outpatient consulting suite of bookable rooms; general practice accommodation; treatment room suite; physiotherapy; podiatry; children's department; public dental services; health visitors and school nursing; district nursing; social work; community health partnership administration team; a commercial pharmacy and a social enterprise café.

The proposed 4 storey building is located on the western part of the former school building site and is rectangular in shape, measuring approximately 61 metres by 45 metres by 16 metres high at its highest point (the north-westernmost corner at the Ann Street/Wellington Street junction). It will have a flat roof profile and an enclosed central courtyard area. The finishing materials are to be dominated by brick, with a darker grey brick finish used to define the ground floor level and the parapet and a red based brick for the remaining floors. Glazed curtain walling will be used at the north-eastern corner to help identify the entrance to the building. Other incidental facing materials include timber louvres in association with some windows.

Two car parks are to be provided. A 129 space car park is located within the eastern part of the former school building site, and a 93 space car park is proposed across Wellington Street on the former football pitch. The car parks include a soft landscaping framework, as does the proposed health centre building, most notably to its southern, western and northern boundaries.

The application is supported by a design and access statement, drainage and flood risk assessments, a traffic impact assessment, an ecology report and landscaping information.

DEVELOPMENT PLAN POLICIES

Policy SDS3 - Place Making

High-quality place making in all new development will be promoted by having regard to Inverclyde's historic urban fabric, built cultural heritage and natural environment, including its setting on the coast and upland moors. This heritage and environment will inform the protection and enhancement of Inverclyde by having regard to the Scottish Government's placemaking policies, in particular through the application of 'Designing Places' and 'Designing Streets' and through embedding Green Network principles in all new development.

Policy SDS5 Development within the Urban Area

There will be a preference for all appropriate new development to be located on previously used (brownfield) land within the urban settlements, as identified on the Proposals Map.

Policy SDS7 Regeneration and Renewal Priorities

Appropriate new investment and development will be directed to the Waterfront and to the Council's partnership renewal areas - 'Major Areas of Change' and 'Areas of Potential Change' - as identified on the Proposals Map and in accordance with the Plan's Supplementary Guidance on Local Development Frameworks.

Policy APC1-2 - Areas of Potential Change

The Council will support the redevelopment of the areas designated 'Areas of Potential Change' on the Proposals Map by having regard, where applicable, to the potential planning framework, draft planning strategies and land use / development options outlined under each of the respective Areas, APC1 and APC2, and progress for each Local Development Frameworks in Supplementary Guidance, where necessary and appropriate.

Policy RES1 - Safeguarding the Character and Amenity of Residential Areas

The character and amenity of residential areas, identified on the Proposals Map, will be safeguarded and where practicable, enhanced. Proposals for new residential development will be assessed against and have to satisfy the following criteria:

- (a) compatibility with the character and amenity of the area;
- (b) details of proposals for landscaping;
- (c) proposals for the retention of existing landscape or townscape features of value on the site;
- (d) accordance with the Council's adopted roads guidance and Designing Streets, the Scottish Government's policy statement;
- (e) provision of adequate services; and
- (f) having regard to Supplementary Guidance on Planning Application Advice Notes.

Policy RES3 - Residential Development Opportunities

Residential development will be encouraged and supported on the sites and indicative locations included in Schedule 6.1 and indicated on the Proposals Map. An annual audit of the housing land supply will monitor and review, and where necessary, augment the Effective Land Supply, to maintain a minimum five year's supply in accordance with the GCV SDP and SPP guidance.

Policy RES6 - Non-Residential Development within Residential Areas

Proposals for uses other than residential development in residential areas, including schools, recreational and other community facilities will be acceptable subject to satisfying where appropriate, the following criteria:

- (a) compatibility with the character and amenity of the area
- (b) impact on designated and locally valued open space;
- (c) impact of the volume, frequency and type of traffic likely to be generated;
- (d) infrastructure availability;
- (e) social and economic benefits; and
- (f) the cumulative impact of such a use or facilities on an area.

Policy TRA2 - Sustainable Access

New major trip-generating developments will be directed to locations accessible by walking, cycling and public transport, and developers will be required to submit a transport assessment and a travel plan, if appropriate. Such developments will be required to recognise the needs of cyclists and pedestrians as well as access to public transport routes and hubs, and have regard to the Council's

Core Paths Plan, where appropriate. Where development occurs which makes it necessary to close Core Paths and other safeguarded routes, provision of an alternative route will be required.

The Council will also support and seek to complete the Inverclyde Coastal Route with developers required to make appropriate provision when submitting planning applications. National Routes 75 and 753 of the National Cycle Network will also be protected.

