

LOCAL REVIEW BODY

6 JUNE 2018

PLANNING APPLICATION FOR REVIEW

**OCO WESTEND LTD (STARBUCKS) AND CRUCIBLE ALBA
ERECTION OF CLASS 3 DRIVE THRU COFFEE SHOP AND FORMATION OF
ASSOCIATED CAR PARKING, LANDSCAPING AND SITE INFRASTRUCTURE:
LAND AT CARTSDYKE AVENUE, GREENOCK (17/0292/IC)**

Contents

- 1. Planning Application dated 28 September 2017 together with plans**
- 2. Appointed Officer's Site Photographs together with location plan**
- 3. Appointed Officer's Report of Handling dated 21 December 2017**
- 4. Clydeplan Policy 5 – Strategic Economic Investment Locations**
- 5. Extract of Inverclyde District Council Enterprise Zone Scheme**
- 6. Consultation responses in relation to planning application**
- 7. Representations in relation to planning application**
- 8. Decision Notice dated 22 December 2017 issued by Head of Regeneration & Planning**
- 9. Notice of Review Form dated 21 March 2018 together with supporting documentation comprising:-**
 - (a) Local Review Body Statement;**
 - (b) Planning Application;**
 - (c) Design Statement;**
 - (d) Environmental Information;**
 - (e) Flood Risk Assessment;**
 - (f) Landscape Strategy;**
 - (g) Photomontages;**
 - (h) Planting Design;**
 - (i) Planning Statement;**
 - (j) Planning Statement Appendix 1 DTZ Marketing;**
 - (k) Planning Statement Appendix 2 GVA Marketing;**
 - (l) Transport Statement;**
 - (m) Decision Notice; and**
 - (n) Plans**
- 10. Further representations submitted following receipt of Notice of Review**
- 11. Letter dated 1 May 2018 from North Planning & Development in response to further representations**
- 12. Suggested conditions should planning permission be granted on review**

**1. PLANNING APPLICATION DATED 28 SEPTEMBER
2017 TOGETHER WITH PLANS**

Inverclyde council

Municipal Buildings Clyde Square Greenock PA15 1LY Tel: 01475 717171 Fax: 01475 712 468 Email: devcont.planning@inverclyde.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100066232-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

- Application for planning permission (including changes of use and surface mineral working).
- Application for planning permission in principle.
- Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Erection of Class 3 Drive Thru Coffee Shop and Formation of Associated Car Parking, Landscaping and Site Infrastructure

Is this a temporary permission? *

Yes No

If a change of use is to be included in the proposal has it already taken place?

(Answer 'No' if there is no change of use.) *

Yes No

Has the work already been started and/or completed? *

No Yes – Started Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:	Lambert Smith Hampton		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	David	Building Name:	
Last Name: *	Campbell	Building Number:	33
Telephone Number: *	0141 226 6783	Address 1 (Street): *	Bothwell Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Glasgow
Fax Number:		Country: *	Scotland
		Postcode: *	G2 6NL
Email Address: *	dcampbell@lsh.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Other	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *	OCO Westend Ltd (Starbucks)	Building Number:	33
Last Name: *	Crucible Developments (Scotland) Ltd	Address 1 (Street): *	Bothwell Street
Company/Organisation	OCO Westend & Crucible	Address 2:	
Telephone Number: *		Town/City: *	Glasgow
Extension Number:		Country: *	UK
Mobile Number:		Postcode: *	G2 6NL
Fax Number:			
Email Address: *			

Site Address Details

Planning Authority:

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

Northing

Easting

Pre-Application Discussion

Have you discussed your proposal with the planning authority? * Yes No

Pre-Application Discussion Details Cont.

In what format was the feedback given? *

Meeting Telephone Letter Email

Please provide a description of the feedback you were given and the name of the officer who provided this feedback. If a processing agreement [note 1] is currently in place or if you are currently discussing a processing agreement with the planning authority, please provide details of this. (This will help the authority to deal with this application more efficiently.) * (max 500 characters)

Meeting held with David Ashman and Alan Williamson of Inverclyde Council. Planning officer's confirmed the LDP allocation of the site as business and industrial, and that key issues for determination of an application would be to demonstrate compliance with policy, and to also suitability with regards to roads, design and landscaping

Title: Other title:

First Name: Last Name:

Correspondence Reference Number: Date (dd/mm/yyyy):

Note 1. A Processing agreement involves setting out the key stages involved in determining a planning application, identifying what information is required and from whom and setting timescales for the delivery of various stages of the process.

Site Area

Please state the site area:

1.10

Please state the measurement type used:

Hectares (ha) Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Vacant undeveloped brownfield land

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? *

Yes No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? *

Yes No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?

0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *

27

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? *

Yes No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? *

- Yes – connecting to public drainage network
 No – proposing to make private drainage arrangements
 Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? *
(e.g. SUDS arrangements) *

Yes No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

- Yes
 No, using a private water supply
 No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? *

Yes No Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? *

Yes No Don't Know

Trees

Are there any trees on or adjacent to the application site? *

Yes No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? *

Yes No

If Yes or No, please provide further details: * (Max 500 characters)

Refuse bin areas are indicated on the proposed plans, and this will be managed, recycled, where possible, and removed from site in line with standard Starbucks procedures

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? *

Yes No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? *

Yes No

All Types of Non Housing Development – Proposed New Floorspace Details

For planning permission in principle applications, if you are unaware of the exact proposed floorspace dimensions please provide an estimate where necessary and provide a fuller explanation in the 'Don't Know' text box below.

Please state the use type and proposed floorspace (or number of rooms if you are proposing a hotel or residential institution): *

Class 3 Restaurant/cafe

Gross (proposed) floorspace (In square meters, sq.m) or number of new (additional) Rooms (If class 7, 8 or 8a): *

213

If Class 1, please give details of internal floorspace:

Net trading spaces:

Non-trading space:

Total:

If Class 'Not in a use class' or 'Don't know' is selected, please give more details: (Max 500 characters)

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013) *

Yes No Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? *

Yes No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? *

Yes No

Is any of the land part of an agricultural holding? *

Yes No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: David Campbell

On behalf of: OCO Westend & Crucible Developments

Date: 28/09/2017

Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

Yes No Not applicable to this application

b) If this is an application for planning permission or planning permission in principle where there is a crown interest in the land, have you provided a statement to that effect? *

Yes No Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

Yes No Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

Yes No Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

Yes No Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

Yes No Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- Site Layout Plan or Block plan.
- Elevations.
- Floor plans.
- Cross sections.
- Roof plan.
- Master Plan/Framework Plan.
- Landscape plan.
- Photographs and/or photomontages.
- Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

- | | | |
|--|---|---|
| A copy of an Environmental Statement. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. * | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> N/A |
| A Flood Risk Assessment. * | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| Drainage/SUDS layout. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> N/A |
| Contaminated Land Assessment. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| Habitat Survey. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Processing Agreement. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |

Other Statements (please specify). (Max 500 characters)

Planning Statement, Flood Risk Assessment and Transport Statement

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Mr David Campbell

Declaration Date: 28/09/2017

Payment Details

Cheque: 0000, 0000

Created: 28/09/2017 10:29

- NOTES**
1. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS - THE MANUAL OF HIGHWAY WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES.
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 3. DO NOT SCALE FROM ANY DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ANY DIMENSIONS NOT STATED SHOULD BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
 4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED AND VERIFIED BY THE CONTRACTOR PRIOR TO PRESSING BY THE CONTRACTOR DRAWINGS OR COMMENCING ON SITE.
 5. ALL WORKS BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL NEIGHBOURING PROPERTIES ARE PROTECTED AND SAFETY AT WORK ACT ARE SATISFIED.
 6. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND REGULATIONS.
 7. DRAWING BASE RECEIVED FROM OTHERS. AECOM CANNOT GUARANTEE THEIR ACCURACY. CONTRACTOR MUST VERIFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.

ISSUE/REVISION

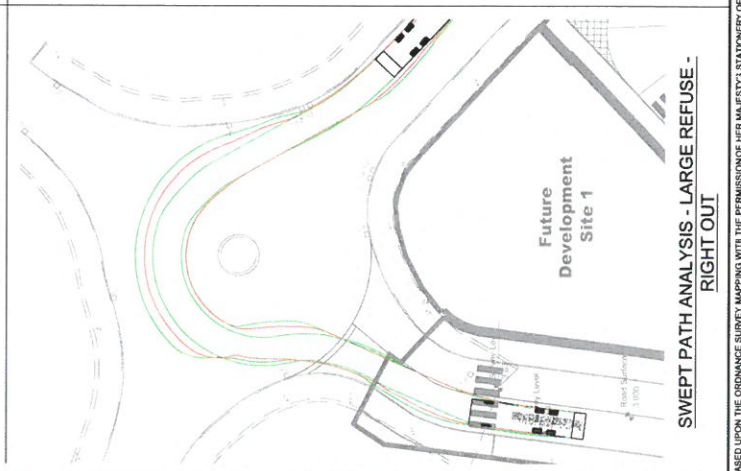
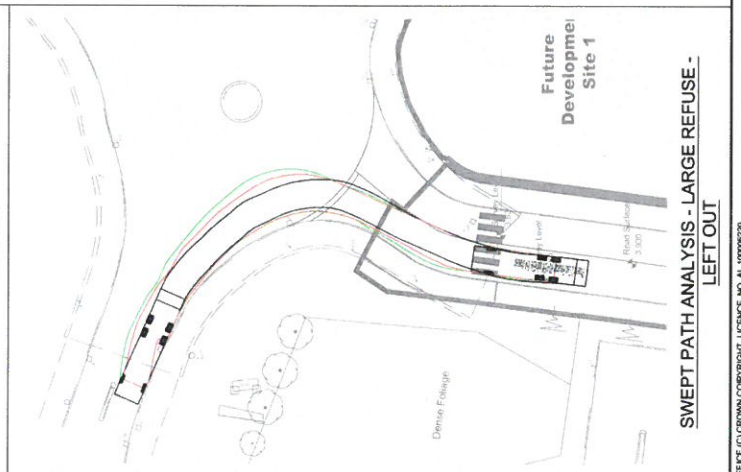
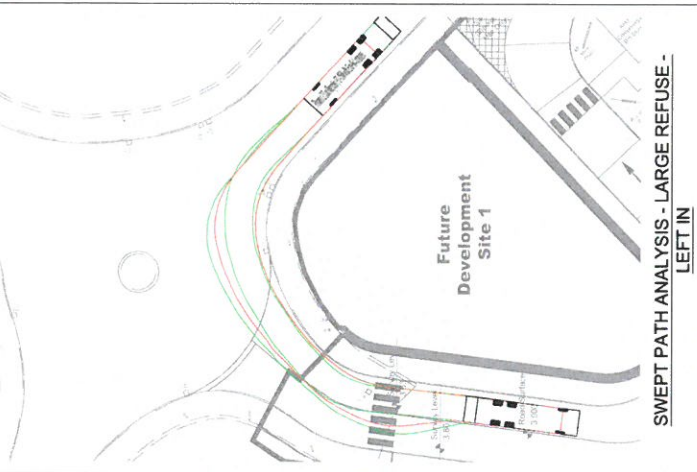
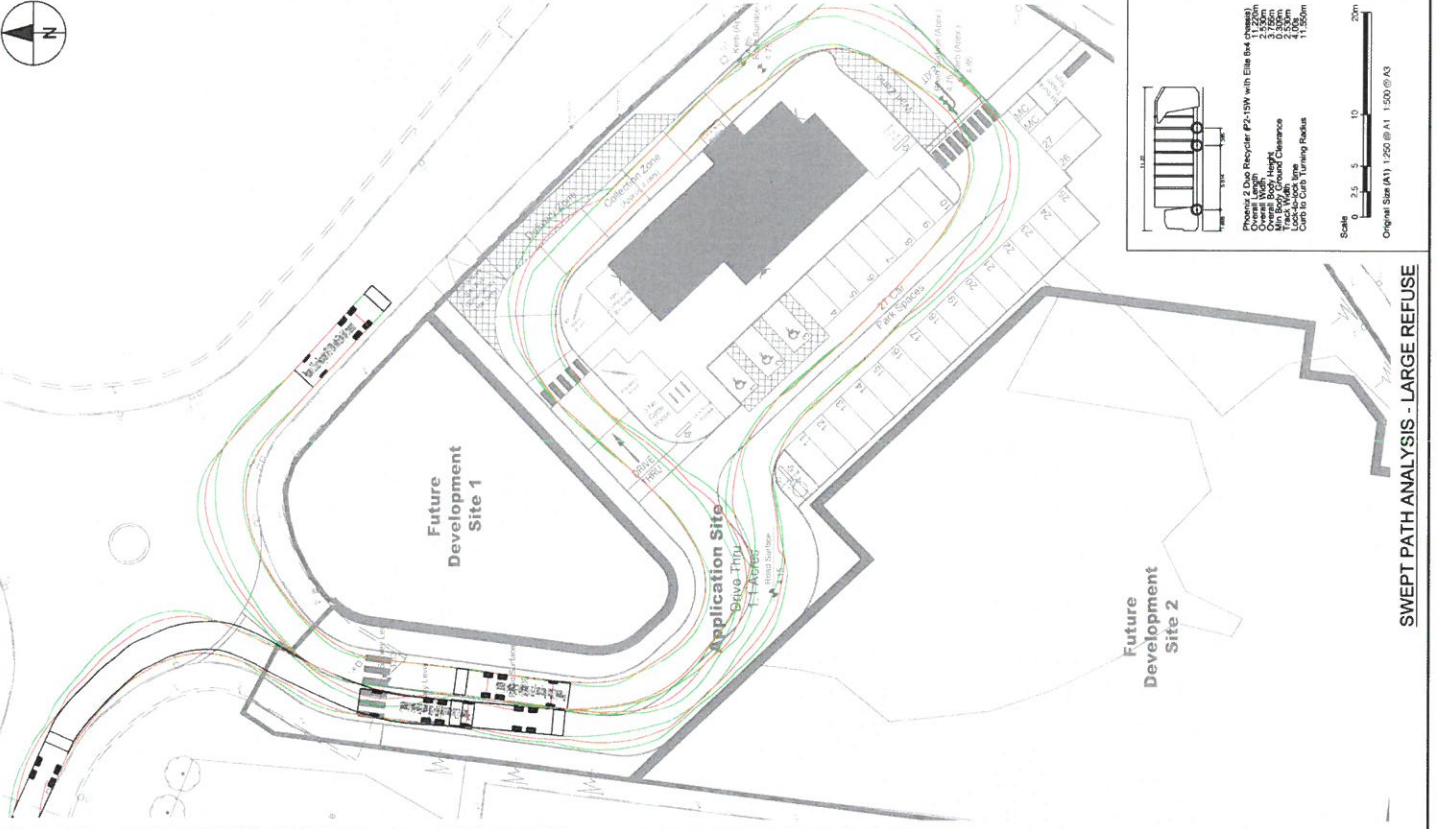
NO.	DATE	DESCRIPTION
R	08/12/17	SWEET PATH REVISION

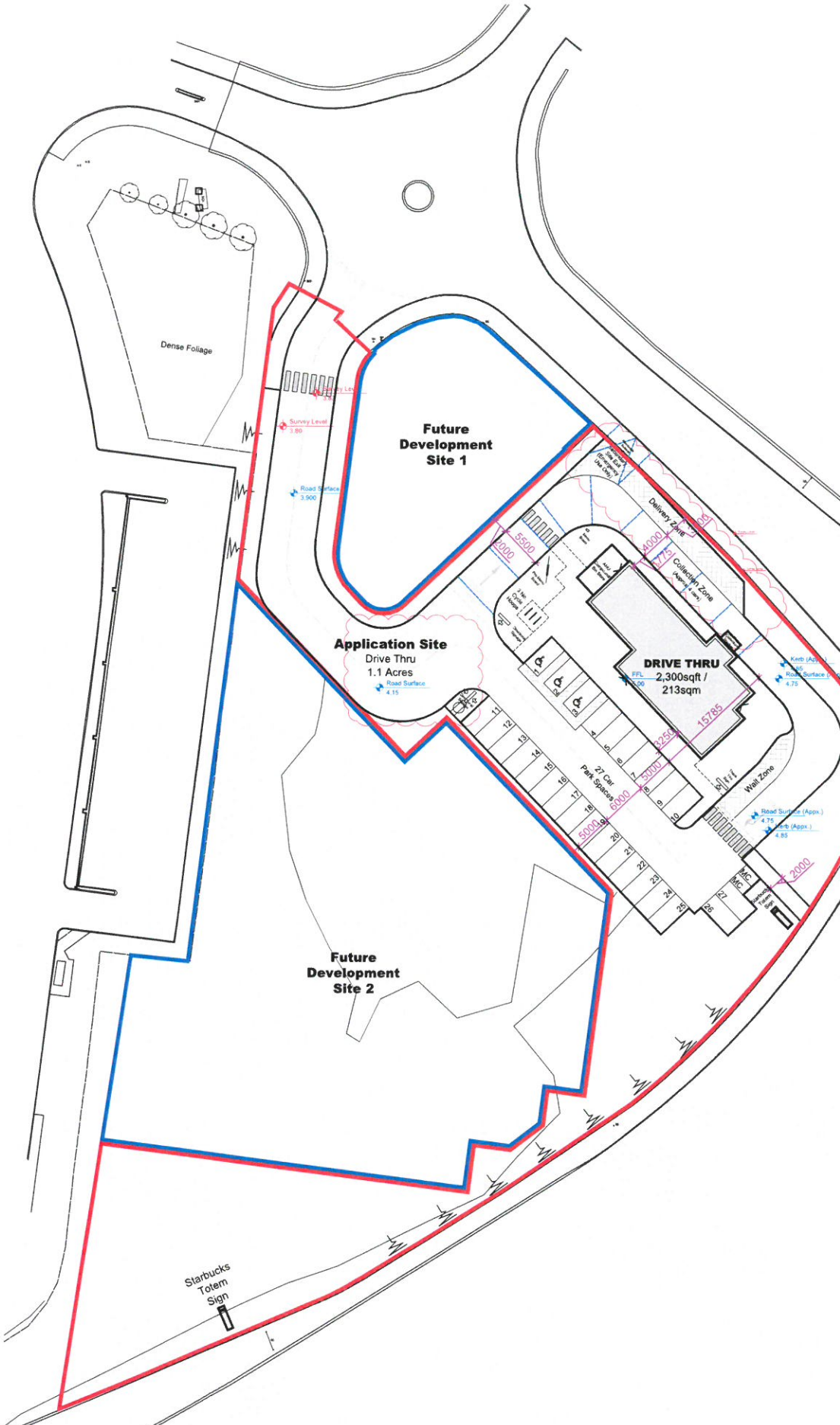
KEY PLAN

PROJECT NUMBER
60548751

SHEET TITLE
160216 (B)001 REV 0
SWEET PATH ANALYSIS
LARGE REFUSE VEHICLE

SHEET NUMBER
60548751-SKE-C-0502





Notes

Do not scale from this drawing except for the purposes of the planning application ONLY.

All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.

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Tenant	Total G.J.A
Drive-Thru	2,300 sqft / 213sqm
Total	2,300 sqft / 213 sqm

• Parking Spaces	24
• Accessible Spaces	3
Total	27

All works are subject to statutory approval and as such the layout shown is subject to change following consultation with the necessary authorities.

Application Area: circa 0.44ha / 1.1acres

Key:

Application Boundary ———

Ownership Boundary ———

Existing Site Level ▲ Survey Level 3.80
▲ Road Surface 3.900

Proposed Site Level ▲ Road Surface 4.15
▲ Road Surface (Appx.) 4.75
▲ Kerb (Appx.) 4.85
▲ Kerb (Appx.) 4.75
▲ Road Surface (Appx.) 4.75
▲ Road Surface (Appx.) 4.85

(indicative only - all proposed site levels will be subject to the engineer's design)

E	Planning Issue: Access road and drive thru line widened, delivery lane and secondary site access included	GAA	GAA	07/12/17
D	Four kerbs raised in response to FIA	CG	ML	22/11/17
C	Car park dimensions revised, footway & stairs to A&B Main St added, north west footway to Cartdyke Ave revised	CG	DL	22/11/17
B	Planning Issue: Indicative site levels shown	GAA	GAA	06/10/17
A	Updated per client comments	GAA	GAA	16/08/17
-	First Issue	VK	GAA	15/05/17

Revisions

Status
PLANNING

Client
OCO Westend

Project
**Starbucks
Cartsydyke
Greenock**

Title
PROPOSED SITE PLAN

Scale	Size	Date	Drawn	Checked
1:500	A3	12/09/2017	VK	GA

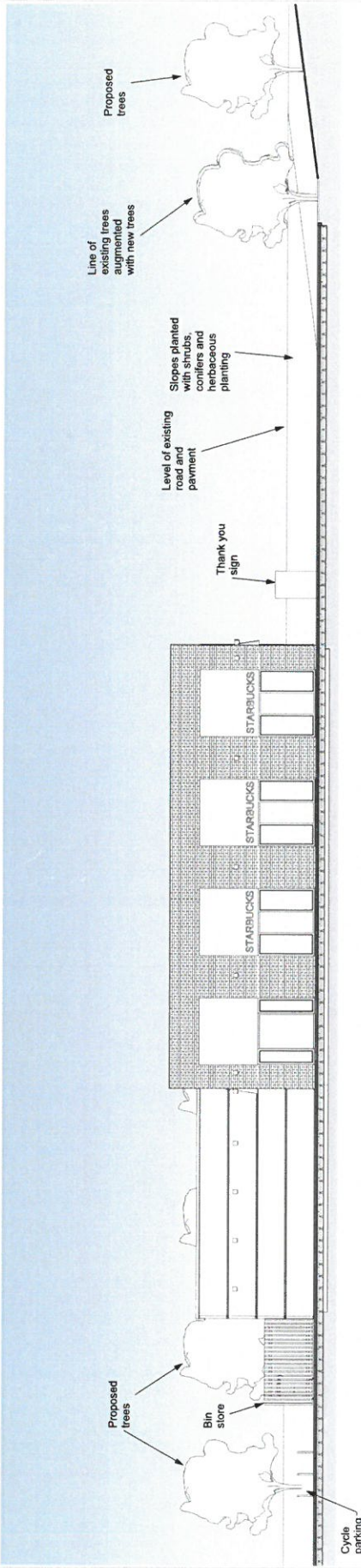
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www.3DReid.com
Architecture Interiors Masterplanning



Project No. Drawing No. Rev.
170218(D)101 E

PROPOSED SITE PLAN





Proposed trees

Line of existing trees augmented with new trees

Slopes planted with shrubs, conifers and herbaceous planting

Level of existing road and pavement

Thank you sign

Proposed trees

Bin store

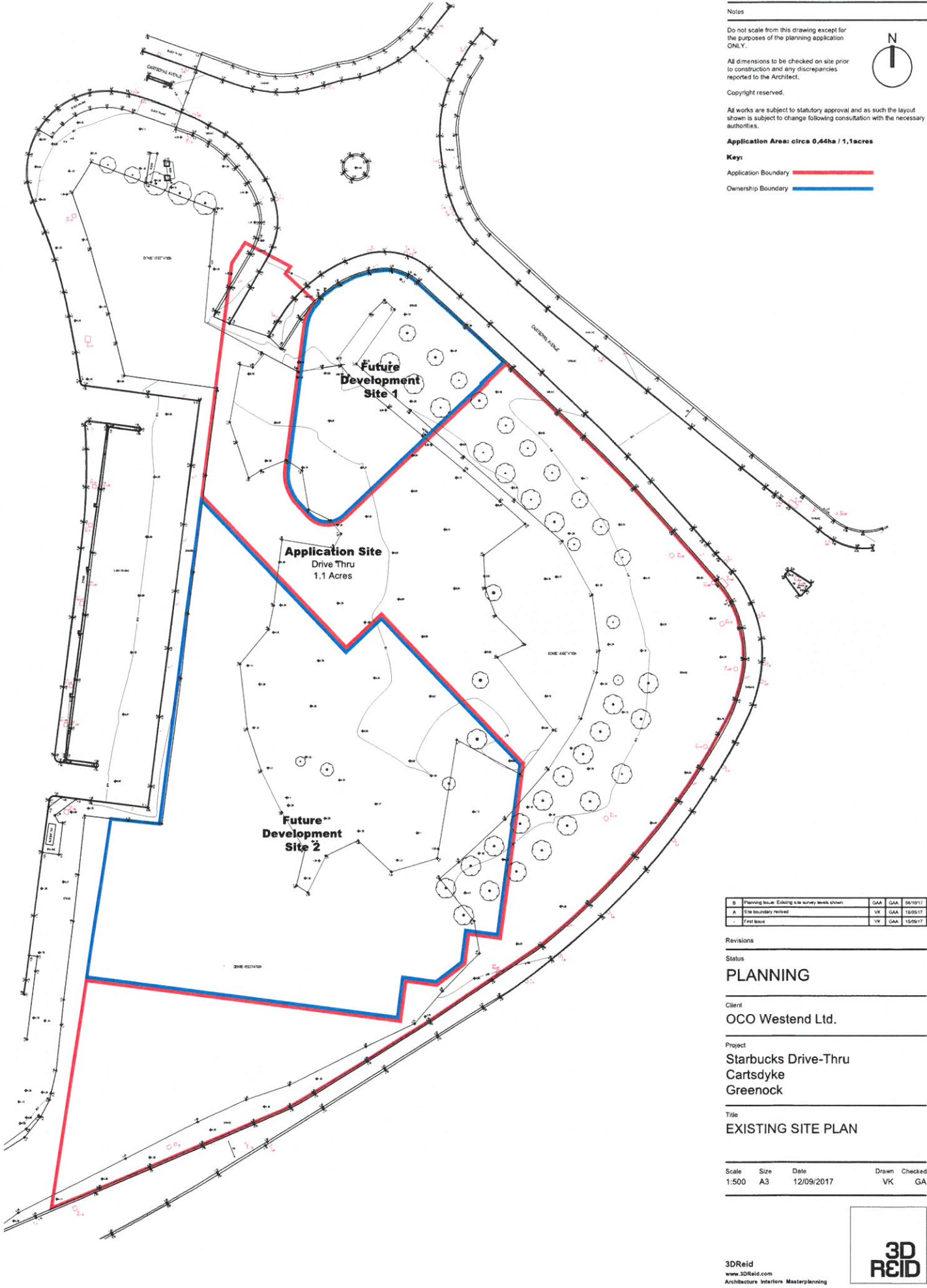
Cycle parking



Project: Proposed Starbucks Drive-thru
 Greenvick

Title	Section A-A
Date	Scale
15/11/17	1:100 @ A1
No.	
L02	
Job	Issue
1897	Revision
S1	Drawn
Planning	Checked
RM	GS
LI WORKSTAGE	0/1 2 3 4 5 6

NOTES:
 Do not scale from the drawing.
 All dimensions are to be taken from the finished ground level.
 Drawing to be used in conjunction with related TGP drawings, unless otherwise stated.
 This drawing is the copyright of TGP Landscape Architects, unless otherwise specified.