Policy INF4 - Reducing Flood Risk

Development will not be acceptable where it is at risk of flooding, or increases flood risk elsewhere. There may be exceptions for infrastructure if a specific location is essential for operational reasons and the development is designed to operate in flood conditions and to have minimal impact on water flow and retention.

All developments at risk of flooding will require to be accompanied by a Flood Risk Assessment (FRA) and should include a freeboard allowance, use water resistant materials where appropriate and include suitable management measures and mitigation for any loss of flood storage capacity.

Policy INF5 - Sustainable Urban Drainage Systems

Proposed new development should be drained by appropriate Sustainable Urban Drainage Systems (SUDS) designed in accordance with the CIRIA SUDS Manual (C697) and, where the scheme is to be adopted by Scottish Water, the Sewers for Scotland Manual Second Edition. Where the scheme is not to be adopted by Scottish Water, the developer should indicate how the scheme will be maintained in the long term.

Where more than one development drains into the same catchment a co-ordinated approach to SUDS provision should be taken where practicable.

Supplementary Guidance on “Local Development Frameworks” applies.

PROPOSED 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 3 - Priority Places

The Council will support comprehensive redevelopment proposals for the Priority Places where these are in line with the preferred strategy set out in Schedule 2 and the development frameworks set out in the Priority Places Supplementary Guidance.

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;
- 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 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:

- o 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
- o 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 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 20 - Residential Areas

Proposals for development within residential areas will be assessed with regard to their impact on the amenity, character and appearance of the area. Where relevant, assessment will include reference to the Council's Planning Application Advice Notes Supplementary Guidance.

Policy 21 - Community Facilities

Proposals for the new community facilities identified in Schedule 5 will be supported. Community facilities in other locations will be supported where the location is appropriate in terms of avoiding adverse impact on the amenity and operation of existing and surrounding uses, and where it can be reached conveniently by walking, cycling or public transport by its proposed users.

Proposals that would result in the loss of a community facility will need to demonstrate that the facility is no longer required for the existing or an alternative community use.

Proposed Supplementary Guidance on "Priority Places" applies.

CONSULTATIONS

Strathclyde Partnership For Transport - The proposed building is not in a very accessible location to public transport and the steepness of footways in the vicinity do not provide a satisfactory environment for people with mobility difficulties. It is the view of SPT that the applicant over-states the accessibility of the site and potential for a significant sustainable travel mode share. Bus services on Wellington Street are limited to a daytime service and the steepness of the footways will deter use of services on Regent Street.

Funding should be identified by the applicant to support the rerouting and/or bespoke provision of bus services. The existing bus stop on Wellington Street should be improved. Infrastructure should include a shelter with power, a bus stop flag and raised kerbs.

To promote active travel and the use of existing public transport services, public information screens highlighting active travel routes and live public transport departures (including Greenock Central rail station, Regent Street and Wellington Street bus stops) should be provided at key locations in the centre as well as way-finding signage within and outwith the building. These provisions should be a condition of any planning consent.

SPT is concerned by the seeming lack of analysis that has been undertaken in relation to existing patient travel patterns and requests that a condition is attached to any planning permission requiring provision of sustainable travel information to patients prior to the relocation and on the opening of the new facility.

Architecture and Design Scotland - Given the complexity and challenges of the site, ADS is encouraged by the response. The design proposals are well considered, and the quality and material aspirations for the façade treatment are encouraging. The level of design detail within the planning application is reassuring and assuming the project is well executed it will provide a positive addition to the built environment of Greenock.

ADS recommends Inverclyde Council works together with the developer to ensure the public realm at the road crossing is a considered and integral part of the design scheme, providing a pedestrian friendly space to connect the parking and the entrance, and that landscape materials and planting across the site are delivered to a high quality.

Head of Environmental and Commercial Services – There is a shortage in car parking provision of 38 spaces, although it is acknowledged that the applicant has identified on-street parking opportunities on streets surrounding the site. Whilst this is not ideal it is a significant improvement on the existing nearby health centre.

Only 1 bus service directly passes the site and public transport is therefore a less attractive option, making it difficult for some visitors to access the facilities. Although other bus services on Regent Street and Roxburgh Street are nearby the topography could be difficult for some patients. A full size bus cannot operate on the surrounding streets. The applicant should provide a free shuttle bus service to and from the new development from rail and bus stations. This will also help address

concerns over the lowered parking provision. If it is not achievable the applicant should work with the existing bus operator to try to secure an increase in bus frequency of the existing service.