Notes

Do not scale from this drawing except for the purposes of the planning application ONLY.

All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.

Copyright reserved.



All works are subject to statutory approval and as such the layout shown is subject to change following consultation with the necessary authorities.

Application Area: circa 0.44ha / 1.1 acres

Key:

Application Boundary ———

Ownership Boundary ———

B	Planning Issue: Existing site survey levels shown	GAA	GAA	06/10/17
A	Site boundary revised	VK	GAA	18/09/17
-	First Issue	VK	GAA	15/09/17

Revisions

Status

PLANNING

Client

OCO Westend Ltd.

Project

**Starbucks Drive-Thru
Carttsyde
Greenock**

Title

EXISTING SITE PLAN

Scale	Size	Date	Drawn	Checked
1:500	A3	12/09/2017	VK	GA

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Project No. Drawing No. Rev.

170218 (D)002 **B**

EXISTING SITE PLAN



Notes

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All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.

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All details, dimensions and areas are subject to further assessment prior to any works proceeding.

This proposed details illustrated are subject to design development and are subject to a Section 52 Planning (Planning and Building Warrant) and may therefore be amended as the project progresses.

Revisions

No.	Description	By	Date

Status

PLANNING

Client
OCO Westend Ltd.

Project
**Starbucks Drive-Thru
Cartsdyke
Greenock**

PROPOSED FLOOR PLAN

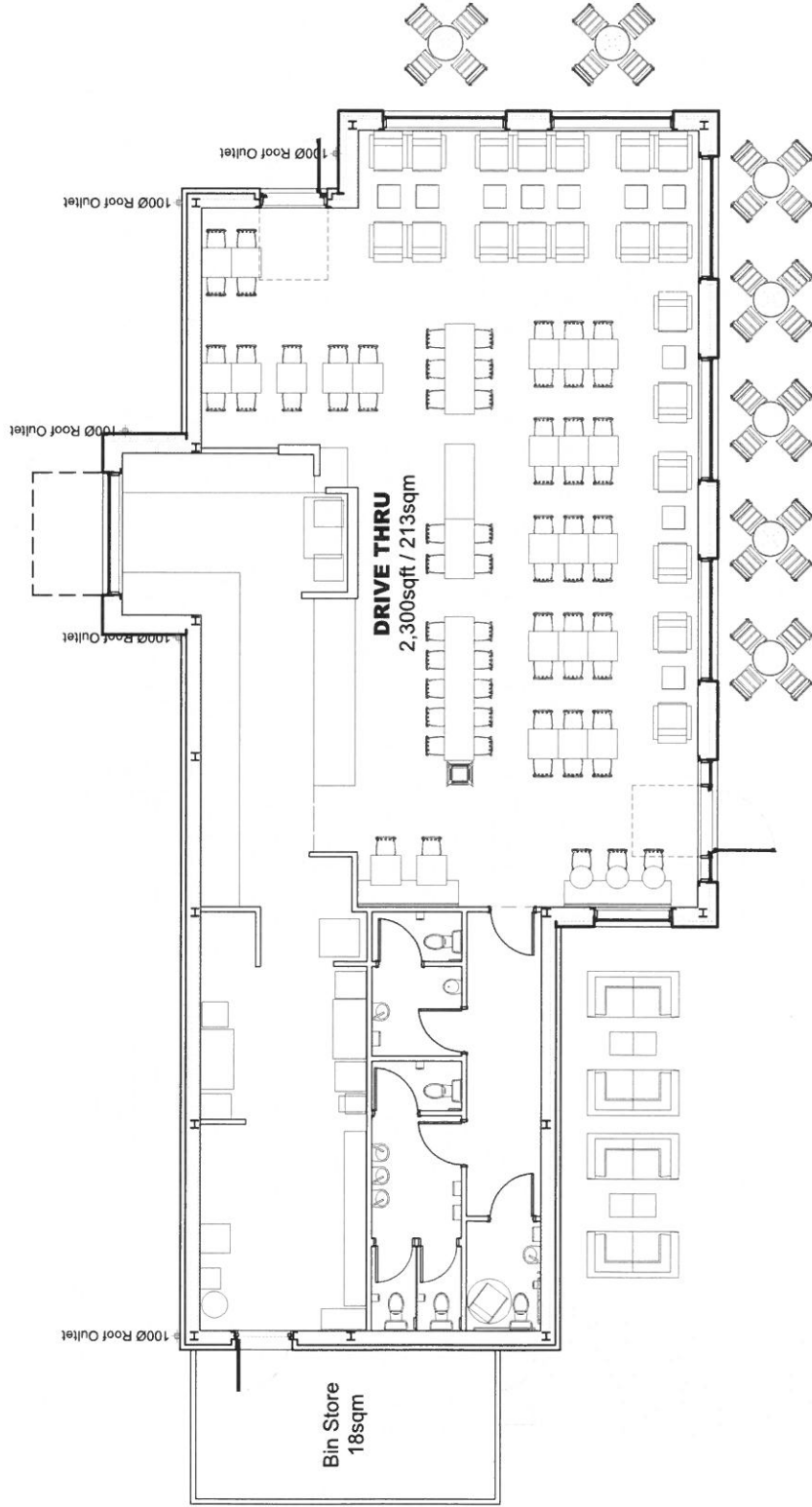
Scale	Size	Date	Drawn	Checked
1:100	A3	12/09/2017	VK	GA



Project No.
170218 (D)102

Drawing No.
-

Rev.
-



PROPOSED FLOOR PLAN

Notes

Do not scale from this drawing except for the purposes of the planning application ONLY.
 All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.
 Copyright reserved.



Key:

- Site Boundary
- Ownership Boundary
- Application Area: circa 0.46ha / 1.1 acres



Revisions	Drawn	Checked
1. Site boundary agreed	VK	GAK
2. Final base	VK	GAK

Revisions

Status

PLANNING

Client

OCO Westend Ltd.

Project

Starbucks Drive-Thru
 Cartsdyke
 Greenock

Title

LOCATION PLAN

Scale	Size	Date	Drawn	Checked
1:1250	A3	12/09/2017	VK	GAK



3DREID
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 Architecture Interiors Masterplanning

Project No. Drawing No. Rev.
 170218 (D)001 A

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Notes

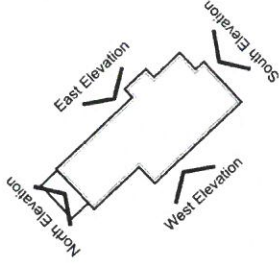
Do not scale from this drawing except for the purposes of the planning application ONLY.

All dimensions to be checked on site prior to construction. Any discrepancies reported to the Architect.

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All details, dimensions and areas are subject to further assessment prior to any works proceeding.

The proposed details illustrated are subject to design development, site investigations, and Statutory Approval (Planning and Building Warrant) and may therefore be amended as the project progresses.



Revisions	UK	UK	UK	UK	UK	UK	UK	UK	UK
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PLANNING

Client: OCO Westend Ltd.

Project: Starbucks Drive-Thru Carstyke Greenock

PROPOSED ELEVATIONS

Scale	Size	Date	Drawn	Checked
1:100	A2	12/09/2017	VK	GA

Project No: 170218 (D)104

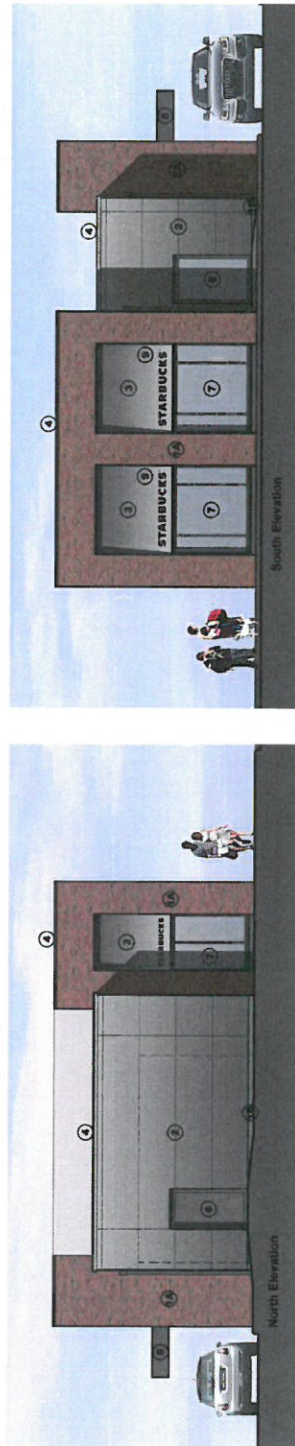
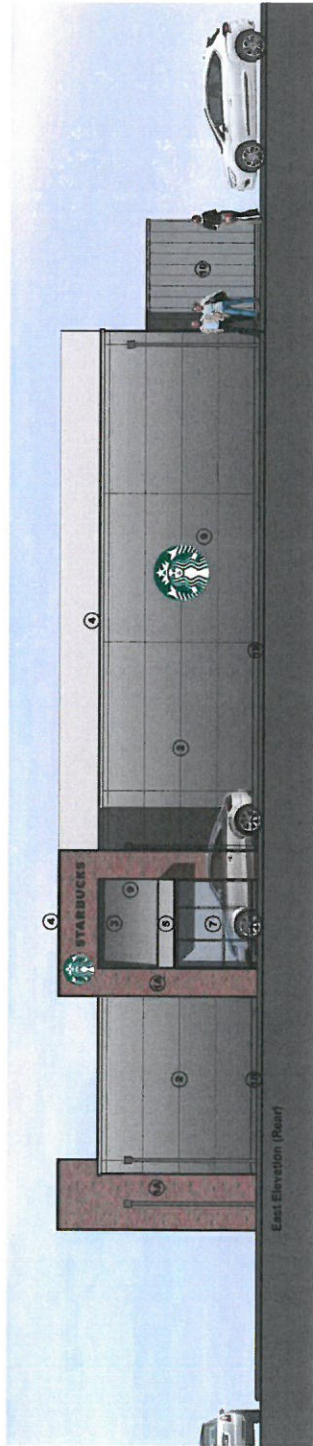
Drawing No: 10

Scale: 1:100

metres



Rev: -



- 1 Masonry Walls:**
 Brick/Block cavity walls from foundation to underside of cladding.
 Cavity (50mm partial fill) red board cavity insulation (Kingspan K10B).
 External ground level and 140mm fire fixed concrete blockwork to external ground level.
 Stainless steel wall ties (to engineer's specification) LPS25.
 DPM to be dressed up outside face of blockwork back up wall where external ground level rises to within 150mm of finished slab level.
 All openings to be completely sealed unless required (e.g. weepholes) with Polypropylene Fibrillated Insulated Cavity Seal as necessary.
- 2 Metal Composite Cladding Panels:**
 Manufacturer: Kingspan Insulated Panels. Product reference K1000 FL.
 Finish: Fill with polyester powder coating.
 Average U-value of Composite Panel Cladding 0.21 W/m²K.
- 3 Angled PPC Aluminium Cladding Panels:**
 Manufacturer: Kingspan Insulated Panels. Product reference K1000 FL.
 Finish: Fill with polyester powder coating.
 Average U-value of Composite Panel Cladding 0.21 W/m²K.
 Screws to fix to cladding panels.
 Colour: RAL 7012.
- 4 Flat Roof:**
 Manufacturer: Kingspan Insulated Panels. Product reference K1000 (topside Flat Single-Ply Insulated roof Single-Ply).
 Core thickness: 120mm. External Facing Material: Single-Ply.
 Colour: As standard. Finish: single-ply PVC membrane.
 Average U-value of roof cladding 0.15 W/m²K.
- 5 Canopy:**
 Powder Coated 3mm Aluminium sheets over structural frame.
 Canopy roof colour - perimeter flashings etc: RAL 7012.
- 6 Metal Door:**
 METAL DOORSETS - Colour: RAL 7012.
 Manufacturer's specification and drawings to be signed and stamped.
 Steel solid core doors with steel frames, including all necessary non-mongery, panic bolts, spy holes, signage and external bollards.
 Finish: To suit location and manufacturer's recommendations.
 Escape: Secured by way of mechanically operated panic bolts in accordance with BS EN 1125:1997.
 All doors to have level threshold to project no higher than 15mm and with all edges suitably chamfered to an angle of not more than 45° to the horizontal.
- 7 Curtain Wall Windows:**
 Manufacturer: Senior Aluminium Systems SF52 fully copper system.
 Finish: Powder coating. Colour: RAL 7012.
 Size (subject to specialist sub-contractor design and wind loading calculations): Assumed 1000mm box glass curtain walling between glazing mullions to be provided to match frames. Permanent trickle ventilators with manual closers to all windows as required.
 All glazing to be in accordance with BS6375 Parts 1 & 2 to withstand an exposure category of 1000.
 Average U-value of curtain walling: 1.6 W/m²K.
 All to be complete with flashings, seals etc.
- 8 Curtain Wall Entrance Doors:**
 Manufacturer: Senior Aluminium Systems SF52 fully copper system.
 Finish: Powder coating. Colour: RAL 7012.
 Size (subject to specialist sub-contractor design and wind loading calculations): Assumed 1000mm box glass curtain walling between glazing mullions to be provided to match frames. Permanent trickle ventilators with manual closers to all windows as required.
 All glazing to be in accordance with BS6375 Parts 1 & 2 to withstand an exposure category of 1000.
 Average U-value of curtain walling: 1.6 W/m²K.
 All to be complete with flashings, seals etc.
- 9 Signage:**
 All signage by tenant to consist of:
 • From-facade PPC aluminium back box. Colour: RAL 7012.
 • The back box must be the same height and width as the signage zone.
 • Translucent 5mm Opal 050 acrylic to all for face illumination.
- 10 Bin Store:**
 Metal fencing with vertically hung metal flat cladding to match facade cladding panels and metal double doors to match. Colour: RAL 7012.



Notes

Do not scale from this drawing except for the purposes of the planning application ONLY.

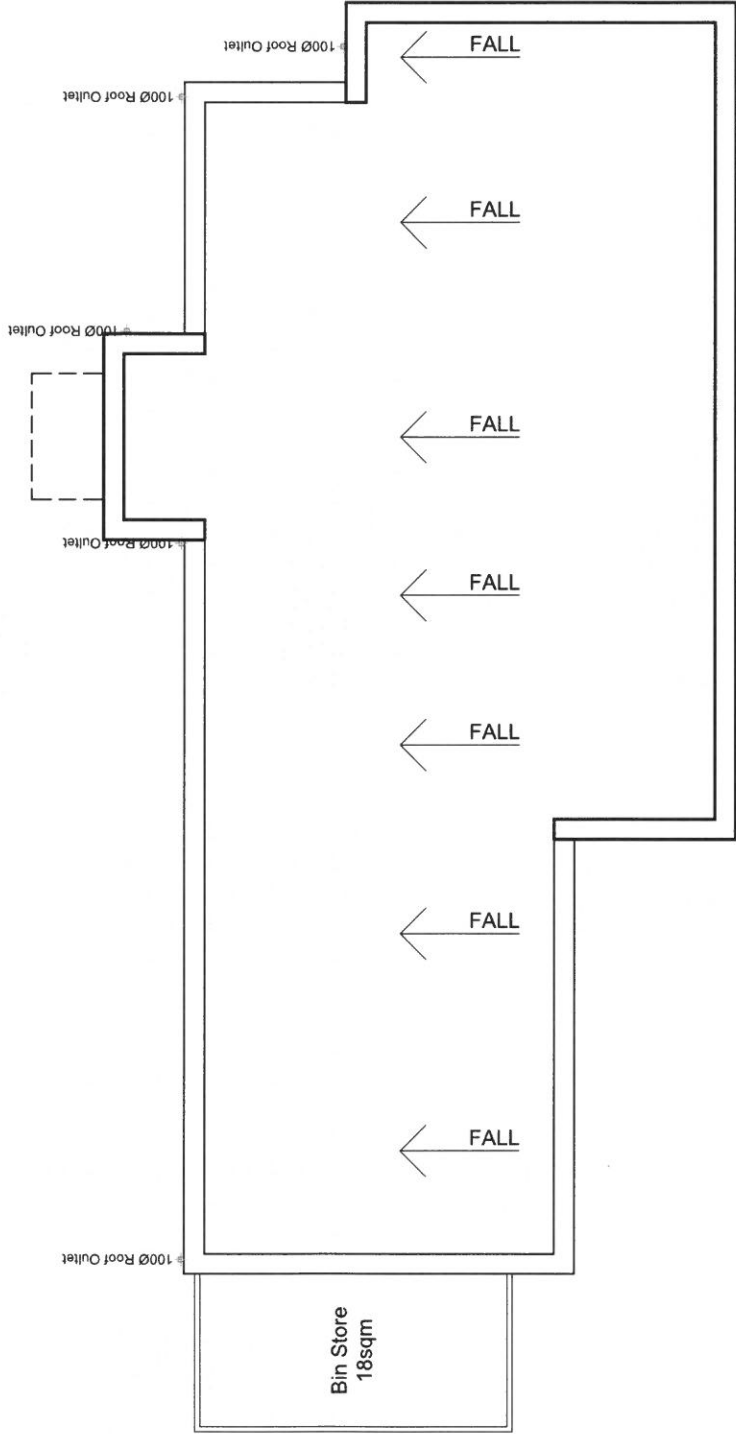
All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.

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All details, dimensions and areas are subject to further assessment prior to any works proceeding.

This proposed details illustrated are subject to design development, planning, building and Structural Approval (Planning and Building Warrant) and may therefore be amended as the project progresses.



Peruse	W	GA	12/09/17
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Revisions

Status

PLANNING

Client

OCO Westend Ltd.

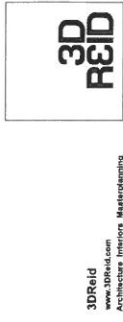
Project

Starbucks Drive-Thru
Cartsdyke
Greenock

Title

PROPOSED ROOF PLAN

Scale	Size	Date	Drawn	Checked
1:100	A3	12/09/2017	VK	GA



Project No. Drawing No.
170218 (D)103



Notes

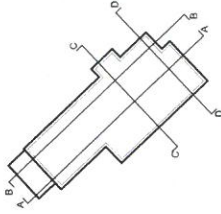
Do not scale from this drawing except for the purposes of the planning application ONLY.

All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.

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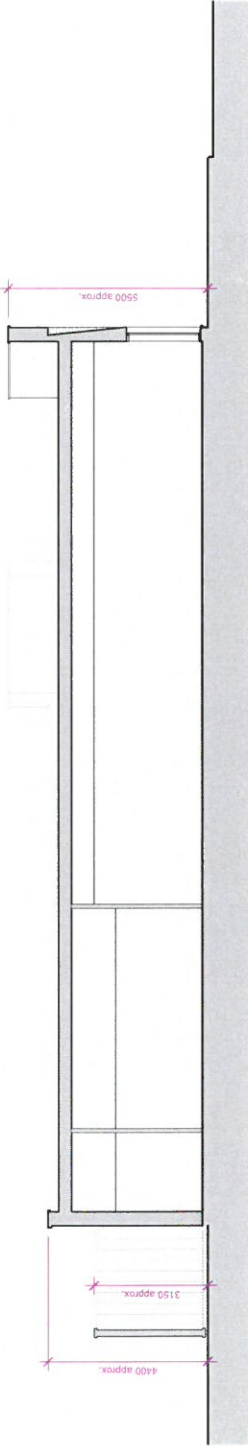
All details, dimensions and areas are subject to further assessment prior to any works proceeding.

The proposed details illustrated are subject to design development, site investigations, and Statutory Approval (Planning and Building Warrant) and may therefore be amended at the project's progress.

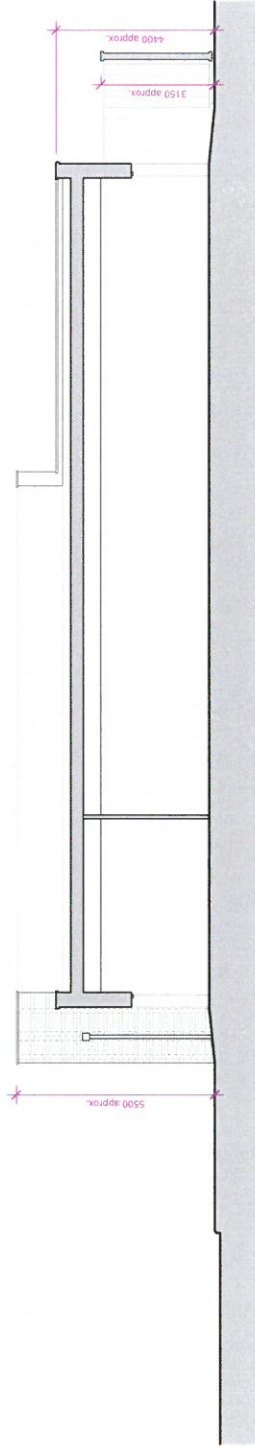


NOTE:

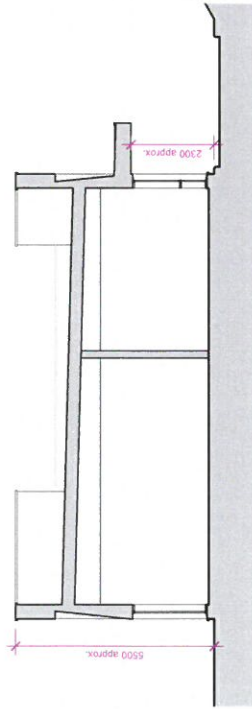
Dimensions taken from top of proposed pavement level and are approximate only.



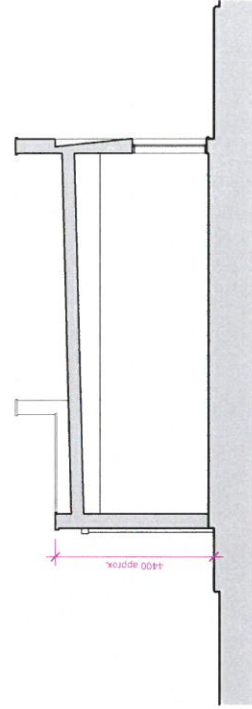
PROPOSED SECTION A-A



PROPOSED SECTION B-B



PROPOSED SECTION C-C



PROPOSED SECTION D-D

Final Issue	VC	CA	12/09/17
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Revisions

Status

PLANNING

Client

OCO Westend Ltd.

Project

Starbucks Drive-Thru
Cartsdyke
Greenock

Title

PROPOSED SECTIONS

Scale	Size	Date	Drawn	Checked
1:100	A2	12/09/2017	VK	GA



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Architecture Interiors Masterplanning

Project No. Drawing No. Rev.

170218(D)105



**2. APPOINTED OFFICER'S SITE PHOTOGRAPHS
TOGETHER WITH LOCATION PLAN**









**3. APPOINTED OFFICER'S REPORT OF HANDLING
DATED 21 DECEMBER 2017**

REPORT OF HANDLING

Report By: David Ashman

Report No: 17/0292/IC

**Contact
Officer:** 01475 712416

Date: 21st December 2017

Subject: **Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure at Land At Cartsdyke Avenue and Main Street, Greenock**

SITE DESCRIPTION

The irregularly shaped application site extends to 1.1 hectares of ground comprising landscaped ground to the east of the Royal Bank of Scotland mortgage centre at the corner of Cartsdyke Avenue and Main Street, Greenock. The well maintained landscaping nearest to the A8 trunk road and to the front of a beech hedge comprises a mix of grass and trees. Behind the hedge is a wooded area of mature trees left to nature.

The site sits prominently within a significant employment area immediately west of the roundabout at the busy junction of Cartsdyke Avenue, Main Street, East Hamilton Street and James Watt Way. The Royal Bank of Scotland (RBS) Mortgage Centre sits to the west of the application site, the former Misco works are to the north across Cartsdyke Avenue, the McDonald's Drive Thru is located to the east beyond the roundabout with the Cartsdyke business development platform and Cigna to the south across the Main Street dual carriageway.

PROPOSAL

Planning permission is sought for the construction of a Class 3 Drive Thru Coffee Shop with associated parking provision, landscaping and site infrastructure. The proposed coffee shop is a flat roof, single storey building extending to approximately 213 square metres with a mix of glazing, cladding and brick external finishes. The drawings indicate that the building will sit in the north-eastern part of the site, close to the existing A8 roundabout. The building fronts Cartsdyke Avenue sitting approximately 9 metres back from the rear of the footway with the drive through road intervening.

The submitted drawings indicate that formalisation of the existing spur access from the mini-roundabout on Cartsdyke Avenue will facilitate future development on two distinct and variable sized plots adjacent to the proposed Drive Thru. The drawings also show two totem signs along the south-eastern frontage of the site.

The application is supported by a range of studies and statements, including a planning statement, a design statement, a site marketing analysis, a landscape strategy, flood risk assessment and a transport statement.

The planning statement, which summarises all other supporting documentation, indicates that the site is brownfield land which was reserved for potential expansion of the RBS building (or its car park) but that the site has been marketed on four occasions since 2010, without success, for Class 4, 5 and 6 uses. The design of the building is considered justified in terms of the built context. It is claimed that the existing landscaping on the site is purely functional, originally

intended to screen a rear extension or car park for the RBS facility and that it has grown uncontrolled due to limited maintenance and management. It acknowledges that in order to accommodate the proposal the existing landscaping will have to be "altered" but that the proposals "manage and improve" the existing landscaping. In summary, it is claimed that "a pragmatic view must be taken in light of the changed circumstances, and mindful of its limited size, lack of market interest from business and industrial developers or occupiers and the precedent set by other uses that sit on other corners of the adjacent roundabout, that in order to secure redevelopment of the site it is essential that the site has increased visibility through an altered landscape framework."