It is recommended that the bus stop on Wellington Street be subject to an upgrade, including a shelter and raised kerbs.

Proposed improvements to junctions and the installation of a speed table will require a Section 56 Agreement.

Prior to occupancy a Travel Plan shall be submitted which should consider (but not be limited to) how people will travel to the site, existing public transport provision (including an assessment of spare capacity on existing services), identify if additional services are required and whether a bus shuttle service is required to the bus station or if the existing bus service can be accommodated. Cycle provision details are also to be sought.

Conditions should be imposed regarding the containing of all surface waters within the site, confirmation of connection to Scottish Water's Network, and all road drainage details.

Head of Safer and Inclusive Communities – No objection subject to conditions in respect of site contamination, waste containers, external lighting and noise disruption. Advisory notes are requested in respect of the Construction (Design & Management) Regulations 2015, gull control, and food safety & health and safety at work legislation.

Scottish Power - No objection although there are cables in the area.

Scottish Environment Protection Agency West - No objection.

SportScotland - No objection.

Scottish Gas Networks – There is existing plant in the area.

PUBLICITY

The application was advertised in the Greenock Telegraph on 9th March 2018 as there are no premises on neighbouring land.

SITE NOTICES

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

PUBLIC PARTICIPATION

Three representations have been received, two of which are objections with one "neutral" representation. The points of objection may be summarised as follows:

- Wellington Street and other roads in the vicinity will be less useable due to the extra traffic and on-street parking the proposal would bring.
- The building should be located elsewhere.
- Concerns over loss of sunlight and daylight to neighbouring properties.
- Concerns about overlooking of adjacent gardens.

The neutral representation asked questions over refurbishment of a boundary wall. These have been addressed through correspondence during the processing of the application.

ASSESSMENT

The material considerations in determination of this application are the adopted and proposed Inverclyde Local Development Plans, adopted supplementary guidance on "Local Development Frameworks", proposed supplementary guidance on "Priority Places", Circular 4/1998, the consultation responses, the representations and the applicant's supporting information.

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. It rests, therefore, to consider these matters with reference to the key determining issues:

- Is the principle of using the site for a health centre acceptable?
- If so, are the details of the proposal with reference to building design, impact on neighbours and roads and transportation issues, infrastructure and social and economic benefit acceptable?
- Are there any other matters raised in consultation or public representation that require to be taken into consideration, and if so have these been appropriately addressed by the proposal?

As the proposal involves the redevelopment of a brownfield site within an "Area of Potential Change", as identified by the adopted Local Development Plan, it accords in principle with Policies SDS5 and 7. Policy APC1 indicates that the Council will support redevelopment of these areas by having regard to the appropriate framework identified in the associated supplementary guidance on "Local Development Frameworks." When the Framework was drawn up it was anticipated that the application site would most appropriately be redeveloped as a residential site, hence its inclusion in Schedule 6.1 to Policy RES3. Housing stock re-provisioning has been progressed nearby within the Broomhill area and, in meeting housing land supply obligations, there is no longer any need for the site to be specifically reserved for residential development.

This is reflected in the proposed Local Development Plan, through Policy 3 and its associated Schedule 2 and "Priority Places" supplementary guidance. The site is now specifically allocated for a new health centre together with the associated car parking. Policy 3 indicates that proposals will be supported where they are in accord with the Schedule and the supplementary guidance. Added emphasis is given to this via Policy 21 of the proposed Plan as the proposed health centre is identified as an opportunity in Schedule 5 to the Policy. The Policy indicates that proposals for new community facilities in the Schedule will be supported. I therefore give greater weight to the proposed Plan's vision of development of the site whilst noting a slight tension with the allocation in the adopted Plan.

Compatibility with the character and amenity of the area relates to the built form and the activity associated with it. The form of the building is determined in part by its function as a health care centre. The applicant has sought to relate the external appearance of the building to the existing built context. The architect considers the scale of the building reflects the nearby tenements and those building which previously stood on the site. The design, it is suggested, references the walls of the town, respecting the long runs of tenements and warehouses. Individual elements, such as the taller corner elements are intended to be seen in the context of the gables of nearby tenements. Overall, I am persuaded by the arguments put forward to consider that the design of the proposed building is sufficiently contextual as to merit support.

In noting the comments of ADS on the public realm at the road crossing point, the submitted drawings show that attention has been paid to soft landscaping in this area and there is a proposed change to the road surface which will be addressed under the Road Construction Consent stage.