The statement goes on to suggest that there is a lack of supporting facilities for the business community at and around Carlsdyke. It is proposed that the drive thru be open 6am -11pm, 7 days a week, bringing 20-30 jobs, 50% of which will be full time positions.

The applicant carries out an analysis of what he considers to be the relevant planning policies with an emphasis on the failure to develop the site in the past helping to justify the proposal in the context of national, strategic and local planning policy. Reference is also made to a previous decision made in support of a drive thru facility on a separate site in Port Glasgow to justify the proposal.

DEVELOPMENT PLAN POLICIES

CLYDEPLAN

Policy 5 - Strategic Economic Investment Locations

The Strategic Economic Investment Locations (SEILs) set out in Schedule 3 and Diagram 4 are the city region's strategic response to delivering long-term sustainable economic growth.

To support the Vision and Spatial Development Strategy, Local Authorities should

- safeguard and promote investment in the SEILs to support their dominant role and function and to address the opportunities/challenges as identified in Schedule 3. This may include providing opportunities for the expansion or consolidation of these locations, where appropriate;
- identify the locations and circumstances when other uses commensurate to the scale of the SEILs non-dominant role and function will be supported. The Implementing the Plan and Development Management section of the Plan should be taken into account when considering non-dominant role/function uses within the SEILs.

INVERCLYDE LOCAL DEVELOPMENT PLAN

Policy ECN1 : Business and Industrial Areas

(a) - Strategic Economic Locations

The strategic economic locations listed in Schedule 4.1 and identified on the Proposals Map as ECN1 (a) will be safeguarded, with favourable consideration given to:

- (i) new development in support of green technologies and business and financial services within the Inverclyde Waterfront Strategic Economic Investment Location (SEIL);
- (ii) new development and support for the continuation of current uses for the operation of the international Ocean (Container) Terminal Strategic Freight Transport Hub; and
- (iii) new development proposals for business, general industrial and storage or distribution (Use Classes 4, 5 and 6); and all subject to Policy ECN3.

(b) Local Business and Industrial Areas

The business and industrial areas listed in Schedule 4.1 and identified on the Proposals Map as ECN1(b) will be safeguarded, with a presumption in favour of new development proposals for business, general industrial and storage or distribution (Use Classes 4, 5 and 6), subject to Policy ECN3.

(c) Economic Mixed Use Areas

The business and industrial areas listed in Schedule 4.1 and identified on the Proposals Map as ECN1(c) will be safeguarded, and while there will continue to be a presumption in favour of new development proposals for business, general industrial and storage or distribution (Use Classes 4, 5 and 6), other uses that would contribute to permanent employment creation or be clearly supportive of the operation of existing businesses will be supported, provided they are not uses typically associated with Town Centres, subject to Policy ECN3.

(d) Business and Industrial Areas with Potential for Change

The business and industrial areas listed in Schedule 4.1 and identified on the Proposals Map as ECN1(d) will be safeguarded, and while there will be a presumption in favour of new development proposals for business, general industrial and storage or distribution (Use Classes 4, 5 and 6), proposals for uses other than business and industrial will also be given consideration, subject to Policy ECN3 and other relevant policies of the Local Development Plan.

Policy ECN2 Business and Industrial Development Opportunities

The development of business and industrial uses on the sites included in Schedule 4.1 and indicated on the Proposals Map will be encouraged and supported. An annual audit of the business and industrial land supply will monitor and review the sites, and where necessary, augment the marketable land supply, to maintain the economic competitiveness of Inverclyde.

Policy ECN3 : Character and Amenity of Areas for Business and Industrial Use

Within the designated business and industrial areas, development proposals will be assessed against the following criteria, where appropriate:

- (a) the scale, siting and design of buildings;
- (b) site boundary treatment and landscaping;
- (c) infrastructure, transportation, and environmental considerations (including Supplementary Guidance on the Green Network);
- (d) assessment against the Council's adopted roads guidance;
- (e) compatibility with neighbouring uses; and
- (f) impact on the overall supply of land for business and industry.

Policy TCR2 - Sequential Approach to Site Selection for Town Centre Uses

Proposals for development of town centre uses as set out in Policy TCR3 will be subject to the sequential approach as set out below:

- (a) Greenock Central Area;
- (b) Port Glasgow and Gourock Town Centres;
- (c) Greenock Outer Area (subject to Policy TCR5);
- (d) sites on the edge of Greenock, Port Glasgow and Gourock Town Centres; and only then,
- (e) out-of-centre sites that are or can be made accessible by a choice of public and private transport modes.

The principles underlying the sequential approach also apply to proposals to expand or change the use of existing developments, where the proposals are of a scale or form sufficient to change a centre's role and function.

Policy TCR3 -Town Centre Uses

The following town centre uses will be directed to the Central Area of Greenock Town Centre, Port Glasgow and Gourock Town Centres and the Local Centres, subject to Policy TCR7:

- (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.

Policy TCR7 - Assessing Development Proposals for Town Centre Uses

To assist the protection, enhancement and development of the designated Centres, all proposals for the development of town centre uses identified in Policy TCR3, or for any other commercial uses within a designated centre, will require to satisfy the following criteria:

- (a) the size of the development is appropriate to the centre for which it is proposed;
- (b) it is of a high standard of design;
- (c) it has an acceptable impact on traffic management and must not adversely impact on road safety and adjacent and/or nearby land uses;
- (d) it does not have a detrimental effect on amenity or the effective operation of existing businesses;
- (e) it is consistent with any Town Centre Strategy or other relevant initiative; and
- (f) has regard to Supplementary Guidance on Planning Application Advice.

Proposals for town centre uses outwith the designated Centres, unless they are small scale development to meet local needs that are subject to Policy TCR10, must also demonstrate:

- (g) that no appropriate sequentially preferable site exists;
- (h) that there is capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area;
- (i) that there will be no detrimental impact, including cumulatively, on the viability and vitality of the designated Centres (Policy TCR1); and
- (j) in the case of temporary street markets, the operation will be for a maximum of 13 days in any 12 month period.

Proposals for retail and leisure development over 2,500 square metres outwith the designated town centres and that are not in accordance with the Development Plan should be accompanied by a retail impact analysis, as should any town centre proposal that the Council considers likely to have a potentially detrimental impact on the vitality and viability of the designated Centres. At the Council's discretion, applications for small-scale development of town centre uses outwith the designated Centres may be exempted from the requirement to be justified against criteria (g) - (i).

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.

Note: refer to Glossary for FRA and other technical terms.

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.

CONSULTATIONS

Transport Scotland - No objection, subject to the following conditions:

1. The proposed totem sign to the south of the development (further from the roundabout at Cartdyke Avenue) is to be omitted.
- 2 The proposed totem sign to the east of the development is to be re-located to a point near to the access to Carlsdyke Avenue.

Head of Environmental and Commercial Services – The proposed development will have an impact on street lighting, accordingly a lighting and electrical design for adoptable areas will be required for each site.

A Road Construction Consent is required for the road. This would be prospectively adoptable from the mini-roundabout to the access to the site.

Drainage details should be provided for the development and approved prior to starting work on site. All surface water generated during and after development is to be maintained within the site boundary.

Confirmation of connection to Scottish Water's Network should be submitted for approval.

Head of Safer and Inclusive Communities - No objection, subject to conditions in respect of Japanese Knotweed, contaminated land and external lighting. Advisory notes are suggested in respect of the Construction (Design and Management) Regulations 2015, gull control, and food safety and Health and Safety at Work legislation.

Scottish Environment Protection Agency West - No objection with regard to tidal flood risk. It is recommended that the flood prevention officer be contacted to discuss surface water risks as its resolution may have a bearing on the overall design of the proposal. There may also be a need to contact Scottish Water as the risk might be associated with the sewerage system. The proposed land use (drive thru' coffee shop and parking) would be deemed as 'least vulnerable' in regards to SEPA's Land Use Vulnerability Guidance.

PUBLICITY

The application was advertised in the Greenock Telegraph on 13th October 2017 as there are no premises on neighbouring land.

SITE NOTICES

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

PUBLIC PARTICIPATION

Five objections have been received. The points of objection may be summarised as follows:

Policy issues

1. The proposal is contrary to the Inverclyde Local Development Plan (2014) as it is a town centre use which has not been made subject of a sequential test and the site is identified as a Strategic Economic Investment Location under Policy ECN1.
2. The proposal is contrary to the "Town Centre First" principle of the Scottish Government.
3. Potential adverse implications for Greenock Town Centre in terms of setting a precedent.

Miscellaneous

1. Concern that provision is not made for the parking of larger vans, HGVs etc. Experience suggests these drivers are frequent customers and will cause congestion by parking in the street.
2. Adverse impact on quality of life of nearby residents.
3. Will lead to further litter production.
4. No need for a third food/drink outlet (referring to the existing McDonalds and Brewer's Fayre).
5. The potential site operator will not offer the type of employment needed.
6. The transport statement underestimates the traffic impact.

ASSESSMENT

The material considerations in determination of this application are the Development Plan consisting of the Clydeplan Strategic Development Plan and the Inverclyde Local Development Plan, the Scottish Planning Policy, historical planning documentation, the consultation replies, the representations and the applicant's supporting information.

Although not a "strategic" scale of application, as determined by Diagram 10 of Clydeplan, the Clydeplan is nevertheless of relevance in that part of the application site falls within a Strategic Economic Investment Location (SEIL). Policy 5 requires local authorities to safeguard and promote investment in the SEILs, to support their dominant role and function and to address the opportunities/challenges as identified in Schedule 3 to the policy. This may include providing opportunities for the expansion or consolidation of these locations, where appropriate, and to identify the locations and circumstances when other uses commensurate to the scale of the SEILs non-dominant role and function will be supported. The "Implementing the Plan and Development Management" section of the Plan should be taken into account when considering non-dominant role/function uses within the SEILs; this identifies "Strategic Scales of Development" (Schedule 14) and it is noted that the proposed development is not of qualifying scale. Consequently the impact of the proposal on the safeguarding and promotion of the dominant role and function of the SEIL is best assessed against the relevant policies of the Local Development Plan.

The Local Development Plan identifies the site as a business and industrial area under Policy ECN1. Integral to this policy, as noted above, part of the application site is identified as a Strategic Economic Investment Location in Schedule 4.1 to the policy and the proposals map highlights the development area associated with the Schedule. The annotation on the proposals map notably excludes from the Schedule the landscaped verge comprising grass and trees which fronts onto Cartsdyke Avenue and Main Street. Policy ECN1 indicates that strategic economic locations such as that identified will be safeguarded, with favourable consideration being given to (i) new development in support of green technologies and business and financial services; (ii) new development and support for the continuation of current uses for the operation of the international Ocean (Container) Terminal Strategic Freight Transport Hub; and (iii) new development proposals for business, general industrial and storage or distribution (Use Classes 4, 5 and 6); and all subject to Policy ECN3.

In assessing these categories it is only under the first category that a potential argument could be made that the proposal could act as a "support" to business and financial services in providing food and beverage facilities. I note, however, that in close proximity to the east there is an existing hot food and drink drive thru facility (McDonalds) and a Brewers Fayre also selling hot food and beverages and, on this basis, existing business and financial services in the vicinity are already well supported. The "support" case for justifying a departure from the Local Development Plan is therefore considerably weakened by existing nearby developments. I therefore find no justifiable case to support the proposal under Policy ECN1.

Policy ECN1 does, however, also cross reference to Policy ECN3. The latter policy sets out criteria for assessment of development proposals consisting of (a) the scale, siting and design of buildings; (b) site boundary treatment and landscaping; (c) infrastructure, transportation, and environmental considerations (including Supplementary Guidance on the Green Network); (d) assessment against the Council's adopted roads guidance; (e) compatibility with neighbouring uses; and (f) impact on the overall supply of land for business and industry.

The application site is part of site no.6 in the former Inverclyde Enterprise Zone Scheme dating from 1989. Site no.6 was envisaged as "an open landscaped industrial park for large occupiers" and that character has been successfully established. Furthermore, the intent of the Enterprise Zone Scheme with regards to scale of development has been recognised and carried through into subsequent Local Plans and Local Development Plans. The proposed development is inappropriate in terms of scale and siting; this would constitute a smaller, rather than a larger occupier, and therefore is contrary to the intent of the original Enterprise Zone Scheme and the policy aims of the Local Development Plan. I also note that the additional information submitted by the applicant shows the overall site subdivided into three separate "development sites" all of which are, inevitably, of a smaller scale that would be incongruous relative to the neighbouring RBS and former Misco buildings. Hence, the proposal is considered to be unsupportable with reference to criterion (a) of Policy ECN3.

The impact of the proposal on the site's landscaping is also of crucial importance. The landscaping within the application site largely comprises the semi-mature arc of trees set in grass fronting Carsdyke Avenue and Main Street. The planning statement notes that "whilst it is recognised that this contributes to the appearance of the site and the character of the area, the original planting here would have been undertaken on the expectation that the site would accommodate either a rear extension to the RBS office building and/or a car park associated with that use and. As such, it seems likely that the landscaping strategy at that time was aimed towards screening the site." This is not correct. The landscaping on this site was an integral part of the overall landscaping strategy for the Enterprise Zone with similar planting extending along Main Street. It is not appropriate to consider any one element in isolation if the original planting concept is to be understood. Furthermore and contrary to the applicant's claims, the trees and the grass are both well maintained and make a positive contribution to the visual amenity of the area. The hedge, which is only partly within the application site, and the ground to the rear (west) of it have been allowed to grow naturally, but this is not inappropriate, being partly screened by the trees both within the application site and the dense tree and shrub belt outwith the site to the south-west. Overall this forms part of the visual experience on approach to the site along the Main Street from the south-west. Indeed, such is the recognised positive contribution of this landscaping that the area identified for development purposes in the Local Development Plan, as part of the SEIL, specifically excludes it on the proposals map. Furthermore, this landscaping reads in context with other maturing landscaping along this corridor and is an integral part of the original landscaping concept which was developed as part of the Inverclyde Enterprise Zone Scheme dating from 1989.

The existing buildings within this part of the former Enterprise Zone are also set within generously landscaped grounds which provide a context successfully "softening" the visual impact of the buildings from the main traffic routes. As acknowledged by the applicant, the proposed operator requires high visibility to attract custom and there are therefore adverse implications for the character of the established pattern of landscaping. Of the 40 trees which are located between the hedge and the road only 9 are annotated to be retained. The layout plans, however, show encroachment of parking spaces which questions the longer term viability of the trees due to potential root damage. The beech hedge is also to be removed. I therefore

conclude that the impact on the existing landscaping would be significant and unacceptable, both with respect to this element of the landscaping and the integrity of the wider landscape framework associated with the former Enterprise Zone (criterion (b)). I note the landscaping on offer by the applicant in lieu of that to be removed (more than "altered" as claimed by the applicant) but consider this to be an inadequate replacement. I also note reference to the McDonald's drive thru by way of landscaping comparison but this building is outwith the bounds of the former Enterprise Zone and the same criteria of scale and landscape setting did not and do not apply.

With regard to the remaining criteria of Policy ECN3, I accept the findings of the transport statement and infrastructure implications (criterion (c)), and consider that the proposal accords with the adopted roads guidance (criterion (d)). I also note that there is the nearby Drive Thru facility referred to above and the Brewers Fayre and, if all other factors were to be excluded, in the sense of "use" alone the proposal may be interpreted as compatible (criterion (e)).

With respect to the impact on the overall supply of land for business and industry, this is kept continually under review (as required by Policy ECN2). Scottish Planning Policy seeks flexibility to adapt to changing circumstances when sites are not being developed, taking account of current market demands. Such changes, however, are more properly reflected through the Local Development Plan process as part of the plan led system desired by the Scottish Government. The applicant has provided evidence of attempts to market the site for development in the past few years and indicated that a failure of any Class 4, 5 or 6 operator to propose development justifies their proposal for alternative uses on the site. This approach, however, has to be assessed against the Scottish Government's aim of providing economic certainty through a plan led system under which local authorities are required to review their plans, including the requirement to maintain a supply of SEILs. Such sites are important in that they are retained as available to enable significant economic development opportunities to be taken advantage of when they arise. This being the case, the current failure to successfully market the site is not a determining factor. Overall, as part of the Local Development Plan review process this site and others are being considered in terms of their currency and appropriateness for development purposes. It is correct to properly plan and address any perceived surpluses or shortfalls through the plan led process rather than as a consequence of individual site marketing and until such times as a review is complete and the new Local Development Plan is adopted I have to conclude that the proposal would potentially adversely impact on the overall supply of land for business and industry (criterion (f)).

A further economic policy consideration is Policy ECN2, which aims to encourage and support business and industrial uses on the sites included in Schedule 4.1 (which includes the Cartburn SEIL). A non-business and industrial use, such as that proposed by the applicant, would be contrary to this policy. Furthermore, the sub-division of this site and the formation of two smaller business plots may be considered to sterilise these sites. I am particularly concerned to note the size and position of plot 1, and question its viability in providing a building and associated car parking. As is evident, this is a significant employment location with the potential to be developed as an attractive strategically significant employment location with close proximity to major employers and with hotel and restaurant facilities at hand. This sub-division will result in the loss of a strategically important business opportunity site to facilitate a use contrary to the development plan and small development plots of a size available elsewhere in Inverclyde.

The proposed development, as a Class 3 use, is one identified by Policy TCR3 as a town centre use. Policy TCR2 applies a common sense approach to supporting town centres in line with national and strategic policy, and requires that proposals for development of town centre uses be subject to a sequential test in order as follows: (a) Greenock Central Area; (b) Port Glasgow and Gourock Town Centres; (c) Greenock Outer Area (subject to Policy TCR5); (d) sites on the edge of Greenock, Port Glasgow and Gourock Town Centres; and only then, (e) out-of-centre sites that are or can be made accessible by a choice of public and private transport modes.

Rather than carry out a sequential test the applicant has instead rested the case for granting of planning permission on a separate site in Port Glasgow in 2016. In particular reference is made to a section of the report which considers that a drive thru facility is a Class 3 use that, due to the type of custom it is likely to attract in the form of passing motorists, will not necessarily be

most appropriately located in a town centre. This, however, was only part of the assessment of that application and there are a range of differences between these two sites. The site at Port Glasgow is not a Strategic Economic Location; it is an Economic Mixed Use Area, where alternative uses to Classes 4, 5 and 6 which also provide permanent employment creation may be entertained. The applicant at Port Glasgow had also carried out a sequential test for that particular facility, noting that at that time no appropriate alternative town centre site was available. Furthermore, this was a derelict site offering no amenity value and, indeed, it significantly detracted from visual amenity. In contrast, the application site makes a positive contribution to visual amenity. It was also not part of a former Enterprise Zone where a development and landscape character had been established. The sites therefore do not bear direct comparison. The applicant has not demonstrated that there is no sequentially preferential site available, notwithstanding my conclusions in relation to Policies ECN1, ECN2 and ECN3. Hence the proposal is also potentially contrary to Policy TCR2.

Furthermore, limited assessment can be carried out against the relevant criteria in Policy TCR7 for out of centre locations. On the basis of the applicant's submission, it has not been demonstrated that no appropriate sequentially preferable site exists (criterion (g)); that there is capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area (criterion (h)); or that there will be no detrimental impact, including cumulatively, on the viability and vitality of the designated Centres (criterion (i)).

Turning to matters of infrastructure, including drainage, I note with respect to Policies INF4 and INF5 that SEPA does not have any objection in relation to flood risk from coastal flooding. I also note that the Head of Environmental and Commercial Services has no objections to the application and that matters related to drainage may be dealt with by condition. Issues related to lighting design and a road construction consent are associated with other legislation and would therefore be more properly address by advisory note. Scottish Water would require the applicant to fund any upgrade to their infrastructure to accommodate the proposal. I therefore conclude that the proposal accords with Policy INF4. The requirements of Policy INF5 may be addressed by condition.

With respect to the consultation replies not already addressed and, firstly, the concerns of Transport Scotland, the proposed totem signs are under the control of other legislation and their proposed positioning has been taken to be indicative only. The remaining comments from the Head of Environmental and Commercial Services may be addressed by conditions and advisory notes, as can those of the Head of Safer and Inclusive Communities.

With respect to the points of objection not addressed above, I note that the Head of Environmental and Commercial Services is satisfied over servicing arrangements. Some HGVs and larger vans may visit the site as part of custom. These are likely to park at the closest point which is on Cartsdyke Avenue and is not subject to a traffic regulation order. Consequently, more distant residents are not likely to be subject to disturbance in connection with the operation of the site. Concern over litter production is speculative and would not alone justify refusal of the application. With respect to employment, I note the information provided by the applicant and consider it to be appropriate for a development of this nature.

Having taken all of the above into consideration and notwithstanding compliance with Policies INF4 and INF5, I consider that the proposal is unacceptable in not complying with Policies ECN1 and ECN2, not being justified in terms of ECN3, and being potentially contrary to Policy TCR2. There are no material considerations which suggest that planning permission should be granted, notwithstanding my conclusions in respect of the Local Development Plan. On this basis I consider that planning permission should be refused.

RECOMMENDATION

That the application be refused for the following reasons:

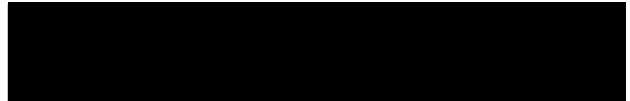
1. The proposed development is contrary to Policy ECN1 of the Inverclyde Local Development Plan as part of the application site is a Strategic Economic Location and a Class 3 Use would be contrary to the policy.

2. The proposed development is contrary to Policy ECN2 of the Inverclyde Local Development Plan in that the proposal does not constitute a business or industrial use.
3. The proposal cannot be justified under Policy ECN3 of the Inverclyde Local Development Plan as it is out of scale with existing developments within the former Enterprise Zone area associated with Policy ECN1 (criterion (a)); it would have a detrimental impact on the existing landscaping to the detriment of visual amenity (criterion (b)); and it could potential adversely impact upon the overall supply of land for business and industry (criterion (f)).
4. It has not been demonstrated that a sequentially preferential site is unavailable, therefore the proposal is potentially contrary to Policy TCR2 of the Inverclyde Local Development Plan.
5. It has not been demonstrated that a sequentially preferential site is unavailable; that there is capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area; or that there will be no detrimental impact, including cumulatively, on the viability and vitality of the designated Centres, consequently the proposal cannot be justified with respect to criteria (g), (h) and (i) respectively of Policy TCR7 of the Inverclyde Local Development Plan.

Signed:



ff Case Officer: David Ashman



Stuart Jamieson
Head of Regeneration and Planning

4. CLYDEPLAN POLICY 5 – STRATEGIC ECONOMIC INVESTMENT LOCATIONS



Strategic Economic Investment Locations

6.12 The Spatial Development Strategy identifies 22 Strategic Economic Investment Locations (SEILs) (**Schedule 3 and Diagram 4**) which will support the long term vision of a rebalanced low carbon economy, boosting competitiveness and tackling inequality. The SEILs have been selected because they are the priority locations to promote the Scottish Government's key economic sectors and Scottish Enterprise's locational priorities, and are in sustainable locations. **Schedule 3** identifies each SEIL's dominant role and function, the opportunities for growth and challenges which need to be addressed (**Background Report 6**).

6.13 Access to wider UK, European and global markets is essential to support the city region's economy and development of the SEILs. The city region's competitive position is significantly dependent on its ability to access economic markets efficiently and effectively. Continuing investment, including City Deal, in the city region's infrastructure including High Speed Rail, Glasgow Airport, road, rail, active travel access and digital connectivity, will be important in securing its competitive position. The Glasgow and Clyde Valley City Deal includes a series of infrastructure projects which will make a significant contribution to the future development of the SEILs and their supporting infrastructure. The links between the City Deal and SEILs are identified in **Schedule 3**.

6.14 Given its scale and importance to the city region, Glasgow City Centre is the primary SEIL in the network in relation to its dominant roles and functions. Its location and surrounding areas support employment districts, University campuses, related research and development, cultural quarters, and emerging renewable technology focus. Its inherent accessibility by sustainable transport and its mix of economic activity and employment, results in an ability to meet a wide range of economic roles and functions and to be the centre for the new low carbon sustainable economy.

6.15 Three business clusters have been identified, which allow the SDP to align with other existing economic strategies and provide consistency in how these locations are promoted across a range of strategies.

- **Glasgow City Centre cluster** comprising, Glasgow City Centre, International Financial Service District, International Technology and Renewable Energy Zone and Creative Clyde Enterprise Area (incorporating Hydro/SECC and Pacific Quay);
- **Bio Corridor cluster** comprising BioCity Enterprise Area, West of Scotland Science Park and Queen Elizabeth University Hospital Glasgow;
- **Glasgow Airport Investment Area**.

6.16 The Spatial Development Strategy's focus on key strategic locations does not preclude additional business and industrial sites from being promoted and developed through LDPs, in response to local need.

Policy 5

Strategic Economic Investment Locations

The Strategic Economic Investment Locations (SEILs) set out in **Schedule 3** and **Diagram 4** are the city region's strategic response to delivering long-term sustainable economic growth.

To support the Vision and Spatial Development Strategy, Local Authorities should

- safeguard and promote investment in the SEILs to support their dominant role and function and to address the opportunities/challenges as identified in **Schedule 3**. This may include providing opportunities for the expansion or consolidation of these locations, where appropriate; and,
- identify the locations and circumstances when other uses commensurate to the scale of the SEILs non-dominant role and function will be supported. The Implementing the Plan and Development Management section of the Plan should be taken into account when considering non-dominant role/function uses within the SEILs.

Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location

Key Sectors (dominant role and function)

Opportunities/Challenges

Glasgow City Centre Cluster comprising

The proposed City Development Plan identifies the preparation of a City Centre Strategic Development Framework (SDF) as a priority. The SDF will encapsulate the spatial elements of the City Centre Strategy. The City Centre Strategy seeks to improve accessibility within the City Centre, and improve connectivity between the Principal Office Area, the Learning Quarter, and other City Centre Districts. City Deal investment will support the City Centre Strategy by delivering public realm, smart infrastructure, and sustainable transport projects. The University campus plans, Edinburgh Glasgow Improvement Programme (EGIP), which includes improvements to Queen Street Station, and the extension to Buchanan Galleries will all bring significant improvements to the City Centre.

Business and financial services; green technologies; higher and further education; visitor economy

(Note that both the International Technology and Renewable Energy Zone (ITREZ) and International Financial Service District (IFSD) SEILs sit within the specific City Centre SEIL boundary).

Glasgow City Centre

This location provides development opportunities on both banks of the River Clyde. On the south bank, its Enterprise Zone status provides incentives to encourage further development for businesses operating within the creative and digital industries, as well as the improved accessibility provided by Fastlink. City Deal investment will provide improvements in pedestrian/cycle accessibility.

Creative and digital industries; visitor economy

Creative and digital industries; visitor economy (Incorporating Hydro/SECC and Pacific Quay)

The Scottish Enterprise masterplan seeks a range of complementary uses such as retail, leisure, and residential, in order to create a night-time economy. Visitor economy activity is focused on the Science Centre.

On the north bank, the Hydro/SECC is an established high quality location which focuses on visitor economy, including business tourism.

City Deal investment will support accessibility and public realm, and sustainable transport infrastructure. The City Centre Strategy encourages new build and refurbishment developments which will provide residential, hotel, leisure, and supporting uses in order to promote a night-time economy in the initial IFSD (Broomielaw) area.

Business and Financial services

Business and Financial services

IFSD, aimed at expanding the financial services sector, has now developed into a City Centre wide brand and is no longer spatially linked to the area around Broomielaw.

International Technology and Renewable Energy Zone (ITREZ)

Development opportunities remain, and the SEIL could benefit from the University of Strathclyde's campus masterplan, the City Centre Strategy's Learning Quarter and other projects. In addition, City Deal investment will improve physical connectivity with other parts of the City Centre.

Green/Renewable Technologies



Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Bio Corridor Cluster comprising		
BioCity Enterprise Area	Life Sciences	<p>Recent designation as an “Enterprise Area” by Scottish Government as a key location for life science based businesses.</p> <p>The creation of MediCity as an additional focus will further enhance the Glasgow Bio Corridor and Scottish Life Science Network bringing together academic institutions, the NHS as well as commercial operators.</p>
Queen Elizabeth University Hospital Glasgow	Life sciences (research and development)	<p>Opportunities through the teaching and learning centre and supporting research facilities will allow collaboration between academic, industrial and NHS sectors. Its accessibility with the Creative Clyde SEIL and the City Centre has been improved by bus service and infrastructure improvements, including Fastlink, and City Deal investment will create a new pedestrian/cycle route between the Hospital Campus, Govan, Pacific Quay and the City Centre, thus improving sustainable transport links between these key locations. Improved public transport links to wider hospital catchment. Continued investment in research, education and innovation is encouraged, particularly for life sciences.</p>
West of Scotland Science Park	Life Sciences/Green Technologies	<p>This is an established high quality business park for businesses operating in emerging technologies, including life sciences. Development opportunities remain within the park.</p>
Glasgow Airport Investment Area (GAIA)		
Glasgow Airport Investment Area (GAIA)	Distribution and Logistics/Manufacturing/Engineering/Green Technologies/Life Sciences/Research and Development/Airport related use	<p>City Deal investment to improve surface access to Glasgow Airport increasing connectivity to international, national and regional markets. Improving connectivity within the wider SEIL will facilitate the redevelopment and regeneration of key development sites to support growth at this location.</p> <p>This location is also a Strategic Freight Transport Hub which supports the operation of the wider SEIL.</p>
Bishopton	Distribution and Logistics, Manufacturing/Engineering	<p>Redevelopment of previously used land within Community Growth Area. Private sector investment providing fully serviced site as part of wider masterplan. M8 junction improvements/access provision required to facilitate development.</p>

Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Clyde Gateway	Business and Financial Services/Distribution and Logistics	<p>Within Glasgow, the area is promoted for Use Classes 4, 5 and 6, but other uses such as residential, and hotel will also be appropriate, in line with the approved Masterplan. There has been site acquisition and clearance in order to create development sites. The new 'Smart Bridge' with the National Business District is completed, thereby increasing accessibility across the River Clyde. Surface water management and infrastructure provision is an issue within the southern part of the Glasgow section of the SEIL.</p> <p>Within South Lanarkshire the Shawfield site Phase 1, part of the National Business District, is remediated, serviced and new pedestrian walkways and bridge completed. Consent granted for class 4 and ancillary uses and site currently being marketed. Further development land in Shawfield will be brought forward in future phases, remediation and servicing will require to be undertaken. The area provides an opportunity to bring 10,000 jobs to the location. A new office and commercial district has been created on a previously derelict 5Ha site bounded by Farmeloa Road and Cambuslang Road in Rutherglen. The site has the potential to bring 1,000 jobs to the area.</p>
Clydebank Riverside*	Business and Financial Services/Life Sciences	<p>Opportunities for further development exist adjacent to recent business development at Queens Quay and Clyde Gate, which could link to existing and planned health (Golden Jubilee Hospital and proposed care home and health centre), leisure (proposed West Dunbartonshire Council leisure centre) and educational (Clydebank College) uses. West Dunbartonshire Council has committed £16m towards advance infrastructure to realise a 1,000 house development on Queens Quay.</p>
Eurocentral	Distribution and Logistics	<p>Eurocentral Scotland has been masterplanned to offer a range of serviced plots to accommodate production and distribution businesses and significant development opportunities remain. Large scale speculative development has also provided major floorspace with significant accommodation available to the market for business and distribution activities.</p> <p>Additional opportunities at Newhouse Industrial Estate and Mossend Railhead further augment the attractiveness of the SEIL for future development.</p> <p>Enhanced access to the SEIL will be secured through the M8/M73/M74 Motorway Improvement Project. City Deal funding offers further opportunities to enhance connectivity to Eurocentral from surrounding communities.</p> <p>This location is also a Strategic Freight Transport Hub which supports the operation of the wider SEIL.</p>

* Proposals likely to have a significant effect on the Inner Clyde Special Protection Area will only be supported if it can be ascertained, by means of an Appropriate Assessment, that the integrity of the European site will not be adversely affected.



Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Gartcosh	Business and Financial Services	<p>Significant development potential remains at Gartcosh where three large scale development areas offer a range of options for business users. The location has direct access to the motorway network (M73), a passenger rail station on site, and is in close proximity to the Gartcosh/Glenboig Community Growth Area.</p> <p>Significant opportunities also exist to augment the established Scottish Crime Campus.</p> <p>To help stimulate investment, Fusion Assets are promoting part of the site as the Gartcosh Industrial Park, where advance infrastructure works are ongoing on the first phase of a development. City Deal investment is also being investigated to improve access to the site.</p>
Hamilton International Technology Park	Business and Financial Services/Life Sciences/Creative and Digital Industries	<p>This is an established high quality business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use.</p>
Hillington/Renfrew North	Distribution and Logistics, Manufacturing/Engineering, Business Services	<p>Innovative development mechanism (Simplified Planning Zone) in place to encourage growth and diversify uses in this successful sustainable business park location. A need to continue to evolve and adapt to changing market demands and facilitate the development of key sites.</p> <p>This location is also a Strategic Freight Transport Hub which supports the operation of the wider SEIL.</p>
Inverclyde Waterfront	Green Technologies/Business and Financial Services	<p>The National Renewables Infrastructure Plan (NRIP) identifies Inchgreen as a phase 2 site (i.e. further potential site) for distributed manufacturing/operations and maintenance of offshore wind infrastructure. City Deal investment will support the development of this site for renewable and specialist marine services by enabling remediation works and access improvements. There are potential opportunities for public sector funding to progress several sites, i.e. through Riverside Inverclyde Urban Regeneration Company. A flexible planning policy approach provides the scope to meet changing market demands, where appropriate.</p>
Lomondgate	Business and Financial Services/Creative and Digital Industries/Tourism	<p>Planning permission for a business park adjacent to existing international businesses and established roadside services on the A82 strategic route. Further opportunities exist within the Vale of Leven Industrial Estate within a wooded setting. Existing properties within the Vale of Leven Industrial Estate would benefit from improvements. Green Network enhancement projects have been identified.</p>
Peel Park North	Life Sciences/Creative and Digital Industries	<p>This is an established high quality business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use. City Deal investment in East Kilbride road schemes will increase the accessibility of this location.</p>

Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Poniel	Distribution and Logistics	Part of the site has been developed for a whisky blending and storage facility. The consent on the remainder of the site has recently been extended by three years. A change of ownership and the economic downturn have delayed progress on the development of the site.
Ravenscraig	Business and Financial Services/Construction/Manufacturing/Engineering/Further and Higher Education	Designation as a National Development within NPF3 reflects the importance given to the regeneration of Ravenscraig to create a sustainable settlement and there is considerable potential to accommodate a range of business and educational opportunities across the site including the continuation of manufacturing and engineering and further and higher education related activities at the New College Lanarkshire Campus. The masterplan for the site is currently under review by Ravenscraig Ltd to reflect current market conditions and opportunities are being examined to consider the scope for utilising Tax Incremental Financing (TIF) to unlock future opportunities on site.
Robroyston	Business and Financial services	Business pavilions have been developed to provide the Novo Business Park, and the wider area within the site has been prepared for development, offering a range of development opportunities.
Scottish Enterprise Technology Park (SETP)	Life Sciences/Creative and Digital Industries/Green Technologies (Research and Development)	This is an established specialised business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use. Ongoing restructuring within the estate has created a number of small scale brownfield sites available for development. City Deal investment in East Kilbride road schemes will increase the accessibility of this location.



Strategic Freight Transport Hubs

6.17 The sustainable transportation of goods and raw materials is essential to the long term growth of a low carbon economy in the city region. In order to achieve this, it is appropriate to promote a modal shift from road to rail and sea.

6.18 The Spatial Development Strategy supports this modal shift by safeguarding and promoting investment in seven Strategic Freight Transport Hubs (SFTHs) as identified in **Schedule 4, Diagram 4, Background Report 6**.

6.19 The schedule also sets out the opportunities for future growth and any challenges which need to be addressed.

Policy 6

Strategic Freight Transport Hubs

The Strategic Freight Transport Hubs set out in **Schedule 4** and **Diagram 4** comprise the strategic response to long-term sustainable freight movements into and within the city region.

To support the Vision and Spatial Development Strategy, Local Authorities should

- safeguard and promote investment in the Strategic Freight Transport Hubs to support the agreed freight mode and, where appropriate, associated passenger facilities;
- ensure that ancillary land allocations adjacent to freight facilities where appropriate, are safeguarded solely for the purposes of freight activity; for example, storage, trans-shipment, break-bulk infrastructure and related services.

6.20 The SFTHs have been selected because they maximise access to ports, rail networks and airports, with Eurocentral/Mossend, Gartsherrie, Deanside and Burnbrae facilitating the transfer of freight from road to rail, while Greenock Ocean Terminal and King George V Dock supports road to sea transfers and Glasgow Airport allows road to air transfers.

6.21 The SFTHs, when viewed collectively, link the key transport modes/networks and provide opportunities for freight to be transported by each mode. The SFTHs are also capable of accommodating the general trend within freight movements towards larger ships and containers.

Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Clyde Gateway	Business and Financial Services/Distribution and Logistics	<p>Within Glasgow, the area is promoted for Use Classes 4, 5 and 6, but other uses such as residential, and hotel will also be appropriate, in line with the approved Masterplan. There has been site acquisition and clearance in order to create development sites. The new 'Smart Bridge' with the National Business District is completed, thereby increasing accessibility across the River Clyde. Surface water management and infrastructure provision is an issue within the southern part of the Glasgow section of the SEIL.</p> <p>Within South Lanarkshire the Shawfield site Phase 1, part of the National Business District, is remediated, serviced and new pedestrian walkways and bridge completed. Consent granted for class 4 and ancillary uses and site currently being marketed. Further development land in Shawfield will be brought forward in future phases, remediation and servicing will require to be undertaken. The area provides an opportunity to bring 10,000 jobs to the location. A new office and commercial district has been created on a previously derelict 5Ha site bounded by Farmeloa Road and Cambuslang Road in Rutherglen. The site has the potential to bring 1,000 jobs to the area.</p>
Clydebank Riverside*	Business and Financial Services/Life Sciences	<p>Opportunities for further development exist adjacent to recent business development at Queens Quay and Clyde Gate, which could link to existing and planned health (Golden Jubilee Hospital and proposed care home and health centre), leisure (proposed West Dunbartonshire Council leisure centre) and educational (Clydebank College) uses. West Dunbartonshire Council has committed £16m towards advance infrastructure to realise a 1,000 house development on Queens Quay.</p>
Eurocentral	Distribution and Logistics	<p>Eurocentral Scotland has been masterplanned to offer a range of serviced plots to accommodate production and distribution businesses and significant development opportunities remain. Large scale speculative development has also provided major floorspace with significant accommodation available to the market for business and distribution activities.</p> <p>Additional opportunities at Newhouse Industrial Estate and Mossend Railhead further augment the attractiveness of the SEIL for future development.</p> <p>Enhanced access to the SEIL will be secured through the M8/M73/M74 Motorway Improvement Project. City Deal funding offers further opportunities to enhance connectivity to Eurocentral from surrounding communities.</p> <p>This location is also a Strategic Freight Transport Hub which supports the operation of the wider SEIL.</p>

* Proposals likely to have a significant effect on the Inner Clyde Special Protection Area will only be supported if it can be ascertained, by means of an Appropriate Assessment, that the integrity of the European site will not be adversely affected.



Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Gartcosh	Business and Financial Services	<p>Significant development potential remains at Gartcosh where three large scale development areas offer a range of options for business users. The location has direct access to the motorway network (M73), a passenger rail station on site, and is in close proximity to the Gartcosh/Glenboig Community Growth Area.</p> <p>Significant opportunities also exist to augment the established Scottish Crime Campus.</p> <p>To help stimulate investment, Fusion Assets are promoting part of the site as the Gartcosh Industrial Park, where advance infrastructure works are ongoing on the first phase of a development. City Deal investment is also being investigated to improve access to the site.</p>
Hamilton International Technology Park	Business and Financial Services/Life Sciences/Creative and Digital Industries	<p>This is an established high quality business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use.</p>
Hillington/Renfrew North	Distribution and Logistics, Manufacturing/Engineering, Business Services	<p>Innovative development mechanism (Simplified Planning Zone) in place to encourage growth and diversify uses in this successful sustainable business park location. A need to continue to evolve and adapt to changing market demands and facilitate the development of key sites.</p> <p>This location is also a Strategic Freight Transport Hub which supports the operation of the wider SEL.</p>
Inverclyde Waterfront	Green Technologies/Business and Financial Services	<p>The National Renewables Infrastructure Plan (NRIP) identifies Inchgreen as a phase 2 site (i.e. further potential site) for distributed manufacturing/operations and maintenance of offshore wind infrastructure. City Deal investment will support the development of this site for renewable and specialist marine services by enabling remediation works and access improvements. There are potential opportunities for public sector funding to progress several sites, i.e. through Riverside Inverclyde Urban Regeneration Company. A flexible planning policy approach provides the scope to meet changing market demands, where appropriate.</p>
Lomondgate	Business and Financial Services/Creative and Digital Industries/Tourism	<p>Planning permission for a business park adjacent to existing international businesses and established roadside services on the A82 strategic route. Further opportunities exist within the Vale of Leven Industrial Estate within a wooded setting. Existing properties within the Vale of Leven Industrial Estate would benefit from improvements. Green Network enhancement projects have been identified.</p>
Peel Park North	Life Sciences/Creative and Digital Industries	<p>This is an established high quality business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use. City Deal investment in East Kilbride road schemes will increase the accessibility of this location.</p>

Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Poniel	Distribution and Logistics	Part of the site has been developed for a whisky blending and storage facility. The consent on the remainder of the site has recently been extended by three years. A change of ownership and the economic downturn have delayed progress on the development of the site.
Ravenscraig	Business and Financial Services/Construction/Manufacturing/Engineering/Further and Higher Education	Designation as a National Development within NPF3 reflects the importance given to the regeneration of Ravenscraig to create a sustainable settlement and there is considerable potential to accommodate a range of business and educational opportunities across the site including the continuation of manufacturing and engineering and further and higher education related activities at the New College Lanarkshire Campus. The masterplan for the site is currently under review by Ravenscraig Ltd to reflect current market conditions and opportunities are being examined to consider the scope for utilising Tax Incremental Financing (TIF) to unlock future opportunities on site.
Robroyston	Business and Financial services	Business pavilions have been developed to provide the Novo Business Park, and the wider area within the site has been prepared for development, offering a range of development opportunities.
Scottish Enterprise Technology Park (SETP)	Life Sciences/Creative and Digital Industries/Green Technologies (Research and Development)	This is an established specialised business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use. Ongoing restructuring within the estate has created a number of small scale brownfield sites available for development. City Deal investment in East Kilbride road schemes will increase the accessibility of this location.



Strategic Freight Transport Hubs

6.17 The sustainable transportation of goods and raw materials is essential to the long term growth of a low carbon economy in the city region. In order to achieve this, it is appropriate to promote a modal shift from road to rail and sea.

6.18 The Spatial Development Strategy supports this modal shift by safeguarding and promoting investment in seven Strategic Freight Transport Hubs (SFTHs) as identified in [Schedule 4](#), [Diagram 4](#), [Background Report 6](#).

6.19 The schedule also sets out the opportunities for future growth and any challenges which need to be addressed.

6.20 The SFTHs have been selected because they

maximise access to ports, rail networks and airports, with Eurocentral/Mossend, Gartsherrie, Deanside and Burnbrae facilitating the transfer of freight from road to rail, while Greenock Ocean Terminal and King George V Dock supports road to sea transfers and Glasgow Airport allows road to air transfers.

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Policy 6

Strategic Freight Transport Hubs

The Strategic Freight Transport Hubs set out in [Schedule 4](#) and [Diagram 4](#) comprise the strategic response to long-term sustainable freight movements into and within the city region.

To support the Vision and Spatial Development Strategy, Local Authorities should

- safeguard and promote investment in the Strategic Freight Transport Hubs to support the agreed freight mode and, where appropriate, associated passenger facilities;
- ensure that ancillary land allocations adjacent to freight facilities where appropriate, are safeguarded solely for the purposes of freight activity; for example, storage, trans-shipment, break-bulk infrastructure and related services.

Schedule 4 Strategic Freight Transport Hubs			Opportunities/ Challenges
Strategic Freight Transport Hubs	Location	Mode	
Burnbrae	Linwood Renfrewshire	Road/Rail	Sustainable established freight hub in close proximity to various transport modes. Future growth would require the innovative use of existing available land.
Deanside	Hillington Renfrewshire	Rail	Adopted innovative development mechanism can facilitate future growth and enhancement of this freight hub in support of the wider SEL. Significant expansion of the freight hub would require a comprehensive approach to development.
Eurocentral/ Mossend	Mossend North Lanarkshire	Rail/Road	Enhanced access by road to the Freight Hub will be secured following completion of the M8/M73/M74 Motorway Improvement Project. Major opportunity to further encourage the modal shift to rail likely through the planned expansion of the Mossend Railhead, including the development of a new Mossend International Rail Freightpark.
Gartsherrie	Coatbridge North Lanarkshire	Rail/Road	Established freight hub with limited future expansion opportunities. Poor accessibility to wider roads network. City Deal investment offers potential to improve road access to the site.
Glasgow Airport	Paisley Renfrewshire	Air	City Deal investment offers potential to expand freight hub in support of the Glasgow city region economy. Requirement to improve existing access to wider transport network.
King George V Dock	Govan Glasgow	Sea	Improve existing access to wider transport network.
Greenock Ocean Terminal	Greenock Inverclyde	Sea	City Deal investment will provide the opportunity to improve access, extend the quayside and deliver a dedicated cruise liner terminal. While focused on enhancing cruise liner activity, this project will also release quayside capacity for freight transport activity.

Diagram 4

Strategic Economic Investment Locations

Glasgow City Centre Cluster

- 1 Glasgow City Centre
- 2 Creative Clyde Enterprise Area (incorporating Hydro/SECC and Pacific Quay)
- 3 International Financial Service District (IFSD)
- 4 International Technology and Renewable Energy Zone (ITREZ)

Bio-Corridor Cluster

- 5 BioCity Enterprise Area
- 6 Queen Elizabeth University Hospital Glasgow
- 7 West of Scotland Science Park

Glasgow Airport Investment Area

- 8 Glasgow Airport Investment Area (GAA) (comprising Inchinnan, Netherton Farm and Westway)

- 9 Bishopton
- 10 Clyde Gateway
- 11 Clydebank Riverside
- 12 Eurocentral
- 13 Gartcosh
- 14 Hamilton International Technology Park
- 15 Hillington/Renfrew North
- 16 Inverclyde Waterfront
- 17 Lomondgate
- 18 Peel Park North
- 19 Poniel
- 20 Ravenscraig
- 21 Robroyston
- 22 Scottish Enterprise Technology Park (SETP)

Strategic Freight Transport Hubs

- 1 Burnbrae
- 2 Deanside
- 3 Eurocentral/Mossend
- 4 Gartsherrie
- 5 Glasgow Airport
- 6 King George V Dock
- 7 Greenock Ocean Terminal



Enabling Delivery of New Homes

6.22 Housing plays a fundamental role in the overall economic, social and environmental success of the city region. Housebuilding makes an important contribution to the city region's economy and as well as creating new homes, delivers wider societal benefits through the generation of employment, and by sustaining and enhancing local community facilities such as schools, shops, recreation facilities and open spaces.

6.23 Clydeplan is committed to supporting growth in this sector by creating high quality places which deliver the right type of homes in the right locations. The Housing Land Requirement set out in this Plan will enable ambitious yet realistic levels of growth to be planned for across the city region.

6.24 The Vision and Spatial Development Strategy supports the provision of high quality and affordable housing in the right location which is central to the creation of a successful, sustainable and growing city region. This will be realised through the prioritisation of regeneration activities, the recycling of previously used land, and higher density development in support of the delivery of the Plan's compact city model.

6.25 The strategy also includes a range of large scale planned greenfield sites including the Community Growth Areas, released through earlier plans and either still under development or still to commence, as well as a range and choice of other greenfield and brownfield sites.

6.26 The land supply is being continually supplemented through Local Development Plans and the granting of planning permissions. Since the SDP (May 2012) was approved over 15,000 additional units have been added to the housing land supply offering a range of sites in terms of size and location across the city region.



6.27 The recent economic downturn has impacted significantly on the delivery of new housing. However in support of its Vision and Spatial Development Strategy and ambitions for growth, Clydeplan aims to meet the need and demand for housing in full by setting a policy context that provides for a generous supply of land and which assists in enhancing the delivery of new housing, shaping new developments and creating high quality places that will sustain and grow communities into the future.

6.28 In support of these aims, Clydeplan will continue to work with stakeholders to identify appropriate actions that contribute towards the delivery of new housing.

Delivering New Homes and Joint Action

6.29 Clydeplan seeks to fully support the housing and development industry to provide homes of the right tenure, quality and in locations which accord with its Vision and Spatial Development Strategy. A key element of the Clydeplan response is to ensure the provision of a generous and effective supply of land for housing.

6.30 Part of Clydeplan's response is to ensure that a generous supply of land is available for development. However, analysis indicates that delivery can be relatively unresponsive to the land supply, with private sector completions remaining low despite a generous land supply (**Background Report 7**).

Policy 7

Joint Action Towards the Delivery of New Homes

In order to enhance housing delivery and contribute to the creation of high quality places, Local Authorities, Community Planning Partners and the housebuilding and development industry will work to ensure the delivery of the homes needed to support the Vision and Spatial Strategy.

Local Authorities, at all levels and using a range of measures, should continue to work proactively and collaboratively with housing delivery stakeholders.

Joint action should seek to prioritise activities including the allocation of resources and development of innovative mechanisms, which improve housing delivery across all sectors. This should focus on the existing housing land supply and public sector estate whilst bringing forward new opportunities in accordance with **Policy 8**.

6.31 This evidence along with current market conditions, indicate that the provision of a generous land supply alone, is not sufficient to deliver a sustained recovery in housebuilding, and that other policy responses at national, strategic and local level are required to support the delivery of the Clydeplan Vision and Strategy.

6.32 All stakeholders involved with housing delivery will require to work proactively and collaboratively, to develop innovative solutions which increase both the rate and amount of new housebuilding, and to provide housing products which meet a variety of housing needs.

6.33 As part of the response the Glasgow and Clyde Valley City Deal will support infrastructure provision related to housing delivery including the Community Growth Areas.

6.34 In addition to the identification of a generous land supply in the Development Plan and implementation of the City Deal projects, other public sector activities will include:

- fostering a positive corporate culture supportive of development delivery;
- the provision of certainty through up to date development plans;
- Supplementary Guidance;
- masterplanning, development briefs and planning permissions;
- the application of proportionate and flexible arrangements for Planning Obligations seeking developers contributions towards infrastructure needed to support new developments;
- effective use of the public sector estate and land assembly including through the use of Compulsory Purchase Orders where required;
- support for registered social landlords to up-scale delivery with a range of innovative products;
- innovative approaches to the funding of infrastructure and arrangements for sharing the risk and rewards from development between the private and public sector;
- engagement with wider community planning partners and communities; and,
- direct subsidy.



6.35 The private sector also requires to respond with innovation and flexibility to develop affordable solutions and delivery models that can be made to work in current economic and market conditions and which meet housing need including the housing need of younger people, private renters and the ageing population.

6.36 By working proactively and jointly and with sustained long term activity, Clydeplan, its Local Authorities and wider stakeholders can ensure that they contribute to growth in the delivery of new homes across the city region, in support of the Vision and Spatial Development Strategy.

Assessing Housing Need and Demand in a City Region Context

6.37 The long term strategic planning for housing in the city region is informed by a Housing Need and Demand Assessment (HNDA) prepared under the context provided by the Scottish Government's Centre for Housing Market Analysis (CHMA).

6.38 A HNDA estimates the number of additional homes required to meet existing and future housing need and demand. It also captures information on the operation of the housing system to assist Local Authorities to develop policies on new housing supply, management of existing stock and the provision of housing-related services.

6.39 The HNDA provides the evidence base for identifying housing requirements including the strategic Housing Land Requirement across the city region. It also provides a shared and agreed evidence base for housing and land use planning, and enables Local Housing Strategies and Local Development Plans to be predicated on a common understanding of existing and future need and demand for new housing.

6.40 In 2014 the CHMA refreshed the HNDA guidance and provided an HNDA Tool to estimate the amount and tenure of additional future new housing. Using this refreshed context, the Clydeplan Local Authorities have worked together within the Glasgow and Clyde Valley Housing Market Partnership to produce an HNDA which was signed off by the CHMA as 'robust and credible' in May 2015 ([Background Report 2](#)).