The issue of building design has raised concerns from neighbours over loss of daylight and sunlight. The proposed building is approximately 32 metres from the windows of the nearest

dwellings on the north side of Wellington Street and approximately 37 metres from those on Dempster Street (the latter properties are at a higher level). The equivalent distance from windows in the high rise block on Ann Street is approximately 30 metres and over 100 metres to the dwellings to the east on Mearns Street. Primary concern therefore relates to the properties on Wellington Street to the north. Having carried out daylight and sunlight tests using the "Site Layout Planning for Daylight and Sunlight" guidance from the BRE Trust, there will be some loss of daylight to the ground floor windows of dwellings to the north across Wellington Street. As this would take daylight levels slightly below one of the guideline figures provided by the BRE Trust the loss of daylight may be noticed by the residents affected. However a further test informs that sufficient diffuse daylight will still be received by the windows. I conclude that the level of daylight which will be received is not so restricted that the refusal of planning permission would be justified. Sunlight availability has also been tested and although some direct sun would be lost during the middle part of the day in the late autumn to early spring months of the year, it remains the case that the proposal passes the sunlight availability minimum guidelines.



Overlooking has also been raised as a concern. Noting the relative distances from neighbouring garden ground and buildings above, sufficient distance will remain so as not to adversely impact on privacy. In this respect I note that, with regard to the nearest properties the overlooking would be of front gardens which are currently in the public domain.

Much like the previous school use, the proposal will bring a level of activity to the area not typical of residential areas, with long term parking for workers and visitor activity. In this instance activity will be spread over the day and not limited to more intensive bursts of activity as would have been the case with the former school. Activity will focus during the daytime, much like the school, and on balance recognising that some non-residential activity has been characteristic of this area until recently I conclude that the proposal will be compatible with the area (Policy RES1 criterion (a)).

The proposal will generate a higher volume and frequency of traffic than is experienced at present. The Head of Environmental and Commercial Services has indicated no concerns in this respect and is comforted by the on-street parking opportunities in the vicinity. On this basis I consider that the proposal accords with Policy RES1 criterion (d).

The issues of roads and transportation are also addressed by Policy TRA2 of the adopted Plan and Policy 10 of the proposed Plan, both of which consider the issue of sustainable access, requiring that new major trip-generating developments be directed to locations accessible by walking, cycling

and public transport, all subject to a transport assessment and a travel plan. Additionally, Policy 10 refers to the provision of electric vehicle charging infrastructure. The Head of Environmental and Commercial Services has expressed reservations over the public transport provision to the site and the gradient of surrounding footways is a matter of concern to less mobile users who may not alight immediately adjacent to the proposed building. It is also noted that only one small bus passes immediately adjacent to the site. In order to address this issue it is requested that the applicant provide a shuttle bus service to key transport nodes or that the applicant seeks an improvement to the existing services with the bus operator. Upgrading of the bus stop on Wellington Street is also sought. Strathclyde Partnership for Transport (SPT) has expressed similar concerns.



Circular 4/1998 advises on the use of conditions, indicating that they need to be employed in a manner which is fair, reasonable and practicable and do not place unreasonable or unjustified burdens on applicants. Conditions should only be used where they are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise, and reasonable in all other respects. Whilst I appreciate the concerns behind their requests, I consider that the Head of Environmental and Commercial Services' and SPT's requests that conditions be used to secure alterations to bus stops and other infrastructure which are remote from the application site and on land not within the applicant's control, and to re-direct or upgrade public transport, or to provide a bespoke bus service, are neither reasonable nor enforceable. I also note the request for a condition in respect of the provision of information of sustainable travel information to patients but again have concerns over the enforceability of such a condition. I am satisfied that patients will be fully aware of the relocation of their health services through their own GP's or dentist's advice and therefore also question the necessity of such a condition. I also recognise that an ambulance pick up service, the use of taxis and the possibilities of less mobile patients being accompanied and dropped off by others. Ultimately a balance has to be made between this and the benefits to the wider population offered by the proposed new facility. In view of the overall social and economic benefits of the proposal it is my overall conclusion on this particular matter that whilst noting the concerns over sustainable access, these do not merit refusal of the proposal. The provision of electric vehicle charging points and the remaining points raised by the Head of Environmental and Commercial Services are matters I am content to address by condition or advisory note.

The submissions by the applicant have identified infrastructure in the vicinity and it will be the responsibility of the applicant to ensure that connections can be made and the capacities absorbed (Policy RES1 criterion (d)). With specific reference to flood risk and drainage, the applicant has submitted the necessary documentation required to allow assessment of the proposal against Policies INF4 and INF5 of the adopted Plan and Policies 8 and 9 of the proposed Plan. This has been assessed by both the Scottish Environment Protection Agency and the Head of Environmental and Commercial Services and it is accepted that the site is not at risk of flooding nor that, following construction, will it create a flooding risk elsewhere. The supporting documentation

has therefore been found to be acceptable, subject to conditions to ensure the recommendations are met.