6.41 The HNDA provides estimates of the amount and likely tenure of additional housing required to meet existing and future need and demand, from a base year of 2012. To accord with Scottish Planning Policy the appropriate time periods are 2024 and 2029: i.e. year 7 and year 12 from the estimated plan approval in 2017. Assuming Local Development Plan adoption two years after Strategic Development Plan approval, the housing estimates for years 7 and 12 provide the context for establishing the land requirement for the 5 and 10 year land supplies for Local Development Plan purposes as well as a broad indication of requirements over the longer term of 20 years.

6.42 The housing estimates produced from the HNDA (2015) are lower than the previous HNDA (2011) as a result of:

- the adoption of a different approach to backlog need to reflect only that need which requires an additional house which has significantly reduced backlog need from 85,000 units to 11,700 units;
- the use of the most up to date National Records of Scotland population and household projections which reflect recent trends in the economy and Census figures; and,
- the use of the CHMA's HNDA Tool which estimates future housing need and demand based on factors including household formation, income and house prices.

6.43 Although the housing estimates are lower than the previous HNDA, the Housing Land Requirement set out in this Plan, along with continuing additions to the supply through Local Development Plans and the granting of Planning Permissions, will enable Clydeplan to continue to plan for ambitious yet realistic growth.

Tenure

6.44 The tenure splits presented are for the private and social sectors. The private sector comprises owner occupied and private rent, whilst the social sector comprises social rented plus below market rent. These categories align with the CHMA's HNDA Tool outputs and terminology. For the purposes of consistency with Scottish Planning Policy, the private and social sectors can be taken to broadly align with market and affordable respectively. However the social category does not include some private sector affordable products such as shared equity and low cost home ownership. For this reason the term "social and affordable" is used to capture social housing and private sector affordable housing.

6.45 Different analytical approaches have been developed to reflect the different geographical frameworks for private and social sector housing. The social sector is based on Local Authority boundaries, which is the geography within which this housing need generally presents and is met. The private sector is based on a Housing Market Area framework (**Diagram 5**) which reflects how housing choices are exercised across administrative boundaries.

6.46 Further details are provided in the **Background Reports 2 and 8**.

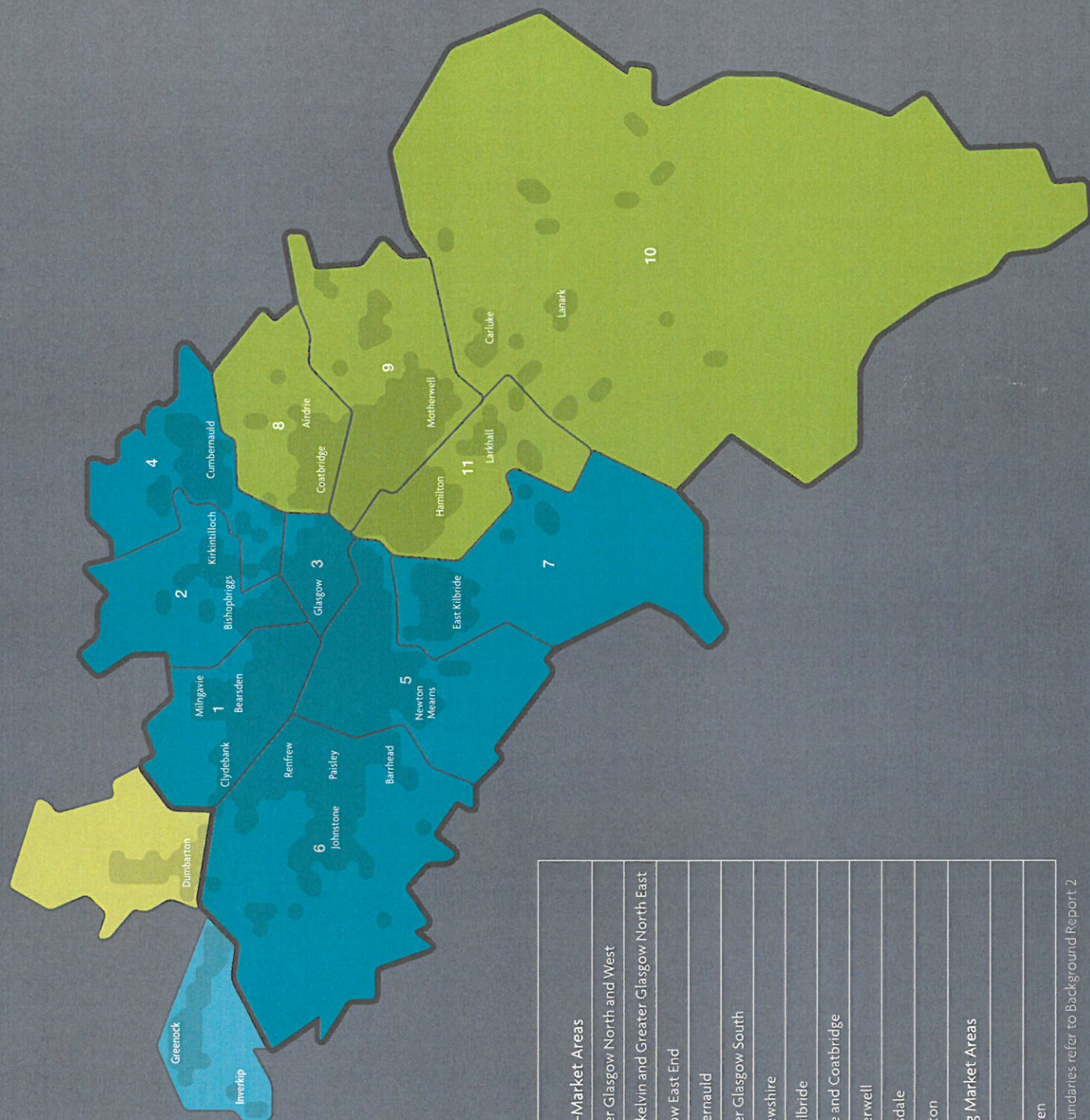


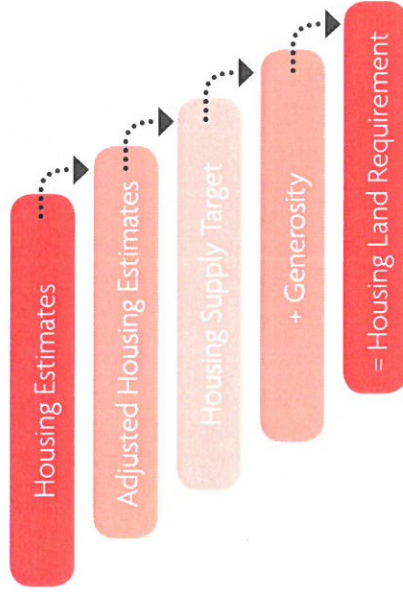
Diagram 5
Housing Market Areas

1st Tier HMA	2nd Tier HMA	3rd Tier Housing Sub-Market Areas
Conurbation	Central Conurbation	1 Greater Glasgow North and West
		2 Strathkelvin and Greater Glasgow North East
		3 Glasgow East End
		4 Cumbernauld
		5 Greater Glasgow South
		6 Renfrewshire
		7 East Kilbride
	Eastern Conurbation	8 Airdrie and Coatbridge
		9 Motherwell
		10 Clydesdale
		11 Hamilton
Discrete (self-contained) Housing Market Areas		
	Inverclyde	
	Dumbarton and Vale of Leven	

For detailed Housing Market Area boundaries refer to Background Report 2

Setting the Housing Land Requirement

6.47 Each of the stages involved in the process of deriving the Housing Land Requirement are described in the following paragraphs with the results set out in [Schedule 6](#).



Housing Estimates

6.48 The Housing Estimates produced from the HNDA Tool are used to inform the Housing Supply Targets which set out a more realistic estimate of additional housing that is aimed to be delivered on the ground over the plan period. Estimates, targets and the land requirement are set out for the social and private sectors.

6.49 Three demographic scenarios were considered for the future growth of the city region: Low Migration, High Migration and Sustained Growth. Using the HNDA Tool, these scenarios produced a range of Housing Estimates as detailed in [Schedule 5](#).

6.50 Based on the economic and demographic drivers impacting on the city region, particularly in relation to the assumptions of modest economic growth and modest increases for incomes and house prices, [\(Background Report 2\)](#) a number of the economic indicators pointed towards more muted growth than proposed under the SDP (May 2012).

6.51 Taking this evidence into account, along with the feedback through the Main Issues Report consultation process, the Sustained Growth scenario is considered to be a reasonable basis on which to base the future planning for the strategic Housing Land Requirement for the city region and will enable Clydeplan to plan for a more positive and ambitious outlook than the evidence suggests may occur.

6.52 The Sustained Growth scenario is therefore used to set the Housing Supply Targets and Housing Land Requirement which have ultimately been set at levels above the High Migration scenario enabling Clydeplan to plan for ambitious yet realistic levels of growth.

Adjusted Housing Estimates

6.53 The Housing Estimates from the HNDA Tool have been adjusted for the private sector in order to reflect the manner in which this sector operates within market areas, with house buyers searching and moving house irrespective of Local Authority boundaries. This has involved two principle adjustments: apportionment of mobile demand (the proportion of total demand that would move more widely within the city region) throughout the Housing Market Area framework, and a comparison of all projected demand with all projected stock.

6.54 These adjustments have resulted in the private sector estimates increasing overall for the 2012–2029 period by nearly 3,000 units ([Schedule 6](#)) due largely to stock changes, and the estimates for Glasgow City reducing with commensurate increases in other Local Authority areas due to adjustments for mobile demand. The HNDA and its accompanying [Technical Report 07 Strategic Housing Estimates](#), contains full details of the approach.

6.55 The social sector Housing Estimates from the HNDA Tool are generated at Local Authority level. These figures were not subject to the mobility adjustment applied to the private sector, as the need for housing in this sector generally presents and is met at Local Authority geography and is therefore considered to be less mobile.



Schedule 5 Housing Estimates by Tenure 2012–2029

Scenario	Social Sector		Private Sector		Total
	total	%	total	%	
Sustained Growth	total	39,320	52,540	91,860	
	pa	2,310	3,090	5,400	57
High Migration	total	38,330	69,040	107,370	
	pa	2,260	4,060	6,320	64
Low Migration	total	33,610	42,360	75,970	
	pa	1,980	2,490	4,470	56

pa: per annum

Figures subject to rounding

Social Sector: Social Rent and Below Market Rent

Private Sector: Owner Occupied and Private Rent

Source:

Background Report 2

Housing Supply Targets

6.56 Using the Adjusted Housing Estimates, Housing Supply Targets take account of both policy and practical considerations in relation to the number of homes aimed to be delivered within each Local Authority area and functional Housing Market Area, taking into account a range of factors including:

- local and wider economic, social and environmental factors including for example City Deal;
- issues of capacity, resources and deliverability; and,
- the likely pace and scale of delivery based on completion rates and recent development levels.

6.57 Across the city region the diverse geographical, economic and social challenges facing Local Authorities and the development sector around the delivery of new housing have been factored into the approach to the setting of Housing Supply Targets (**Background Report 8**).

6.58 Private sector targets have been increased, which has had the effect of increasing all tenure targets, to reflect both the population and economic growth ambitions of the Clydeplan Vision and Spatial Development Strategy (**Schedules 6 and 7**) and anticipated levels of delivery.

6.59 There has been a downward adjustment of the social sector targets to reflect the likely availability of resources as well as past completion rates and a broadly compensatory upward adjustment of the private sector targets. The resultant Housing Supply Targets are considered to be realistic and deliverable.

6.60 The identification of an all-tenure Housing Supply Target recognises the potential role of the private sector in providing a range of affordable housing types, not just through the application of quota policies to otherwise wholly private developments. New housing provided in any tenure will contribute to meeting the overall Housing Supply Targets which have been identified across Clydeplan. Assumptions regarding the likely tenure of the provider should not impose artificial or unnecessary restrictions on new housing provision.

Generosity

6.61 In compliance with Scottish Planning Policy, generosity is to be added to Housing Supply Targets to establish the Housing Land Requirement. In the setting of realistic and deliverable targets, the social sector targets have been generally reduced on the basis of resource availability assumptions with the balance being generally reallocated to the private sector.

6.62 In order to provide flexibility, support the housebuilding industry and provide for long term growth, a generosity level of 15% has been applied to the Housing Supply Target (**Schedules 6 and 8**).

6.63 **Schedule 6** illustrates the impact that the adjustments have made to the initial Housing Estimates to take account of the anticipated tenure balance and generosity. These adjustments have the effect of setting private sector and all-tenure Housing Land Requirements which not only exceed the Housing Estimates for the Sustained Growth Scenario chosen for the Plan, but also those for the more optimistic High Migration scenario.

6.64 These requirements are considered to support the delivery of Clydeplan's ambitions for growth inherent in its Vision and Spatial Development Strategy.

Housing Land Requirement

6.65 The Housing Land Requirement can be met from a number of sources, most notably from sites in the established land supply which are considered effective or expected to become effective in the plan period, sites with planning permission, proposed new land allocations in Local Development Plans, potential new sites identified in the Urban Capacity Study (**Background Report 9**) and the land supply will be supplemented from the granting of new planning permissions and other additional windfall sites. The private sector Housing Land Requirement should be met at Housing Sub-Market Area to provide for local and mobile housing demand as set out in **Schedule 9**.

6.66 Regardless of the indicative surpluses and shortfalls (based on 2013 housing supply data) shown in **Schedules 9 and 10**, it will be for Local Development Plans to ensure, in accordance with **Policy 8** and informed by up to date housing land supply data, that sufficient housing land is allocated which is effective, or capable of becoming so, such as to meet the Housing Land Requirement for each Housing Sub-Market Area and each Local Authority as set out in **Schedules 8, 9 and 10**. In light of the additional funding for the Affordable Housing Supply Programme to 2021, LDPs may allocate additional land over-and above the social sector Housing Land Requirement if evidence indicates that this is appropriate and would support the delivery of additional social sector housing.

Policy 8

Housing Land Requirement

In order to provide a generous supply of land for housing and assist in the delivery of the Housing Supply Targets in support of the Vision and Spatial Development Strategy, Local Authorities should:

- make provisions in Local Development Plans for the all tenure Housing Land Requirement by Local Authority set out in **Schedule 8**, for the Private Housing Land Requirement by Housing Sub-Market Area set out in **Schedule 9** and for the Private Housing Land Requirement by Local Authority set out in **Schedule 10**;

- allocate a range of sites which are effective or expected to become effective in the plan periods to meet the Housing Land Requirement; for each Housing Sub-Market Area and for each Local Authority, of the SDP up to year 10 from the expected year of adoption;
- provide for a minimum of 5 years effective land supply at all times for each Housing Sub-Market Area and for each Local Authority; and,
- undertake annual monitoring of completions and land supply through Housing Land Audits.

Local Authorities should take steps to remedy any shortfalls in the five-year supply of effective housing land through the granting of planning permission for housing developments, on greenfield or brownfield sites, subject to satisfying each of the following criteria:

- the development will help to remedy the shortfall which has been identified;
- the development will contribute to sustainable development;
- the development will be in keeping with the character of the settlement and the local area;
- the development will not undermine Green Belt objectives; and,
- any additional infrastructure required as a result of the development is either committed or to be funded by the developer.



Schedule 6 Housing Supply Targets and Housing Land Requirement (GCV Area)

	2012–2024			2024–2029			2012–2029			
	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total	
Housing Estimates Sustained Growth Scenario ¹	total	31,730	39,810	71,540	7,590	12,730	20,320	39,320	52,540	91,860
	per annum	2,640	3,320	5,960	1,520	2,550	4,070	2,310	3,090	5,400
Adjusted Housing Estimates ¹	total	31,860	41,760	73,620	7,870	13,650	21,520	39,730	55,410	95,140
	per annum	2,660	3,480	6,140	1,570	2,730	4,300	2,340	3,260	5,600
Housing Supply Targets ²	total	22,310	50,950	73,260	8,980	18,750	27,730	31,290	69,700	100,990
	per annum	1,860	4,250	6,110	1,800	3,750	5,500	1,840	4,100	5,940
Housing Land Requirement ²	total	25,660	58,590	84,250	10,330	21,570	31,900	35,990	80,160	116,150
	per annum	2,140	4,880	7,020	2,070	4,310	6,380	2,120	4,720	6,840
GCV Housing Land Supply 2013 ^{3,4}	total	15,700	70,840	86,540	2,170	28,890	31,060	17,870	99,730	117,600
	per annum	1,310	5,900	7,210	430	5,780	6,210	1,050	5,870	6,920

Figures subject to rounding

Social Sector: Social Rent and Below Market Rent

Private Sector: Owner Occupied and Private Rent

Housing Land Requirement is the Housing Supply Target plus 15% generosity

Housing Land Supply includes 2012/2013 completions

Sources:

1. Background Report 2
2. Background Report 8
3. Background Report 7
4. Background Report 9

Schedule 7 All Tenure Housing Supply Targets by Local Authority									
Local Authority	2012–2024			2024–2029			2012–2029		
	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total
East Dunbartonshire	630	1,610	2,240	0	20	20	630	1,630	2,260
East Renfrewshire	540	2,270	2,810	230	750	980	770	3,020	3,790
Glasgow City	12,000	17,970	29,970	5,000	7,580	12,580	17,000	25,550	42,550
Inverclyde	1,100	2,050	3,150	400	850	1,250	1,500	2,900	4,400
North Lanarkshire	2,640	10,080	12,720	1,100	4,200	5,300	3,740	14,280	18,020
Renfrewshire	1,800	6,050	7,850	750	1,260	2,010	2,550	7,310	9,860
South Lanarkshire	2,640	9,120	11,760	1,100	3,340	4,440	3,740	12,460	16,200
West Dunbartonshire	960	1,800	2,760	400	750	1,150	1,360	2,550	3,910
GCV	total	22,310	50,950	8,980	18,750	27,730	31,290	69,700	100,990
	per annum	1,860	4,250	1,800	3,750	5,550	1,840	4,100	5,940

Figures subject to rounding

Social Sector: Social Rent and Below Market Rent

Private Sector: Owner Occupied and Private Rent

Source:

Background Report 8



Schedule 8 All Tenure Housing Land Requirement by Local Authority

Local Authority	2012–2024			2024–2029			2012–2029		
	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total
East Dunbartonshire	720	1,850	2,570	0	30	30	720	1,880	2,600
East Renfrewshire	620	2,610	3,230	260	830	1,120	880	3,470	4,350
Glasgow City	13,800	20,670	34,470	5,750	8,720	14,470	19,550	29,390	48,940
Inverclyde	1,270	2,360	3,630	460	980	1,440	1,730	3,340	5,070
North Lanarkshire	3,040	11,590	14,630	1,270	4,830	6,100	4,310	16,420	20,730
Renfrewshire	2,070	6,950	9,020	860	1,450	2,310	2,930	8,400	11,330
South Lanarkshire	3,040	10,490	13,530	1,270	3,840	5,110	4,310	14,330	18,640
West Dunbartonshire	1,100	2,070	3,170	460	860	1,320	1,560	2,930	4,490
GCV	total	25,660	84,250	10,330	21,570	31,900	35,990	80,160	116,150
	per annum	2,140	4,880	7,020	2,070	6,380	2,120	4,720	6,840

Figures subject to rounding.

Social Sector: Social Rent and Below Market Rent

Private Sector: Owner Occupied and Private Rent

Housing Land Requirement is the Housing Supply Target plus 15% generosity

Source:

Background Report 8

Housing Land Supply

6.67 For the purposes of strategic planning, it is essential to consider the longer term supply of land available to meet housing need and demand for the planning periods from the base year of 2012, to 2024 and 2029. The Local Authority Housing Land Audits ([Background Report 7](#)) estimate the programming of housing sites for a seven year period and together with an Urban Capacity Study undertaken in 2013 ([Background Report 9](#)), these two sources provided an estimate of the potential future housing land supply in the city region to 2037.

6.68 This evidence indicated that in 2013 there was a substantial supply of land for housing in the Clydeplan area, with just under 118,000 all tenure units (social and private) programmed in the 2013–29 period and more than 34,000 additional units identified into the longer term to 2037. This land supply comprised committed sites where a start had been made (350 sites, 14,350 units), uncommitted sites with planning permission (520 sites, 35,000 units) sites in Local Development Plans (240 sites, 13,900 units) and other proposed housing sites (665 sites, 54,500 units).

6.69 There is a range and choice of brownfield and greenfield sites in locations around the city region. The Community Growth Areas, mainly large scale greenfield sites released through the 2006 Structure Plan, are an element of the longer term supply and sustainable expansion of the city region, but comprise only a small proportion of land regarded as effective in the shorter term.

6.70 The private sector Housing Land Requirement (80,160) exceeds the Adjusted Housing Estimates (55,410) by 45%, whilst the all tenure requirement (116,150) exceeds the Adjusted Housing Estimates (95,140) by 22%.

6.71 Programming of sites in the social sector, particularly for the medium to longer term, is at lower levels than is likely to be delivered. This sector is more reliant on windfall sites which enter Housing Land Audits closer to the point of delivery as a result of a number of factors including: the effect of the five year horizon used for resource planning in Strategic Housing Investment Plans; sites negotiated through planning permissions which are originally private tenure but for which the tenure may switch to social and affordable; and sites identified through public sector asset management such as school closures, again often not identified until closer to the point of delivery.



Schedule 9 Private Housing Land Requirement by Housing Sub-Market Area

	Private Land Supply 2013 ¹			Housing Land Requirement ²			Indicative Surplus/Shortfall ³			
	2012-24	2024-29	2012-29	2012-24	2024-29	2012-29	2012-24	2024-29	2012-29	
Central Conurbation										
Greater Glasgow North and West	8,540	4,630	13,170	7,430	3,670	11,100	1,110	960	2,070	
Strathkelvin and Greater Glasgow North East	4,300	1,430	5,730	3,300	1,040	4,340	1,000	390	1,390	
Glasgow East	8,830	3,130	11,960	7,650	2,530	10,180	1,180	600	1,780	
Cumbernauld	5,030	1,210	6,240	2,900	1,210	4,110	2,130	0	2,130	
Greater Glasgow South	10,860	3,620	14,480	9,330	3,060	12,390	1,530	560	2,090	
Renfrewshire	9,250	2,590	11,840	8,160	2,030	10,190	1,090	560	1,650	
East Kilbride	3,430	1,720	5,150	3,140	1,150	4,290	290	570	860	
Total Central Conurbation	50,240	18,330	68,570	41,910	14,690	56,600	8,330	3,640	11,970	
Eastern Conurbation										
Airdrie and Coatbridge	3,590	1,320	4,910	4,060	1,690	5,750	-470	-370	-840	
Motherwell	5,570	4,280	9,850	4,640	1,930	6,570	930	2,350	3,280	
Hamilton	3,820	1,390	5,210	3,150	1,150	4,300	670	240	910	
Clydesdale	2,330	1,310	3,640	1,570	760	2,330	760	550	1,310	
Total Eastern Conurbation	15,310	8,300	23,610	13,420	5,530	18,950	1,890	2,770	4,660	
Conurbation	65,550	26,630	92,180	55,330	20,220	75,550	10,220	6,410	16,630	
Discrete Market Area Dumbarton and Vale of Leven	2,390	590	2,980	1,040	430	1,470	1,350	160	1,510	
Discrete Market Area Inverclyde	2,900	1,670	4,570	2,220	920	3,140	680	750	1,430	
GCV	total	70,840	28,890	99,730	58,590	21,570	80,160	12,250	7,320	19,570
	per annum	5,900	5,780	5,870	4,880	4,310	4,720	1,020	1,460	1,150

Figures subject to rounding

1. Includes 2012/2013 completions
2. Housing Supply Target plus 15% generosity
3. Shortfall shown by minus sign

Source:
Background Report 8

Schedule 10 Private Housing Land Requirement by Local Authority										
Local Authority	Private Land Supply 2013 ¹			Housing Land Requirement ²			Indicative Surplus			
	2012-24	2024-29	2012-29	2012-24	2024-29	2012-29	2012-24	2024-29	2012-29	
East Dunbartonshire	2,550	190	2,740	1,850	30	1,880	700	160	860	
East Renfrewshire	3,220	1,120	4,340	2,610	860	3,470	610	260	870	
Glasgow City	23,770	10,770	34,540	20,670	8,720	29,390	3,100	2,050	5,150	
Inverclyde	2,950	1,670	4,620	2,360	980	3,340	590	690	1,280	
North Lanarkshire	14,190	6,810	21,000	11,590	4,830	16,420	2,600	1,980	4,580	
Renfrewshire	7,870	1,810	9,680	6,950	1,450	8,400	920	360	1,280	
South Lanarkshire	12,540	5,290	17,830	10,490	3,840	14,330	2,050	1,450	3,500	
West Dunbartonshire	3,750	1,230	4,980	2,070	860	2,930	1,680	370	2,050	
GCV	total	70,840	28,890	99,730	58,590	21,570	80,160	12,250	7,320	19,570
	per annum	5,900	5,780	5,870	4,880	4,310	4,720	1,020	1,460	1,150

Figures subject to rounding

1. Includes 2012/2013 completions

2. Housing Supply Target plus 15% generosity

Source:

Background Report 8



Housing Need, Affordability and Specialist Provision

6.72 In addition to the quantification of need from the HNDA Tool and its translation from Housing Estimates to Housing Supply Targets and Land Requirements, a number of other key matters are identified in the HNDA and through the CHMA appraisal process, which require to be taken forward through Development Plans, local housing strategies and other related strategies.

6.73 An overarching purpose of development plans and local housing strategies is to promote effective local housing systems, which are sustainable and meet the needs and demands of current and future residents. Alongside the HNDA, local evidence will provide additional detail that acknowledges local diversity, such as urban and rural variation.

6.74 The housing sector has a significant contribution to make towards achieving the national health and wellbeing outcomes, which are central to the integration of health and social care services. The housing contribution covers not only enabling independent living for people through ensuring sufficient supply of affordable, accessible and adaptable homes, but also in reducing and preventing avoidable admissions to hospital and alleviating delayed discharges through actions to address domestic energy efficiency, affordable warmth, and adapting existing homes, all of which will also be targeted to address inequalities across areas and groups.

6.75 Specific broad policy challenges include the following:

- continuing unmet need and high demand for quality social rented housing;
- affordability remaining an acute issue in some localities and owner occupation out of reach for many first time buyers;
- a continuing requirement for affordable housing options within the private sector, such as shared equity and shared ownership, to assist households onto the housing ladder;
- the need to work proactively with housing providers to develop and deliver a wide range of affordable products, including social rent, through to entry-level housing products, that address housing need;
- the substantial growth in private renting and potential for further investment in this sector;
- the ageing population and welfare reform influencing demand for smaller sized properties;
- the ageing population and changing aspirations driving the need for more care to be delivered in people's homes, self-directed support and personalised housing services;
- the potential for stock restructuring to address locally identified mismatch of demand and supply;
- stock quality issues including fuel poverty, energy efficiency and the need to retrofit existing older stock highlighted in Scotland's Sustainable Housing Strategy 2013;
- a high level of flatted dwellings particularly in Glasgow City; and,
- the need to gain a better understanding of the needs of Gypsy/Travellers and Travelling Showpeople across the region.

6.76 It will be for each Local Authority to consider the detailed profile of local housing need and demand, and to decide to what extent additional guidance regarding specialist provision requirements, to provide necessary housing choice, is appropriate to set out alongside housing supply targets.

6.77 Given the scale and nature of housing need identified in the HNDA, consideration should be given to housing policies, across a range of locations and circumstances, to address matters which include affordability, demographics and the ageing population, specialist housing need, tenure composition, house type and size.

6.78 The Housing Supply Targets set for the social sector (31,290) have been reduced by 8,030 units from the Housing Estimates (39,320) based on resource planning assumptions with the balance transferred to the private sector in the expectation that other affordable products and unmet social need will be delivered by the private sector.

6.79 Given the limits to the level of delivery that can be provided by the social sector alone, the interaction between private and social and affordable products through affordable housing quota policies will be a key planning mechanism for enhancing social and affordable housing delivery.

6.80 The generosity of the land supply overall, will assist in the delivery of the social sector targets through affordable housing policies which are currently operating in five of the city region authorities and have contributed to average delivery of 1,600 units per annum. The Housing Supply Targets along with the Housing Estimates in the HINDA provide justification for affordable housing policies.

6.81 Innovative funding arrangements, delivery models and housing products should continue to be explored and developed by both public and private providers. These activities will include continuing collaborative ventures with registered social landlords and the private sector in order to explore the potential to up-scale development delivery.

Policy 9

Housing – Affordable and Specialist Provision

In order to support the delivery of affordable housing, including social and specialist provision housing, and meet housing need, in support of the Vision and Spatial Development Strategy, Local Authorities should through appropriate mechanisms including Local Development Plans, Single Outcome Agreements, Local Housing Strategies, Supplementary Planning Guidance, and masterplans:

- develop appropriate policy responses where required, including affordable housing, specialist housing and development contributions policies, to deliver housing products taking account of the Housing Need and Demand Assessment (May 2015) as well as local evidence and circumstances; and,
- ensure that any affordable housing, specialist housing and development contributions policies, are applied in a manner that enables the delivery of housing developments.

**5. EXTRACT OF INVERCLYDE DISTRICT COUNCIL
ENTERPRISE ZONE SCHEME**

ENTERPRISE ZONE SCHEME

1.0 INTRODUCTION

- 1.1 This document comprises the scheme for the development of the area designated as the Inverclyde Enterprise Zones. The scheme has been adopted by Inverclyde District Council which is also the Enterprise Zone Authority.
- 1.2 The following scheme outlines the planning and administrative details of those parts of the District to be included in the scheme.

2.0 BOUNDARIES

- 2.1 The boundaries of the sites contained within the Enterprise Zone are delineated in black and coloured pink on the map referred to in the Inverclyde Enterprise Zones Designation Order 1989 and annexed to the Scheme.
- 2.2 More detailed plans of the sites, comprising the Enterprise Zones, together with the site particulars are detailed in Appendix 1.

3.0 BASIC PLANNING REGIME

3.1 Permitted Development

- 3.2 A general planning permission will be granted within the zone for all developments except those exclusions listed below the heading "Reservations from Permitted Development" (Para. 3.6).

3.3 Reservations from Permitted Development

- 3.4 The following reservations constitute exclusions to permitted development and for these developments an application for planning permission will be required under the normal procedures of the Planning Acts.
- 3.5 Reference to "Use Classes" are in respect of the classes of development listed in the Town and Country Planning (Use Classes)(Scotland) Order 1989.
- 3.6 The following represent a schedule of reservations from permitted development in the Inverclyde Enterprise Zones.
 - (a) Development or use within the "special industrial" use classes (i.e. 6, 7, 8, 9 and 10 inclusive as specified in Appendix 7).
 - (b) Any development or use of land involving the storage, manufacture, processing or use of hazardous substances which are either in the quantities listed in Appendix 6 or which require a report to be submitted to the Health and Safety Executive under Regulation 7 of the Control of Major Accident Hazard Regulations 1984 (C.I.M.A.H).
 - (c) The development of factories, magazines and stores requiring licensing under the Explosives Acts 1875.
 - (d) Any development requiring licensing under the Nuclear Installations Act 1965.
 - (e) Storage, disposal, treatment or recycling of waste (including scrap yards) other than as a minor use ancillary to permitted development.
 - (f) The erection or use of buildings for retail purposes in excess of 100 square metres or the use of

land as an open sales area in excess of 100 square metres.

(g) The construction of residential development other than limited development ancillary to a class of permitted development.

(h) The erection or use of buildings for wholesale and retail warehousing.

(i) The erection or use of buildings as a bonded warehouse.

(j) Advertisements requiring express consent under the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984.

(k) Any land reclamation works.

(l) The development of land for the use as fun fair, amusement arcade, casino, discotheque, pool or snooker hall, garage (including sale of vehicles), petrol filling station, laundrette, betting office and premises licensed for the sale of alcoholic liquor for consumption on the premises (including private clubs).

(m) Within the Kelburn (Reclamation) site (site No. 1) development other than low density, industrial or office development of more than two storeys (i.e. a maximum height of 12 metres).

(n) Any development, other than landscape treatment, along the length of the quay at Victoria Harbour on the Rue End Street frontage (site No. 8).

(o) Within the Sub Zone to site No. 4 (shown on the plan of the site annexed to this Scheme) development, other than industrial or office buildings of no more than a single storey (i.e. maximum height of 6 metres).

(p) The use of the Spango and Faulds sites (sites No. 10 and 11) for any development other than for use by a high technology company, as described in Annexe 1 of the National Planning Guidelines 1985 entitled "High Technology: Individual High Amenity Sites", and the sub-division of those sites for development by more than two of these users per site.

(q) Within the Faulds site (site No. 11), on the northern part of the site as indicated within the Sub Zone (shown on the plan annexed to this Scheme) building development other than the provision of an access road, and, elsewhere on the site, development of more than two storeys (i.e. maximum height of 12 metres).

(r) Any development which impinges on the visibility splays for junctions on the existing public road network (these splays are specified in Appendix 5).

(s) Any development which does not meet the typical level of car parking provision detailed in the Guidelines for Development Roads referred to in Appendix 5.

(t) Development which falls within any of the descriptions mentioned in Schedule 1 (see Appendix 8) to the Environmental Assessment (Scotland) Regulations 1988.

(u) Development which falls within any of the descriptions mentioned in Schedule 2 (see Appendix 9) to the Regulations referred to in para. (t) above, unless the District Council and the developer accept that the proposed development shall not be likely to have significant effects on the environment by virtue, inter alia, of its nature, size or location.

4.0 LISTED BUILDINGS

- 4.1 The relaxation of planning control does not extend to the requirements for the making of application for Listed Building Consent under the terms of Section 53 of the Town and Country Planning (Scotland) Act 1972. As such, developments normally necessitating Listed Building Consent within the Enterprise Zone will continue to be subject to this control.

5.0 STANDARD CONDITIONS

5.1 Roads

- 5.2 Connections to public roads, areas for turning and parking of vehicles and facilities for loading and unloading goods shall be provided for each development in accordance with the guidance contained in Appendices 1 and 5 (or such other arrangements as the local roads authority (Strathclyde Regional Council) may agree). These shall be made available as soon as the development is occupied.

5.3 Planning

- 5.4 In site Nos. 1, 5, 6 and 8 provision must be made for pedestrian access to and along the waterfront. Accordingly the creation of a waterfront walkway will form part of the development of these sites.
- 5.5 In the Kelburn (Reclamation) site (site No. 1) provision must be made for soft landscaping and open space, and development must allow for approximately 10% of the area being given over to landscaping and open space.
- 5.6 In the Faulds site (site No. 11) development will include the provision of a substantial landscaped buffer between any building development and the residential estate to the east of the site.
- 5.7 Development proposals should avoid having an adverse impact on the heritage resources of industrial archaeology of Regional significance referred to in the Structure Plan and included in the site plans and particulars in Appendix 1.

6.0 ADMINISTRATIVE ARRANGEMENTS

6.1 Statutory Requirements

- 6.2 The general planning permission within the Enterprise Zone does not relieve developers from the requirements for any necessary statutory permissions under Building, Road, Health, Safety, Sewerage, Listed Building, Water, Fire, Pollution, Clyde Port Authority and licensing controls or from statutory notification requirements.
- 6.3 Developers intending to use, or develop in the proximity of, public utilities such as water supply, sewers, gas, electricity and telephone must consult the appropriate body beforehand.
- 6.4 A list of the relevant bodies for enquiries and applications on all these matters is provided in Appendix 2.
- 6.5 An outline of the statutory controls and requirements concerning sewerage and water supply de-

med necessary by Strathclyde Regional Council are contained in the Appendices 3 and 4.

- 6.6 In terms of Section 21 of the Roads (Scotland) Act, 1984, any person who wishes to construct a new road or an extension of an existing road must obtain Construction Consent from the local roads authority (Strathclyde Regional Council) irrespective of whether or not such roads are to be submitted for adoption as public. For their part the Regional Roads Department have undertaken to deal with applications for construction consent in the shortest possible timescale. Further information on statutory controls and the requirements of the local roads authority regarding access arrangements is given in Appendix 5.

- 6.7 Work licences allowing the construction, alteration, renewal or extension or any development on, under or over tidal waters or tidal lands below the level of high water are required. The granting of such licences is administered by the Clyde Port Authority.

6.8 Planning Applications

- 6.9 Where Planning applications have to be made for proposed developments within the Enterprise Zones, Inverclyde District Council undertakes to process and determine these as expeditiously as possible. Many classes of development already are dealt with by the Director of Planning and Technical Services under delegated powers. For applications within the Enterprise Zones, the District Council will introduce special arrangements to ensure that these are determined expeditiously and development is not held up. The customary consultations on planning applications will still be necessary but as another measure to speed the process up, consultees will be expected to make arrangements for handling consultations on Enterprise Zone applications as a matter of priority.

6.10 Applications under the Building Regulations

- 6.11 All applications under the Building (Scotland) Acts are processed and determined by the Director of Planning and Technical Services. Priority will be given to applications within the Enterprise Zones. Applications and accompanying plans which indicate full compliance with the current Building Regulations will be determined within the shortest possible timescale.

6.12 Health and Safety Matters

- 6.13 All submissions for compliance with existing statutory provisions, British Standards and Codes of Practice relating to health and safety, pollution and nuisance, and measures to minimise noise and vibration, odour emissions to the atmosphere, and emissions of hazardous materials shall be dealt with expeditiously by the Director of Environmental Health. The appropriate consultations with the Health and Safety Executive and other statutory agencies will be undertaken timeously as required.

6.14 ENVIRONMENTAL ASSESSMENT

- 6.15 In relation to para. 3.6(u) above, the District Council shall notify the developer in writing of whether or not the proposed development shall be likely to have significant effects on the environment by virtue, inter alia, of its nature, size or location.

SITE NAME

Cartsburn

LOCATION

Extensive area based on a former shipyard and engine works. Located close to central Greenock. Waterfront situation and dissected by A8.

AREA

39 acres net excl. land covered by water.

OWNERSHIP

The bulk of the site is owned by the S.D.A. with a number of other ownerships, mostly minor. British Shipbuilders own a large site at Arthur Street. Five minor mainly commercial premises in private ownership have been excluded from the Zone.

CURRENT USE/CONDITION

The former shipyard and engine works is being cleared in preparation for development and the site contains other disused land and buildings.

LAND AVAILABILITY

Most of the site has been cleared (i.e. specifically the shipyard and engine works acquired by the S.D.A.) in preparation for its development.

INFRASTRUCTURE CONSIDERATIONS

Sewerage—Existing foul and surface water sewers available. Drainage will require to be on a separate system.

Water—Existing 12 inch main in Main Street site and 8 inch mains in Springkell Street, Cartsburn Street and Arthur Street would supply the site. Proposed roadworks could have serious implications for the water distribution system.

Roads—Several options are possible for opening up this area before redevelopment. These include the possible re-alignment of the A8 in which case the existing A8 would be retained as an internal distributor/access road. No access will be permitted from a re-aligned A8 nor from the existing A8 if it is not re-aligned. Access to the area West of Cartsburn Street via Dellingburn Street and Carnock Street.

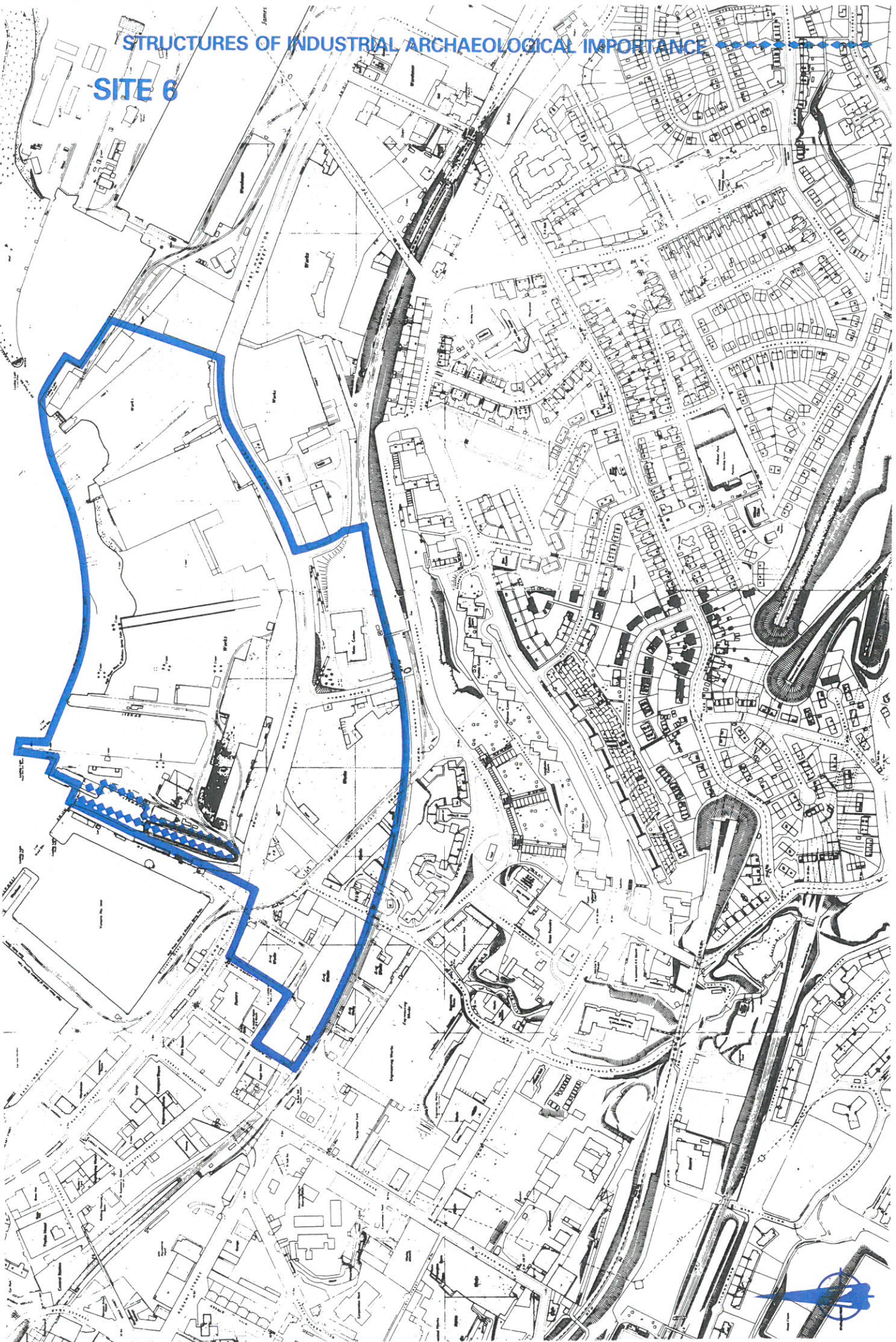
DEVELOPMENT CONCEPT

The S.D.A. have progressed with plans for the eventual industrial and office development of the site. This concept involves an open landscaped industrial park for larger occupiers.

Pedestrian access to and along the waterfront will be required and associated landscaping along the river's edge to enhance its setting will be expected. Some reclamation of the foreshore to provide a more rational waterfront edge would be appropriate. The retention of features of industrial, archaeological importance, shown on the attached plan, is also a consideration at this location.

STRUCTURES OF INDUSTRIAL ARCHAEOLOGICAL IMPORTANCE

SITE 6



6. CONSULTATION RESPONSES IN RELATION TO PLANNING APPLICATION

Transport Scotland

Trunk Road and Bus Operations (TRBO)
Network Operations - Development Management



Response On Development Affecting Trunk Roads and Special Roads

The Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure)
(Scotland) Regulations 2013 S.I.2013 No 155 (S.25)

Town and Country Planning (Notification of Applications) (Scotland) Direction 2009

To Inverclyde Council Development Management, Municipal Buildings, Clyde Square, Greenock, PA15 1LY	Council Reference:-	17/0292/IC
	TS TRBO Reference:-	SW/218/2017

Application made by OCO Westend & Crucible Developments per David Campbell, 33 Bothwell Street GLASGOW G2 6NL and received by Transport Scotland on 05 October 2017 for planning permission for erection of class 3 drive thru coffee shop and formation of associated car parking, landscaping and site infrastructure located at Land At Cartsydyke Avenue And Main Street Greenock affecting the A8 Trunk Road.

Director, Trunk Roads Network Management Advice

1. The Director does not propose to advise against the granting of permission
2. The Director advises that planning permission be refused (see overleaf for reasons).
3. The Director advises that the conditions shown overleaf be attached to any permission the council may give (see overleaf for reasons).

To obtain permission to work within the trunk road boundary, contact the Route Manager through the general contact number below. The Operating Company has responsibility for co-ordination and supervision of works and after permission has been granted it is the developer's contractor's responsibility to liaise with the Operating Company during the construction period to ensure all necessary permissions are obtained.

TS Contact:-

Route Manager (A8) 0141 272 7100 Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

Operating Company:-

SOUTH WEST

Address:-

150 Polmadie Road, Glasgow, G5 0HN

Telephone Number:-

0141 218 3800

e-mail address:-

planning@scotlandtranserv.co.uk

CONDITIONS to be attached to any permission the council may give:-

1	The proposed totem sign to the south of the development (further from the roundabout at Cartdyke Avenue) is to be omitted.
2	The Proposed totem sign to the east of the development is to be re-located to a point near to the access to Cartdyke Avenue.

REASON(S) for Conditions (numbered as above):-

1	To minimise the distraction to drivers on the trunk road.
1	To avoid distraction from the existing road sign and any possible queuing traffic for the roundabout.
2	To indicate more clearly the route to take to access the development.

Transport Scotland Response Date:- 12-Oct-2017

Transport Scotland Contact:- Fred Abercrombie

Transport Scotland Contact Details:-

Trunk Road and Bus Operations, Network Operations - Development Management
Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF
Telephone Number: 0141 272 7382
e-mail: development_management@transport.gov.scot

NB - Planning etc. (Scotland) Act 2006

Planning Authorities are requested to provide Transport Scotland, Trunk Road and Bus Operations, Network Operations - Development Management with a copy of the decision notice, and notify Transport Scotland, Trunk Roads Network Management Directorate if the recommended advice is not accepted.

Memorandum Safer Communities Planning Application Consultation Response	
To: Planning Services For the Attention of David Ashman	
From: Safer and Inclusive Communities	Date sent to Planning: 13th Oct 2017

Lead Officer: Sharon Lindsay	
Tel: 01475 714 205	Email: sharon.lindsay@inverclyde.gov.uk

Safer Communities Reference (optional):	
Planning Application Reference:	17/0292/IC
Planning Application Address:	Land At Cartsydyke Avenue And Main Street Greenock
Planning Application Proposal:	Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure

Team	Officer	Date
Food & Health	Michael Lapsley	
Air Quality	Sharon Lindsay	12.10.17
Contaminated Land	Roslyn McIntosh	10-10-17
Public Health & Housing	Janet Stitt	12.10.17
Noise	Sharon Lindsay	12.10.17

Amend table entries as appropriate and insert date when each officer review is completed.



Recommended Conditions:

It is recommended that the undernoted conditions be placed on any consent the council may grant:

Delete or amend as appropriate

Food & Health	
No Comments	
Air Quality	
No Comments	
Contaminated Land	
1.	That prior to the start of development, details of a survey for the presence of Japanese Knotweed shall be submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt; this shall contain a methodology and treatment statement where any is found. Development shall not proceed until appropriate control measures are implemented. Any significant variation to the treatment methodology shall be submitted for approval, in writing by the Planning Authority prior to implementation.
Reason:	To help arrest the spread of Japanese Knotweed in the interests of environmental protection.
2.	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.
Reason:	To satisfactorily address potential contamination issues in the interests of human health and environmental safety.
3.	That before the development hereby permitted is operational 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.
Reason:	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.
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 and amendments to the Remediation Scheme shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority.
Reason:	To ensure that all contamination issues are recorded and dealt with appropriately.

Public Health & Housing

5. All external lighting on the application site should comply with the Scottish Government Guidance Note "Controlling Light Pollution and Reducing Lighting Energy Consumption".

Reason: To protect the amenity of the immediate area, the creation of nuisance due to light pollution and to support the reduction of energy consumption.

Noise

No Comments

Recommended Advisory Notes

It is strongly recommended that the undernoted Advisory Notes be placed on any consent the Council may grant:

- i. The applicant should be fully aware of the **Construction (Design & Management) Regulations 2015 (CDM 2015)** and its implications on client duties etc.
- ii. **Design and Construction of Buildings – Gulls:** It is very strongly recommended that appropriate measures be taken in the design of all buildings and their construction, to inhibit the roosting and nesting of gulls. Such measures are intended to reduce nuisance to, and intimidation of, persons living, working and visiting the development.
- iii. **Consultation on Proposed Use:** It is strongly recommended that prior to the commencement of any works the applicant consults with Officers of Safer and Inclusive Communities to ensure structural compliance with legislation relating to;
 - a) Food Safety Legislation,
 - b) Health and Safety at Work etc. Act 1974,

26 October 2017

David Ashman
Inverclyde Council
Cathcart House
6 Cathcart Square
Greenock
PA15 1LS

By email only to:
devcont.planning@inverclyde.gov.uk

Dear Sir

**Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking,
landscaping and site infrastructure
Land at Cartsyde Avenue And Main Street Greenock**

Thank you for your consultation email which SEPA received on 5 October 2017

Advice for the planning authority

We have **no objection** to this planning application. Please note the advice provided below.

1. Flood Risk

- 1.1 We have reviewed the information provided in this consultation and it is noted that the application site (or parts thereof) lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of tidal flooding.
- 1.2 Scottish Planning Policy states (paragraph 255) that "the planning system should promote flood avoidance by safeguarding flood storage and conveying capacity, and locating development away from functional flood plains and medium to high risk areas." It further defines (glossary) that "For planning purposes the functional flood plain will generally have a greater than 0.5% (1:200) probability of flooding in any year". Built development should not therefore take place on the functional flood plain.
- 1.3 It is also noted that the application site (or parts thereof) lie within the medium risk probability extent of the surface water hazard map published as part of the flood maps for Scotland. The surface water hazard map combines pluvial and sewer model outputs. The map shows their interaction as a composite surface water extent. We therefore recommend that you contact your flood prevention officer to discuss the issue as its resolution may have a bearing on the overall design of the proposal. There may also be a need to contact Scottish Water as the risk might be associated with the sewerage system.

- 1.4 The proposed land use (drive thru' coffee shop and parking) would be deemed as 'least vulnerable' in regards to SEPA's Land Use Vulnerability Guidance.
- 1.5 A Flood Risk Assessment (FRA) has been provided which provides an explanation as to why the site is unlikely to be at risk of tidal flooding which we are in agreement with, therefore we have **no objection** to the proposed development on flood risk grounds. The FRA has used flood levels obtained from the River Clyde Flood Management Strategy (RCFMS) which, whilst being the best data available, we believe this data source is now out of date due to increased sedimentation levels in the Clyde and we would generally request further information from applicants to address site specific flood risk. Due to the proposed land use, the brownfield nature of the site and our agreement of the interpretation that the site is not within the 1 in 200 year tidal floodplain we do not require further information.

Detailed advice for the applicant

Please note our comments above

2. Flood Risk Caveats & Additional Information

- 2.1 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>.
- 2.2 We refer the applicant to the document entitled: "*Technical Flood Risk Guidance for Stakeholders*". This document provides generic requirements for undertaking Flood Risk Assessments and can be downloaded from <http://www.sepa.org.uk/media/162602/ss-nfr-p-002-technical-flood-risk-guidance-for-stakeholders.pdf> Please note that this document should be read in conjunction Policy 41 (Part 2).
- 2.3 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.
- 2.4 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Inverclyde Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "*Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities*" outlines the transitional changes to the basis of our advice inline with the phases of this legislation and can be downloaded from <http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>.
- 2.5 Details of regulatory requirements and good practice advice for the applicant can be found on the [Regulations section](#) of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:

SEPA Angus Smith Building
6 Parklands Avenue
Eurocentral
Holytown
North Lanarkshire
ML1 4WQ

If you have any queries relating to this letter, please contact me by telephone on 01698 839337 or e-mail at planning.sw@sepa.org.uk .