The proposal will undoubtedly provide social and economic benefits through the nature of the proposed use and job creation in construction and longer term opportunities within the health centre (Policy RES1 criterion (e)).

Overall, I am satisfied that the proposal is acceptable with reference to building design, impact on neighbours and roads and transportation issues, infrastructure and social and economic benefit, and consequently is in compliance with policies RES1, RES6, TRA2, INF1 and INF2 of the Inverclyde Local Development Plan and policies 8,9,10 and 20 of the proposed Inverclyde Local Development Plan.

Drawing all of the above together and considering the site layout as proposed I am further satisfied that the proposal accords with the requirements of Policy SDS 3 of the adopted Plan and Policy 1 of the proposed Plan in creating a successful place. Furthermore, noting that the proposed use of the site for residential purposes, as envisaged in the adopted supplementary guidance on "Local Development Frameworks", is close to being superseded by the proposed supplementary guidance on "Priority Places", I consider that the proposal can also be supported by the most recent supplementary guidance.

I am therefore satisfied that the proposal can be justified with respect to the adopted and proposed Local Development Plans. It remains to be considered, however, if there are any material considerations raised in consultation or from public representation which suggest that planning permission should not be granted.

Other than matters relating to waste container provision, external lighting and possible noise disruption, which are more appropriately addressed under separate legislation and not via planning conditions, there are no outstanding matters raised. I therefore conclude that there are no material considerations suggesting that planning permission should not be granted.

RECOMMENDATION

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

1. That prior to their use, samples of all facing materials to be used in the construction of the building hereby permitted and the surrounding hard landscaping shall be submitted to and approved in writing by the Planning Authority. Development shall proceed thereafter using the approved materials unless a variation is agreed in writing with the Planning Authority.
2. That the approved landscaping scheme shall be implemented in full prior to the building hereby permitted being brought into use. Any of the planting which is damaged, is removed, becomes diseased or dies within the first 5 years of planting shall be replaced within the following planting season with plants of a similar size and species.
3. That prior to the commencement of development, details shall be provided of a management and maintenance scheme for the approved landscaping.
4. That the building hereby permitted shall not be brought into use until all hard landscaping, including the car parking spaces and manoeuvring areas are finished to final sealed wearing course.
5. That all surface water originating within the site shall be intercepted within the site.
6. That prior to the commencement of development, confirmation of connection to the Scottish Water Network shall be submitted for approval.

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.
8. 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.
9. 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.
10. 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 the Remediation Scheme shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority.
11. That the approved boundary fences and walls shall be erected prior to the building hereby permitted being brought into use.
12. That existing trees both within the development site and in the vicinity of the boundary of the site which are not to be felled or lopped as part of the proposals are to be protected in accordance with British Standards Recommendations for trees in Relation to Construction, currently BS 5837:2012.
13. That prior to the commencement of development, the applicant shall submit to and receive approval in writing from the Planning Authority of a scheme for electric vehicle charging points within the site.
14. That prior to the building hereby permitted being brought into use, the applicant shall submit a Travel Plan for approval in writing by the Planning Authority and that, for the avoidance of doubt, it shall address (but not be limited to) how people will travel to the site, existing public transport provision (including as assessment of spare capacity on existing services), identify if additional services are required and whether a bus shuttle service is required to the bus station or if the existing bus service can be accommodated. Cycle demand also requires to be addressed.
15. That road drainage details shall be submitted to and approved in writing by the Planning Authority prior to the commencement of the development.

Reasons

1. In the interests of visual amenity.
2. To ensure retention of the approved landscaping scheme.
3. To ensure retention of the approved landscaping scheme.
4. To ensure the provision of adequate parking facilities.
5. To control runoff from the site to reduce the risk of flooding.
6. To ensure adequate service connections can be achieved.
7. To control runoff from the site to reduce the risk of flooding.
8. To satisfactorily address potential contamination issues in the interests of human health and environmental safety.
9. 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.
10. To ensure that all contamination issues are recorded and dealt with appropriately.
11. In the interests of visual amenity.
12. To ensure preservations of the trees not to be removed.
13. In the interests of sustainability.
14. To ensure the issues of travel accessibility and sustainability are addressed.
15. In the interests of flood prevention.

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Local Government (Access to Information) Act 1985 – Background Papers. For further information please contact David Ashman on 01475 712416.