Yours faithfully

Julie Gerc
Senior Planning Officer
Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at this time. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning or similar application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application or similar application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. For planning applications, if you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found on our [website planning pages](#).

Inverclyde council

To:	Head of Regeneration & Planning	Your Ref:	17/0292/IC
		Our Ref:	EP/14/04/17/0292/IC
From:	Head of Environmental & Commercial Services	Contact:	E Provan
		Tel:	(01475) 714814
Subject:	Observations On Planning Application	PA Ref:	17/0292/IC
Detail:	Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure	Dated:	05/10/2017
		Received:	06/10/2017
Site:	Land at Cartsdyke Avenue and Main Street, Greenock	Applicant:	OCO Westend & Crucible Developments

Type of Consent: Detailed Permission/ ~~In Principle/ Approval of Matters/ Change of Use~~

Comments:

1.	Parking shall be provided in accordance with the National Guidelines for Class 3 – 1 space per 5sqm. The proposed development is 213sqm which requires 43 parking spaces. The applicant proposes 27 parking spaces including 3 disabled parking spaces. A review of the nearby McDonald's drive through restaurant found that the parking is provided at a rate of 15.5/100sqm. If this standard was applied to the Starbucks parking requirement would be 33 spaces. As there is unlikely to be a peak in the use of Starbucks in the same way as experienced at McDonald's the parking provision proposed by Starbucks is acceptable.
2.	It is noted that the parking spaces are 2.5m by 4.8m which is smaller than the standard required of 2.5m by 5.0m. The applicant should review their proposed layout to provide this standard and the plans shall be submitted for approval by the Roads Service.
3.	The footpaths and footways shall be a minimum of 2.0m wide. The applicant should consider providing a footpath from the site to the A8 Main Street to encourage pedestrian access.
4.	The hatched area shown on the northwest of the site appears to road markings instead of a footway. This is not acceptable and the footway shall link the footway on the access road to the footpath which links to Cartsdyke Avenue.
5.	A footpath should be provided from the site to the A8 Main Street to provide a more direct route to public transport services.
6.	The applicant should provide tracking drawings to demonstrate that vehicles can access the drive through safely and that delivery vehicles can serve the site safely. These drawings shall be submitted to the Roads Service for approval.
7.	The turning head on the access road is not in accordance with the National Roads Development Guide and is not acceptable.
8.	The proposed development will have an impact on the existing street lighting, accordingly a lighting and electrical design for adoptable areas will be required for each site.
9.	A Road Construction Consent is required for the road. This would be prospectively adoptable from the mini roundabout to the access to Starbucks.
10.	The FRA states the site is 5.0m however the proposed levels are over 1m below this level. The site is in a bowl and is also below the tidal level of 3.98m and is a risk of flooding. Consequently the FRA should be re-written or the site levels raised to avoid flooding. The development at the proposed level is not acceptable.
11.	Drainage details should be provided for the development and approved prior to starting work on site.
12.	All surface water during and after development is to be maintained within the site boundary.
13.	Confirmation of connection to Scottish Water Network should be submitted for approval.

Notes For Intimation To Applicant	
Construction Consent (S21)*	Not Required / Required for all road works
Road Bond (S17)*	Not Required/ Required if building works are to be undertaken before roads are completed
Road Opening Permit (S56)*	Not Required/ Required for all works in the public road
Other	Not Required/ ***

*Relevant Section of the Roads (Scotland) Act 1984

Signed: 
Steven Walker, Service Manager (Roads)

Date: 10/11/2017

en

7. REPRESENTATIONS IN RELATION TO PLANNING APPLICATION

452/24/1

16th November 2017

David Ashman
Development Management
Regeneration and Planning
Municipal Buildings
Greenock
PAS15 1LY

Caledonian Exchange
19A Canning Street
Edinburgh EH3 8EG

0370 777 6292
info@rapleys.com
rapleys.com

LONDON
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EDINBURGH
HUNTINGDON
MANCHESTER

Dear Mr Ashman,

Re: 17/0292/IC - Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure on Land at Cartsydyke Avenue and Main Street, Greenock.

On behalf of Lunar Greenock S.a.r.l, Rapleys LLP has been instructed to lodge an objection to Inverclyde Council in response to the above planning application.

Lunar Greenock S.a.r.l is a joint venture company formed in 2014, between Apollo Global Management, which has offices worldwide, and London-based M&M Asset Management. M&M Asset Management is a specialist property investment and management partnership established in 2008. It has invested in and manages approximately £600 million of commercial real estate assets for itself and for private clients through direct ownership or joint venture vehicles. Lunar Greenock S.a.r.l owns the Oak Mall Shopping Centre, in Greenock town centre. Rapleys LLP is the appointed managing agent for the Oak Mall Shopping Centre.

The Oak Mall Shopping Centre has a long-term commitment to Greenock Town Centre; and our client supports the LDPs vision for Greenock continuing to serve the wider Inverclyde area and as the focus for future investment. Oak Mall Shopping Centre is located in the heart of the town centre, and supports a number of direct and indirect jobs. Our client has also invested considerable resources in the centre with the introduction of Free Wi-Fi, attracting major high street retailers and has on going-events to widen the appeal of visiting the town centre.

Our client is always willing to work and engage with the Council to further improve the town centre and wider area. Our client wishes to attract more people to the centre, support further jobs and attract further investment. Greenock town centre faces stern competition from other out-of-town shopping centres, and as the largest retail occupant in the town, our client is always willing to have proactive discussions with the Council

More recently, our client has made representations during the ongoing preparation of the new Local Development Plan for the area. This has included suggesting sites for development in the Oak Mall Shopping Centre during the 'Call for Sites' stage; and commenting on suggested

policy to improve the town centre in the more recent Main Issues Report. These representations also included '*Ideas for Change*' which outlined a number of initiatives to encourage development and regeneration in the town centre.

The key points of our objection can be summarised as follows:

- The proposed development is contrary to the Inverclyde Local Development Plan (2014) and;
- The proposed development is contrary to the Town Centre First Principal of the Scottish Government.

The following section of our submission provides an assessment of the application's proposals against the relevant development plan policies and other material considerations.

Application Proposals

The application before the Council seeks permission to erect a Class 3 drive thru coffee shop on land at Cartsydyke Avenue and Main Street, Greenock.

Planning Policy

The planning application should be assessed against the provisions of the Development Plan. In this case, the ClydePlan (approved July 2017) and Inverclyde Local Development Plan (adopted August 2014). We are also aware the Council is in the process of preparing a new LDP, with the Main Issues Report published in March 2017. Scottish Planning Policy (2014) which sets out Scottish Ministers' intent for the planning system is also a material consideration in the determination of this application.

Scottish Planning Policy (2014)

Scottish Planning Policy (SPP) establishes that the sequential approach should be used when selecting locations for all retail and commercial uses unless the development plan identifies an exception and it requires that locations are considered in the following order:

- Town centre
- Edge of Centre
- Other commercial centres identified in the development plan
- Out of centre locations that are or can be made easily accessible by a choice of transport modes.

Paragraph 64 of the SPP indicates that where a proposed development is contrary to the development plan, which it is considered relevant in this case, then it is necessary to ensure that:

- The sequential approach to site selection has been used;
- There is no unacceptable or individual or cumulative impact on the vitality and viability of the identified network of centres;
- The proposal will help to meet qualitative and quantitative deficiencies identified in the development plan; and

- The proposal does not conflict with other significant objectives of the development plan or other relevant strategy.

Clydeplan (2017)

In Schedule 12, Clydeplan explains the current planning status of Greenock strategic centre's role and function as a "*Town centre with retail, civic and community, leisure, employment and business*" as the priorities for action in Greenock.

The objectors are concerned that in terms of strategic development planning priorities, it is clear the planning intentions of the Clydeplan are to primarily support the strategic role and function of Greenock town centre. The objector reads SDP as seeking a hierarchical approach to retailing in town centres and its distribution in terms of location and scale in the wider Greenock area.

Inverclyde Local Development Plan (2014)

The Inverclyde LDP was adopted in August 2014 and the Proposals map contained within the LDP identifies the site as being within an area designated as ECN1 and ECN2.

Policy ECN1 – Business and Industrial Areas identifies the site as being within a Strategic Economic Investment Location (SEIL) named Cartsburn (Riverside – e2). This policy states that SEIL's will be safeguarded with favourable consideration given to –

- New development in support of green technologies and business and financial services within the Inverclyde Waterfront Strategic Economic Investment Location (SEIL);
- New development and support for the continuation of current uses for the operation of the international Ocean (Container) Terminal Strategic Freight Transport Hub;
- New development proposals for business, general industrial and storage or distribution (Use Classes 4, 5 and 6); and all subject to Policy ECN3.

The objectors wish to note that the proposed Class 3 drive thru unit is clearly not a Class 4, 5 or 6 use and therefore is not in compliance with this policy. The application will result in the loss of safeguarded employment land within Inverclyde area, contrary to the LDP.

Assessment of the Application

This objection is made on the grounds that the proposed drive thru development at Cartsdyeke Avenue, Greenock, (a sub-area of Greenock town centre), would undermine the vitality and viability of existing retailing within the core Greenock town centre.

As a recognised Strategic Centre for development priority, everything possible must be done to support existing retail activity in the core town centre, in a sustainable fashion. There is a stated strategic priority for action to improve Greenock's retailing offer at a regional (ClydePlan) and local level (Inverclyde). As such Greenock town centre is recognised as the primary retailing centre in Inverclyde and it should be the preferred site for new Class 3 Food and Drink developments. The current application seeks planning permission for the erection

of a Class 3 drive thru development with associated car parking in an out of centre location, currently safeguarded for employment uses.

This Proposal for a Class 3 drive thru on Cartsdyke Avenue would pay disregard to many of the objectives underlined in the Inverclyde Town Centres Strategy which places Greenock Town Centre at the top of the centres' hierarchy; and the Scottish Government's Town Centre First Principle.

The objector is also concerned that Inverclyde Council, if minded to approve this application, will send out confusing signals to investors and the wider community, such as Lunar Greenock S.a.r.l, who are committed to investing significantly over the long term to better the regeneration of Greenock town centre, through the revitalisation of the Oak Mall Shopping Centre. There is existing available space for new Class 3 occupiers within Greenock Town Centre, which could satisfy any current new coffee shop demand within the catchment. If the Council are content to permit out of centre development to grow this will undermine the Town Centre First approach and contribute to frustrating efforts by both the Council and the objectors towards revitalisation of Greenock.

Town Centre retail investment is considered to be the primary intervention sought and encouraged by the Scottish Government in its efforts to restore confidence in town centres, as places to spend time and money through the return of retailing within a mixed use environment – reflected in Scottish Planning Policy (SPP 2014) as well as the Town Centres Action Plan (2013). There is a real threat to weaken these national objectives, should this planning application be approved.

Lunar Greenock S.a.r.l is implementing a major regeneration programme for Oak Mall Shopping Centre in recognition of its strategic position within Inverclyde and its town centre location in Greenock. Further details about the asset plans for Oak Mall Shopping Centre have already been submitted to Inverclyde Council as part of its Local Development Plan review in 2017. Within that process, the owners are seeking alterations to the development planning policies to enable long term security for Greenock town centre businesses. This action, and the Council's programme of review of the local plan, is considered to be a material consideration in the assessment and determination of the drive thru planning application.

The objectors also wish to bring to the attention of the planning officer that no sequential site assessment has been carried out as part of this application. Traditionally Class 3 uses are located within town centres. Similarly to SPP, Inverclyde LDP planning policy TCR2 sets out the Council's sequential approach to site selection.

Rather than undertaking a sequential site analysis as would be expected the applicant relies upon planning decision 16/0114/IC for a similar drive thru application. The objectors wish the Council to note that this was an entirely different application in a different location and was decided upon in 2016. Market conditions have changed significantly in the intervening time and it is contended that relying on an outdated application is not acceptable. Therefore the application is not in compliance with either SPP or Policy TCR2 of the LDP.

Furthermore, it should be noted that each application has to be judged on its own merit's in line with planning legislation. The decision of another, separate, application can not be used in the determination of this application.

It is also abundantly clear that the a development of this nature, and at this location will not promote linked trips into the town centre and instead encourage people to travel to this out-of-centre location where there are no clear links to the town centre. Indeed, it is feasible that this location may become more attractive to investors and developers, and there is a real chance that further retail/commercial uses could seek to move to this location. Thus, a new centre could be formed here.

Other Material Considerations

Whilst the objector has emphasised the importance of SPP and local planning policies relating to town centres, it is also considered pertinent to highlight a general observation about the relative trends in retailing development similar to the proposal (i.e. located in an edge or out of centre location, not in the Central Shopping Area of Greenock) - and their growing effect on the health of shopping centres.

There are comparable cases occurring across Scotland, i.e. the decline of the shopping centre, and the emergence of out of centre retail and their expansion by extension. The effects of the out of centre developments is to weaken the offer in designated town centre's with towns such as Ayr, Coatbridge and Falkirk all suffering from such developments.

Whilst not on the same scale as other out-of-town shopping centres, the same principles apply with regards to impact on designated town centres. Granting permission to a development of this nature, which is out-of-centre, would set a bad example and encourage other developers to seek permission in out-of-centre locations. The Town Centre has vacant space which could accommodate a national brand coffee shop of this nature, and every effort should be made to encourage them to locate there to support town centre regeneration.

Our client makes continuing efforts to regenerate the town centre and attract new investment; as well as supporting the Council in their aspirations to attract new uses in line with emerging LDP policy. With this in mind, we would request that this application is not granted planning permission. It would also be appreciated to receive confirmation of receipt of this representation and to be kept informed as to how this application progresses.

Yours sincerely,

David Costello

BA (Hons) MSc AssocRTPI

Planner

Town Planning

David.costello@rapleys.com

07387025418

TRANSCRIBED FROM ORIGINAL

20/11/17

Mrs J McGowan
7 James Watt Way
Greenock

Tel 

Dear Sir I submit these photographs in support of my objection to Starbucks application.

These heavy vehicles are regular visitors when they visit MacDonalds, with no where to park, another coffee shop is not needed here, our car park is used as a turning point.

Mr & Mrs McGowan













Comments for Planning Application 17/0292/IC

Application Summary

Application Number: 17/0292/IC

Address: Land At Cartsyke Avenue And Main Street Greenock

Proposal: Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure

Case Officer: David Ashman

Customer Details

Name: Mrs JEAN MC GOWAN

Address: 7 JAMES WATT WAY FLAT G/3 GREENOCK

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: DEAR SIR I WISH TO OBJECT TO THE APPLICATION BY STAR BUCKS TO OPEN A DRIVE THROUGH COFFEE SHOP ON CARTSDYKE AVENUE. I HAVE BEEN A COMMITTEE MEMBER OF JAMES WATT WAY RESIDENTS ASSOCIATION FOR MANY YEARS AND KNOW FIRST HAND HOW MUCH LIFE HERE IS AFFECTED BY THE CONSTANT FLOW OF LORRIES, BUSES, ARTICULATED LORRIES, TANKERS WHO'S DRIVERS WANT TO EAT AT MAC DONALDS, BUT CANT GET ACCESS, MUCH DAMAGE HAS BEEN CAUSED HERE, BY THIS TRAFFIC. A LAMPPOST HAS BEEN BROUGHT DOWN, ELECTRICAL JUNCTION BOX ON THE PAVEMENT HAS BEEN FLATTENED A CAR WRITTEN OFF MANHOLE COVERS BROKEN. THIS WILL ONLY INCREASE WITH THE NEW STAR BUCKS COFFEE SHOP. I SEE FROM STAR BUCKS PLANS THEY HAVE NOT MADE PROVISION FOR THESE BIGGER VEHICLES, WHO WILL WANT TO USE THIS FACILITY SO IT IS INEVITABLE THE TRAFFIC PROBLEMS WILL GET WORSE. THIS IS NOT MERELY AN INCONVENIENCE TO US BUT DOWNRIGHT DANGEROUS FOR THE PEOPLE WHO LIVE HERE, ADD TO THAT THE LITTER THAT BLIGHTS THIS WHOLE AREA AND DOWN THE WATER FRONT. REGARDS J MCGOWAN

Comments for Planning Application 17/0292/IC

Application Summary

Application Number: 17/0292/IC

Address: Land At Cartsydyke Avenue And Main Street Greenock

Proposal: Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure

Case Officer: David Ashman

Customer Details

Name: Mr Alan Bruce

Address: Flat1/3 7 James Watt Way Greenock

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As a resident of James Watt Way and a member of the Waterfront Residents' Association, I submit the following comments on the planning proposal for a Starbucks coffee shop:

1. There are already two catering establishments in this area of Greenock, Premier Inn and McDonalds and I query the need and demand for a third outlet offering a similar fast food menu.
2. There is already considerable pressure on James Watt Way and the quality of life of its residents due to the high number of cars and, often oversized, lorries that choose to turn around in the Waterfront car parks before parking on the double yellow lines to eat their McDonald's purchases - and then drop their litter in the road. The inconsiderate and irresponsible behaviour of many of its customers has made it necessary for McDonalds to employ a designated litter person to remove the takeaway detritus from a wide area. However, many customers move to the Clyde promenade where they also drop a significant amount of rubbish despite the adequate provision of litter bins. I personally regularly pick up litter when walking into town. Another drive-thru outlet will undoubtedly exacerbate the litter problem and increase traffic in James Watt Way when drivers realise they have missed the turning to Starbucks or their car park is full.
3. There is often a high turnover of staff at this type of fast-food eatery and most positions are part-time, low-paid and low-skilled. Starbucks will not offer the type of permanent, secure and meaningful employment that is needed in Greenock.
4. The Transport Statement concludes that there is no reason to object to this development as most custom will be 'pass-by' but I challenge this assumption. It is impossible to predict the number of new vehicular journeys (12 as stated in the report at page 39, para 5.2.10) that Starbucks will attract at peak times. As with McDonalds, it is highly likely that most customers will arrive by car all day and not walk, cycle or travel by public transport. The number of parking spaces being provided seems to vary between 24 and 29 and at peak times this is likely to be

insufficient - as at McDonalds - and so customers will choose to park in James Watt Way. Overflow McDonald customers sometimes try to use the Premier Inn car park but this is a patrolled area and they are asked to leave. We do not have that luxury at the Waterfront. The A8 is a long and busy road and a more suitable location for Starbucks could be found elsewhere in the Greenock area.

Comments for Planning Application 17/0292/IC

Application Summary

Application Number: 17/0292/IC

Address: Land At Cartsydyke Avenue And Main Street Greenock

Proposal: Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure

Case Officer: David Ashman

Customer Details

Name: Ms Janet Dyer

Address: Flat 2/3 9 James Watt Way Greenock

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: As a resident of James Watt Way and a member of the Waterfront Residents' Association, I submit the following comments on the planning proposal for a Starbucks coffee shop:

1. There are already two catering establishments in this area of Greenock, Premier Inn and McDonalds and I query the need and demand for a third outlet offering a similar fast food menu.
2. There is already considerable pressure on James Watt Way and the quality of life of its residents due to the high number of cars and, often oversized, lorries that choose to turn around in the Waterfront car parks before parking on the double yellow lines to eat their McDonald's purchases - and then drop their litter in the road. The inconsiderate and irresponsible behaviour of many of its customers has made it necessary for McDonalds to employ a designated litter person to remove the takeaway detritus from a wide area. However, many customers move to the Clyde promenade where they also drop a significant amount of rubbish despite the adequate provision of litter bins. I personally regularly pick up litter when walking into town. Another drive-thru outlet will undoubtedly exacerbate the litter problem and increase traffic in James Watt Way when drivers realise they have missed the turning to Starbucks or their car park is full.
3. There is often a high turnover of staff at this type of fast-food eatery and most positions are part-time, low-paid and low-skilled. Starbucks will not offer the type of permanent, secure and meaningful employment that is needed in Greenock.
4. The Transport Statement concludes that there is no reason to object to this development as most custom will be 'pass-by' but I challenge this assumption. It is impossible to predict the number of new vehicular journeys (12 as stated in the report at page 39, para 5.2.10) that Starbucks will attract at peak times. As with McDonalds, it is highly likely that most customers will arrive by car all day and not walk, cycle or travel by public transport. The number of parking spaces being provided seems to vary between 24 and 29 and at peak times this is likely to be

insufficient - as at McDonalds - and so customers will choose to park in James Watt Way. Overflow McDonald customers sometimes try to use the Premier Inn car park but this is a patrolled area and they are asked to leave. We do not have that luxury at the Waterfront. The A8 is a long and busy road and a more suitable location for Starbucks could be found elsewhere in the Greenock area.

**8. DECISION NOTICE DATED 22 DECEMBER 2017
ISSUED BY HEAD OF REGENERATION &
PLANNING**

DECISION NOTICE

Inverclyde
council

Refusal of Planning Permission

Issued under Delegated Powers

Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock PA15 1LY

Planning Ref: 17/0292/IC

Online Ref:100066232-001

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(SCOTLAND)REGULATIONS 2013**

OCO Westend & Crucible Developments
OCO Westend Ltd (Starbuck) Crucible
Developments (Scotland)
33 Bothwell Street
GLASGOW
G2 6NL

Lambert Smith Hampton
David Campbell
33 Bothwell Street
GLASGOW
G2 6NL

With reference to your application dated 28th September 2017 for planning permission under the above mentioned Act and Regulation for the following development:-

Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure at

Land at Cartsyke Avenue and Main Street, Greenock

Category of Application: Local Application Development

The INVERCLYDE COUNCIL in exercise of their powers under the abovementioned Act and Regulation hereby refuse planning permission for the said development.

The reasons for the Council's decision are:-

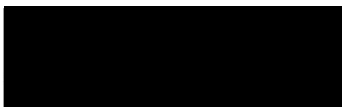
1. The proposed development is contrary to Policy ECN1 of the Inverclyde Local Development Plan as part of the application site is a Strategic Economic Location and a Class 3 Use would be contrary to the policy.
2. The proposed development is contrary to Policy ECN2 of the Inverclyde Local Development Plan in that the proposal does not constitute a business or industrial use.
3. The proposal cannot be justified under Policy ECN3 of the Inverclyde Local Development Plan as it is out of scale with existing developments within the former Enterprise Zone area associated with Policy ECN1 (criterion (a)); it would have a detrimental impact on the existing landscaping to the detriment of visual amenity (criterion (b)); and it could potential adversely impact upon the overall supply of land for business and industry (criterion (f)).
4. It has not been demonstrated that a sequentially preferential site is unavailable, therefore the proposal is potentially contrary to Policy TCR2 of the Inverclyde Local Development Plan.



5. It has not been demonstrated that a sequentially preferential site is unavailable; that there is capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area; or that there will be no detrimental impact, including cumulatively, on the viability and vitality of the designated Centres, consequently the proposal cannot be justified with respect to criteria (g), (h) and (i) respectively of Policy TCR7 of the Inverclyde Local Development Plan.

The reason why the Council made this decision is explained in the attached Report of Handling.

Dated this 22nd day of December 2017



Head of Regeneration and Planning

- 1 If the applicant is aggrieved by the decision of the Planning Authority to refuse permission for or approval required by condition in respect of the proposed development, or to grant permission or approval subject to conditions, he may seek a review of the decision within three months beginning with the date of this notice. The request for review shall be addressed to The Head of Legal and Administration, Inverclyde Council, Municipal Buildings, Greenock, PA15 1LY.

- 2 If permission to develop land is refused or granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the planning authority a purchase notice requiring the purchase of his interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

Refused Plans: Can be viewed Online at <http://planning.inverclyde.gov.uk/Online/>

Drawing No:	Version:	Dated:
L02		15.11.2017
SKE-C-0501	Rev R	08.12.2017
SKE-C-0502	Rev R	08.12.2017
(D)001	Rev A	18.09.2017
(D)002	Rev B	12.09.2017
(D)101	Rev E	07.12.2017
(D)102		12.09.2017
(D)103		12.09.2017
(D)104		12.09.2017
(D)105		12.09.2017
L01		15.11.2017

**9. NOTICE OF REVIEW FORM DATED 21 MARCH
2018 TOGETHER WITH SUPPORTING
DOCUMENTATION**

NOTICE OF REVIEW

UNDER SECTION 43A(8) OF THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED) IN RESPECT OF DECISIONS ON LOCAL DEVELOPMENTS

THE TOWN AND COUNTRY PLANNING (SCHEMES OF DELEGATION AND LOCAL REVIEW PROCEDURE) (SCOTLAND) REGULATIONS 2013

THE TOWN AND COUNTRY PLANNING (APPEALS) (SCOTLAND) REGULATIONS 2013

IMPORTANT: Please read and follow the guidance notes provided when completing this form. Failure to supply all the relevant information could invalidate your notice of review.

Use BLOCK CAPITALS if completing in manuscript

Applicant(s)

Name

Address

Postcode

Contact Telephone 1

Contact Telephone 2

Fax No

E-mail*

Agent (if any)

Name

Address

Postcode

Contact Telephone 1

Contact Telephone 2

Fax No

E-mail*

Mark this box to confirm all contact should be through this representative: x

* Do you agree to correspondence regarding your review being sent by e-mail?

Yes No
x

Planning authority

Planning authority's application reference number

Site address

Description of proposed development

Date of application Date of decision (if any)

Note. This notice must be served on the planning authority within three months of the date of the decision notice or from the date of expiry of the period allowed for determining the application.

Nature of application

- 1. Application for planning permission (including householder application) x
- 2. Application for planning permission in principle
- 3. Further application (including development that has not yet commenced and where a time limit has been imposed; renewal of planning permission; and/or modification, variation or removal of a planning condition)
- 4. Application for approval of matters specified in conditions

Reasons for seeking review

- 1. Refusal of application by appointed officer x
- 2. Failure by appointed officer to determine the application within the period allowed for determination of the application
- 3. Conditions imposed on consent by appointed officer

Review procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may tick more than one box if you wish the review to be conducted by a combination of procedures.

- 1. Further written submissions
- 2. One or more hearing sessions x
- 3. Site inspection x
- 4. Assessment of review documents only, with no further procedure x

If you have marked box 1 or 2, please explain here which of the matters (as set out in your statement below) you believe ought to be subject of that procedure, and why you consider further submissions or a hearing are necessary:

Whilst the Statement that supports this appeal to the Local Review Body sets out our reasoning why planning permission can and should be granted, Starbucks representatives would welcome the opportunity to explain the level of investment, how the proposed use will co-exist and support uses in the wider area, wider training and employment benefits etc, as we are of the opinion that these are all significant material considerations that should be taken account of by the Local Review Body when reaching their decision.

Site inspection

In the event that the Local Review Body decides to inspect the review site, in your opinion:

- | | Yes | No |
|--|-----|--------------------------|
| 1. Can the site be viewed entirely from public land? | x | <input type="checkbox"/> |
| 2. Is it possible for the site to be accessed safely, and without barriers to entry? | x | <input type="checkbox"/> |

If there are reasons why you think the Local Review Body would be unable to undertake an unaccompanied site inspection, please explain here:

Statement

You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. Note: you may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

If the Local Review Body issues a notice requesting further information from any other person or body, you will have a period of 14 days in which to comment on any additional matter which has been raised by that person or body.

State here the reasons for your notice of review and all matters you wish to raise. If necessary, this can be continued or provided in full in a separate document. You may also submit additional documentation with this form.

We are firmly of the view that the development plan and other material considerations support the grant of planning permission for a Class 3 drive thru' Starbucks at Cartsdyke Avenue, Greenock.

We believe that when reaching their decision to refuse planning permission, planning officers did not evenly consider all parts of the relevant planning policy alongside other material considerations, including the length of time the site has been undeveloped, changed circumstances with regards to the Enterprise Zone no longer being in place, extended and unsuccessful marketing, regeneration benefits, job creation etc.

The Statement that supports this appeal to the Local Review Body sets out our reasoning why planning permission can and should be granted.

Have you raised any matters which were not before the appointed officer at the time the determination on your application was made? Yes No
 x

If yes, you should explain in the box below, why you are raising new material, why it was not raised with the appointed officer before your application was determined and why you consider it should now be considered in your review.

List of documents and evidence

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review.

Application Form
Design Statement
Environmental Information
Flood Risk Assessment
Landscape Strategy
Photomontages
Planting Design
Planning Statement
Planning Statement Appendix 1 DTZ Marketing
Planning Statement Appendix 2 GVA Marketing
Transport Statement
Refusal Notice
Location Plan
Existing Site Plan
Proposed Site Plan
Proposed Floor Plan
Proposed Roof Plan
Proposed Elevations
Proposed Sections
Proposed Section A-A

Note. The planning authority will make a copy of the notice of review, the review documents and any notice of the procedure of the review available for inspection at an office of the planning authority until such time as the review is determined. It may also be available on the planning authority website.

Checklist

Please mark the appropriate boxes to confirm you have provided all supporting documents and evidence relevant to your review:

- Full completion of all parts of this form
- Statement of your reasons for requiring a review
- All documents, materials and evidence which you intend to rely on (e.g. plans and drawings or other documents) which are now the subject of this review.

Note. Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice from that earlier consent.

Declaration

I the applicant/agent [delete as appropriate] hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents.

Signed



Date

21 March 2018

9. (a) Local Review Body Statement



**Application for Review of Refusal of Planning Permission to
Inverclyde Local Review Body**

Planning Application Ref. 17/0292/IC

**Erection of Class 3 Drive Thru Coffee Shop and Formation of
Associated Car parking, landscaping and Site Infrastructure on Land
at Cartsyke Avenue, Greenock**



Introduction

This Statement is submitted on behalf of OCO Westend Ltd (Starbucks) & Crucible Developments (Scotland) Ltd in support of an appeal to the Inverclyde Council Local Review Body with regards to the afore-mentioned planning application.

This planning application was refused by Inverclyde Council planning officers under delegated powers on 22 December 2017 and a Review is being sought as we believe planning permission should be granted as the application satisfies the policy requirements set out within the Inverclyde Local Development Plan, and as there are several other material planning considerations which support the grant of planning permission.

The Planning Statement that was submitted in support of the planning application, as prepared by Lambert Smith Hampton, remains valid and we would ask the Local Review Body members to consider the case made within that Statement in support of the proposals alongside this Statement, and duly find in favour of the application and grant planning permission.



Executive Summary

This planning application was made on behalf of OCO Westend Ltd (Starbucks) & Crucible Developments (Scotland) Ltd for the Erection of Class 3 Drive Thru Coffee Shop and Formation of Associated Car Parking, Landscaping and Site Infrastructure at Cartsydyke Avenue, Greenock. The drive thru' will be a Starbucks.

OCO Westend Ltd are a Starbucks franchisee, developing and managing Starbucks facilities across west central Scotland. Crucible Developments own the application site and immediately adjacent land.

OCO Westend have developed and operate several existing Starbucks, including at Linwood and Hamilton, with several others in the pipeline. OCO Westend have a strong track record as a high performing Starbucks franchisee, including lowest staff turnover, highest audit scores and lowest number of customer complaints.

The proposed drive thru Starbucks coffee shop will be a bespoke design with glazing, cladding and brick external wall finishes, and all set within an enhanced landscape setting.

The Starbucks will employ 20-30 staff, with approximately 50% to be full-time, and the development will represent an investment in Inverclyde of more than £1M by OCO Westend and Starbucks.

Developing the Starbucks drive-thru' will deliver enabling infrastructure in the form of new access roads and service connections that will then make business and industrial development on the remaining land more viable and attractive.

Modern business locations are increasingly expected to accommodate high quality ancillary commercial uses such as drive thru coffee shops. Starbucks will be an attractive modern facility which will support existing and future businesses, as well as tourists and residents, by providing a comfortable and accessible meeting space with Wi-Fi connections.

The Planning Statement that accompanied the planning application demonstrates that Inverclyde Council and other nearby planning authorities within the Clydeplan area have granted planning permission for commercial development similar to the proposed Starbucks within business locations and affected by the same policy framework as the Cartsydyke Avenue site, thereby demonstrating that uses such as this are suitable and

appropriate to ensure that business and industrial areas remain competitive and offer a modern, attractive environment for business to locate and operate.

The proposal is for the development of a brownfield site that has been vacant for over two decades with the land having now been declared surplus by RBS and having been marketed by over a considerable period, but with no interest and/or offers being received for business or industrial development or use. The land is within the former Inverclyde Enterprise Zone, and the site has been vacant and unused for over 20 years, and since the EZ ended in 1999.

The planning application was supported by technical reports which demonstrate that the proposed development has no adverse impacts and is appropriate in terms of flooding, drainage and transport considerations. No objections were received from any statutory consultees with regards to these or any other matters.

In summary, the proposals for a Starbucks drive thru' at Cartsydyke Avenue will:

- Secure the development of a long term vacant brownfield site
- Deliver an attractive building in a high-quality landscape setting
- Deliver approx. 20-30 jobs, including 50% full-time
- Secure £1M + of investment
- Deliver enabling infrastructure that will make adjacent plots viable for development
- Accord with the policies of Clydeplan and Inverclyde LDP
- Be in line with precedent set in Inverclyde for Class 3 drive thru' use on business sites outwith town centres
- Be in line with decisions in other Clydeplan authorities where complimentary uses are found in modern business locations



Response to Reasons for Refusal

Notwithstanding the case in support of the grant of planning permission that is set out in the Lambert Smith Hampton Planning Statement, and in the preceding Executive Summary, it is considered necessary and appropriate to also respond to the Reasons for Refusal that are set out in the decision notice and the associated Report of Handling.

We do not agree with the Reasons for Refusal, and we are of the opinion that the decision was reached without full and balanced consideration of the case made in the afore-mentioned Planning Statement, including several material planning considerations.

To respond, we will address each of the Reasons for Refusal in turn:

Reason 1:

'That the proposed development is contrary to Policy ECN1 of the Inverclyde Local Development Plan as part of the application site is a Strategic Economic Location and a Class 3 use would be contrary to the policy'

Our response

Inverclyde Council Local Development Plan Policy ECN1 establishes that the application site is within a Strategic Economic Investment Location (SEIL) where green technologies, business and financial services and Class 4, 5 and 6 uses will be supported.

Whilst this policy establishes that 'favourable consideration' will be afforded to the specified uses, the policy does not preclude other uses being considered appropriate, including Class 3 uses where they support the principle business and industrial uses.

The area at and around the application site is characterised by a significant mix and range of uses outwith those defined under Policy ECN1, including hotels, restaurant/public house, Class 3 drive thru restaurant (McDonalds), with some of these located within the defined SEIL area. This serves to demonstrate that uses beyond those referenced in Policy ECN1 are already in place within and adjacent to the SEIL, including Class 3, acting as complimentary and ancillary uses to the key and dominant business and industrial uses.

Beyond this, it is also relevant to note the various other material considerations that have been highlighted, particularly including the 20-30 jobs that would be created by

the introduction of a Starbucks here, and that the development can act as a catalyst to support the development of business accommodation over the remaining parts of the Crucible Developments ownership. It is particularly significant to note that the Starbucks will only develop part of the site here, with the remainder still being available to accommodate business and industrial uses, and that the number of jobs created within the Starbucks alone would likely outweigh the number that might otherwise be provided within a Class 5 or 6 development.

Taking all these considerations together leads to the clear conclusion that the proposal satisfies and is not contrary to LDP Policy ECN 1.

Reason 2:

'The proposed development is contrary to Policy ECN2 of the Inverclyde Local Development Plan in that the proposal does not constitute a business or industrial use'

Our response

LDP Policy ECN2 restates equivalent encouragement and support for business and industrial uses within the SEIL as Policy ECN1, but also then establishes that an annual audit of the business and industrial land supply will be undertaken to monitor and review the sites to maintain the economic competitiveness of Inverclyde.

In March 2017 Inverclyde Council published the Business and Industry Main Issues Report Background Report, which is a 'summary and review of the Business and Industrial Land Supply for Inverclyde'. This Report considers the application site, as it is zoned for Business and Industrial use in the currently adopted LDP, albeit it categorises the site as 'reserved' rather than 'marketable', 'potential marketable' or 'remain in industry', thereby suggesting that there is a fairly low expectation of it being developed for business and industrial use in the LDP period. The Report also finds that the total marketable supply of Business and Industrial land across Inverclyde - the 'marketable' and 'potential marketable' sites, but not the application site - extends to 28.07 ha. The Report confirms that this corresponds to a 39+ year supply, which is nearly 8 times the 5-year supply requirement, the referenced requirement in Scottish Planning Policy (SPP). The Background report summarises the position by stating 'that Inverclyde continues to have a generous supply of business and industrial land'.

In this context it is relevant to reflect on the terms of Scottish Planning Policy (SPP) which establishes that LDPs should allocate a range of sites for business, taking account of various matters, including market demand, infrastructure requirements and 'whether sites are serviced or serviceable within five years'. It is clear from the above, and as set out in the Business and Industrial Background Report, that there is an extremely 'generous' supply of business and industrial land within Inverclyde. The application site extends to is 1.1 acres/0.44 ha (n.b the Lambert Smith Hampton Planning Statement incorrectly referenced the site as being 1.1 ha's), and regardless of the fact that the site is 'reserved' and not part of the effective supply, its development for a Starbucks would have a negligible impact on the overall availability and supply of business and industrial land in Inverclyde, and certainly not impact on the supply to an extent that would in any way impact on the required 5 year supply.

Furthermore, whilst, and despite, numerous marketing exercises over a prolonged period have found no interest in the site for business and industrial development, it is significant to note that the application only seeks to develop a Starbucks drive thru over part of the allocated site. Not only will land remain available within the LDP allocation, but the application proposals will help to attract other development interest through activating use on the site, but also by delivering the site infrastructure that would be relied on by the remaining parts, thus helping to support the potential viability of further development on the remaining parts. On this basis, the application proposals will retain and support future business and industrial development on the wider site rather than undermine, such that the requirement for the LDP to provide a range and choice of business and industrial sites will be protected.

Taking all these considerations together leads to the clear conclusion that the proposal satisfies and is not contrary to LDP Policy ECN 2.

Reason 3:

'The proposal cannot be justified against Policy ECN3 of the Inverclyde Local Development Plan as it is out of scale with existing developments within the former Enterprise Zone area associated with Policy ECN1 (criterion (a)); it would have a detrimental impact on the existing landscaping to the detriment of visual amenity (criterion(b)); and it could potential adverse impact upon the overall supply of land for business and industry (criterion (f))'

Our response:

The proposal can be justified against the terms of Policy ECN3 of the Inverclyde Local Development Plan. The Reasons for Refusal references the planning officer view that the proposal does not satisfy only certain parts of Policy ECN3, thereby establishing that the planning officers consider that the proposals do satisfy parts c), d) and e), which confirms that there are no concerns over infrastructure, transportation and environmental considerations, roads guidance or compatibility with neighbouring uses. The planning officers are satisfied with the proposals in all of these respects.

Taking each of points a), b) and f) of Policy ECN3, as referenced in the Reason for Refusal in turn:

a) There are a mix of building sizes, types and scales near the site, and whilst the RBS building to the rear is larger than the proposed Starbucks, the size of the Crucible Developments site is such that any building or buildings on this site will inevitably be of a smaller scale than the RBS building. It is not accepted that any building on the site can or should be of similar scale to the RBS building, and we are of the firm opinion that the scale, design and materials that are proposed are entirely appropriate to the site and its setting, and that the development will make a positive contribution to the site, the streetscape and wider environment in this location.

b) The site is located within an area that is characterised by commercial and business developments, including offices, industrial, hotel, restaurant/café, and some residential to the west, and whilst some of these uses benefit from landscaping, many do not.

The application site currently accommodates trees and hedging around the main frontage, and dense tree and shrubs in the south-eastern corner. Whilst it is accepted that the existing tree cover does provide some amenity, it is not considered that it is of sufficient quality to not be able of altered to help facilitate the development on the site, and we are firmly of the opinion that whilst the application does propose the removal of some trees, that the proposals for replacement and replenishment of trees are such that a suitable and equivalently high-quality landscaping will be put in place as part of the Starbucks development. The landscaping around the perimeter of the site will be

changed, but not to the detriment of visual amenity. Instead, we are of the view that development of the site will improve the visual amenity of the site and locale, and the proposed landscaping strategy and proposals will ensure that a high-quality landscape setting will remain, albeit in an altered form.

The proposed Starbucks development would be located below the existing pavement level and set back from the main road. Views of the proposed development would be confined to localised sections of road and nearby residences, with intervening built features and tree cover limiting wider visibility at a local level. The development will occupy a small proportion of views available to pedestrians and be visible against the backdrop of the adjacent office building. A photomontage is provided which illustrates 5-year growth on the proposed tree planting and associated landscaping, and demonstrates how well the development and associated landscaping will sit, and the positive contribution that both will make to the visual amenity of the area/

Specialist arboricultural advice has recommended that mechanical uplifting/moving of many of the existing trees, subject to consideration of their age and root depth, would be viable for some, and the precise detail, extent and arrangements for this can be agreed by way of a planning condition. Crown and root protection measures would also be put in place during construction work and implemented in line with BS 5837.

It is recognized that the site is located at the road entry to Cartsburn (RBS), and that it is a main junction, and with that mind the proposed landscape design offers both replenishment and enhancement to the road corridor. The proposals include replenishment tree planting at the periphery of the development footprint using contiguous species and planted as Extra Heavy Standards for instant impact. Further tree planting would be introduced at the entrance spur from Cartsdyke Avenue using species consistent with road frontage (Main Street), and the boundary at the east would be defined by new hedge planting (beech). All planting will complement the tree planting at the road frontage and include evergreen flowering herbaceous combined with native/semi native ground cover planting. The associated landscape scheme will mitigate visual impacts of the development, create an appropriate road frontage and provide a high-quality setting for the building.

f) As set in the Lambert Smit Hampton Planning Statement and in the preceding part of this Statement which concerns Policy ECN2, reports prepared by Inverclyde Council planning officers demonstrate that there is a 39+ year supply of Business and Industrial land across the Council area, which is almost 8 times the 5-year requirement stipulated by SPP. The report establishes that Council planning officers do not consider the application site to be part of either the marketable or potentially marketable supply, and as the application would retain the majority of the site at Cartsdyke Avenue thereby reserving the potential to develop those other parts for business and industrial uses, it is not considered that the development of the proposed Starbucks would in any material way impact on the supply of land for Business and Industrial use and development

Taking all these considerations together leads to the conclusion that the proposal satisfies and is not contrary to all parts of LDP Policy ECN 3.

Reason 4:

'It has not been demonstrated that a sequentially preferential site is unavailable, therefore the proposal is potentially contrary to Policy TCR2 of the Inverclyde Local Development Plan'

Our response:

Policy TCR2 of the Inverclyde Local Development Plan concerns 'town centre uses', and establishes a presumption that such uses should, in the first instance, be directed to town centres, then edge-of-centre and out-of-centre.

In considering if and how Policy TCR2 might apply to the proposal for the development of a drive thru' Starbucks coffee shop at Cartsydyke Avenue it is relevant to reflect on the terms of a recent Council decision for a similar Class 3 development with drive thru' facilities – at what is now the Burger King on the site of the former Clydeport Petrol Filling Station, Anderson Street/Greenock Road, Port Glasgow. Permission for that was approved by Inverclyde Council in July 2016, despite the site being allocated as a Business & Industrial site in the same adopted Local Development Plan that is applicable to the Starbucks proposal.

The associated Report of Handling for the Burger King development, as prepared by the planning officer, states the following:

'whilst it is noted that a restaurant is a use that would normally be directed to a town centre, this particular proposal includes a drive through facility, the nature of which requires an accessible location and direct vehicular access to the restaurant. As this form of Class 3 development is likely to generate significant travel demand, it requires to be located to take advantage of the existing road network. For this type of Class 3 use, town centres will not therefore necessarily be the most appropriate location and drive through restaurants are therefore not typically associated with traditional town centre locations'.

We agree with the view expressed in the Report of Handling for the Burger King which establishes the Council's position that for a variety of reasons Class 3 drive thru' uses are not appropriate to town centres and, as such, it therefore follows that such uses are not 'town centre uses' to be assessed under Policy TCR2. We support this position, which reflects a reasonable and pragmatic approach to the application of planning policy as new commercial formats emerge, and this same approach must be

applied to the Class 3 Starbucks drive thru' proposal at Carttsyke Avenue.

Not only did the report by the Council planning officer lead to the Class 3 Burger King application being granted on a site not in a town centre, but it was also for the same type of development on a site allocated for business and industrial development, thus demonstrating that the Council does support Class 3 uses on such sites. The position is yet further reinforced by the McDonalds drive thru' restaurant that is in place immediately opposite the Starbucks application site, and which is also not in a town centre. The Starbucks application is equivalent to these two examples and both establish a clear precedent of the Council supporting Class 3 drive thru' developments on sites that are not in a town centre.

Taking these various considerations together, regardless of the content of Policy TCR2 or whether it is applicable, Inverclyde Council have established a precedent of granting planning permission for Class 3 drive thru' uses outwith town centres and on business and industrial sites and this same view and approach should be applied to the proposed Starbucks at Carttsyke Avenue, and planning permission should be duly granted.

Reason 5:

'It has not been demonstrated that a sequentially preferential site is unavailable; that there is capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area; or that there will be no detrimental impact, including cumulatively, on the viability and vitality of the designated Centres, consequently the proposal cannot be justified with respect to criteria (g), (h) and (i) respectively of Policy TCR7 of the Inverclyde Local Development Plan'

Our response:

As set out above, in our response to Reason 4, we do not accept that LDP Policy TCR2 is applicable to the consideration of this application, not least as Inverclyde Council established a clear position when determining the planning application for the Class 3 drive thru' Burger King at the former Clydeport Filling Station site that these types of uses are not most appropriately located within town centres. Our wider arguments against Reason 4 are set out above.

With that position in mind, it therefore follows that Policy TCR7 should also not apply to this proposal.

Whilst this is our position, and on that basis we do not consider that there is a need to undertake a sequential assessment, identification of catchment area, impact etc, we can refer to the afore-mentioned Burger King report, which considered whether there were any 'sequentially preferable' sites, albeit the reasons for doing that are not entirely clear given the conclusion that was reached about Class 3 drive thru' uses not being appropriate to town centres.

The Report of Handling for the Burger King was written in July 2016 and considered Greenock, Port Glasgow and Gourock Town Centres, and finds no suitable or available sites to accommodate a Class 3 drive thru facility. Notwithstanding our stated position that a sequential assessment is not necessary or applicable to the Starbucks application, we are not aware of any new opportunities becoming available within any of these centres and, as such, and regardless that the application of a sequential assessment appears to be inconsistent with other conclusions reached in the Report of Handling for the Burger King, the Council's conclusions that there are no other suitable sites remains applicable to the Starbucks.

Notwithstanding that, it is also relevant to note that the Cartsdyke Avenue site has been selected by Starbucks due to its unique characteristics in terms of proximity to a significant established business and industrial population, including its accessibility to road users. A town centre site would not have these same characteristics and so not be suitable or appropriate to meet Starbucks requirements for this location.

It is also relevant to reflect on the terms of Scottish Planning Policy (SPP) which establishes that 'Planning authorities, developers, owners and occupiers should be

flexible and realistic in applying the sequential approach, to ensure that different uses are developed in the most appropriate locations' and that any sites being considered must be both 'suitable' and 'available'. A reasonable and balanced view must conclude that a Class 3 drive thru' use is not necessarily most or only appropriate for a town centre site, and this position has been satisfied by Inverclyde Council when determining the Burger King, a decision that is line with the afore-mentioned section of SPP.



Conclusions and Reasons for LRB to Grant Planning Permission

The preceding Statement, read alongside the Lambert Smith Hampton Planning Statement, which supported the planning application, set out the case for planning permission to be granted, and we would urge the Local Review Body to find in favour and duly grant planning permission.

This Statement not only sets out the reason why planning permission can and should be granted, but it also responds to the Reasons for Refusal in the initial planning officer decision and sets out in some detail why the conclusions reached are either not agreed with, or the other material considerations that should be taken into account, and which support planning permission being granted.

As before, the key reasons why we are firmly of the opinion that planning permission should be granted for a Class 3 drive thru' Starbucks at Cartsdyke Avenue are that the proposal will:

- Secure the development of a long term vacant brownfield site
- Deliver an attractive building in a high-quality landscape setting
- Deliver approx. 20-30 jobs, including 50% full-time
- Secure £1M + of investment
- Deliver enabling infrastructure that will make adjacent plots viable for development
- Accord with the policies of Clydeplan and Inverclyde LDP
- Be in line with precedent set in Inverclyde for Class 3 drive thru' use on business sites outwith town centres
- Be in line with decisions in other Clydeplan authorities where complimentary uses are found in modern business locations
- Accord with an not be at odds with any of the policies in the Inverclyde Local Development Plan

9. (b) Planning Application

Inverclyde council

Municipal Buildings Clyde Square Greenock PA15 1LY Tel: 01475 717171 Fax: 01475 712 468 Email:
devcont.planning@inverclyde.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100066232-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

- Application for planning permission (including changes of use and surface mineral working).
- Application for planning permission in principle.
- Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Erection of Class 3 Drive Thru Coffee Shop and Formation of Associated Car Parking, Landscaping and Site Infrastructure

Is this a temporary permission? *

Yes No

If a change of use is to be included in the proposal has it already taken place?

(Answer 'No' if there is no change of use.) *

Yes No

Has the work already been started and/or completed? *

No Yes – Started Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:	Lambert Smith Hampton		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	David	Building Name:	
Last Name: *	Campbell	Building Number:	33
Telephone Number: *	0141 226 6783	Address 1 (Street): *	Bothwell Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Glasgow
Fax Number:		Country: *	Scotland
		Postcode: *	G2 6NL
Email Address: *	dcampbell@lsh.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Other	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *	OCO Westend Ltd (Starbucks)	Building Number:	33
Last Name: *	Crucible Developments (Scotland) Ltd	Address 1 (Street): *	Bothwell Street
Company/Organisation	OCO Westend & Crucible	Address 2:	
Telephone Number: *		Town/City: *	Glasgow
Extension Number:		Country: *	UK
Mobile Number:		Postcode: *	G2 6NL
Fax Number:			
Email Address: *			

Site Address Details

Planning Authority:

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

Northing

Easting

Pre-Application Discussion

Have you discussed your proposal with the planning authority? * Yes No

Pre-Application Discussion Details Cont.

In what format was the feedback given? *

Meeting Telephone Letter Email

Please provide a description of the feedback you were given and the name of the officer who provided this feedback. If a processing agreement [note 1] is currently in place or if you are currently discussing a processing agreement with the planning authority, please provide details of this. (This will help the authority to deal with this application more efficiently.) * (max 500 characters)

Meeting held with David Ashman and Alan Williamson of Inverclyde Council. Planning officer's confirmed the LDP allocation of the site as business and industrial, and that key issues for determination of an application would be to demonstrate compliance with policy, and to also suitability with regards to roads, design and landscaping

Title: Other title:

First Name: Last Name:

Correspondence Reference Number: Date (dd/mm/yyyy):

Note 1. A Processing agreement involves setting out the key stages involved in determining a planning application, identifying what information is required and from whom and setting timescales for the delivery of various stages of the process.

Site Area

Please state the site area:

1.10

Please state the measurement type used:

Hectares (ha) Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Vacant undeveloped brownfield land

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? *

Yes No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? *

Yes No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?

0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *

27

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? *

Yes No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? *

- Yes – connecting to public drainage network
 No – proposing to make private drainage arrangements
 Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? *
(e.g. SUDS arrangements) *

Yes No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

- Yes
 No, using a private water supply
 No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? *

Yes No Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? *

Yes No Don't Know

Trees

Are there any trees on or adjacent to the application site? *

Yes No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? *

Yes No

If Yes or No, please provide further details: * (Max 500 characters)

Refuse bin areas are indicated on the proposed plans, and this will be managed, recycled, where possible, and removed from site in line with standard Starbucks procedures

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? *

Yes No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? *

Yes No

All Types of Non Housing Development – Proposed New Floorspace Details

For planning permission in principle applications, if you are unaware of the exact proposed floorspace dimensions please provide an estimate where necessary and provide a fuller explanation in the 'Don't Know' text box below.

Please state the use type and proposed floorspace (or number of rooms if you are proposing a hotel or residential institution): *

Class 3 Restaurant/cafe

Gross (proposed) floorspace (In square meters, sq.m) or number of new (additional) Rooms (If class 7, 8 or 8a): *

213

If Class 1, please give details of internal floorspace:

Net trading spaces:

Non-trading space:

Total:

If Class 'Not in a use class' or 'Don't know' is selected, please give more details: (Max 500 characters)

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013) *

Yes No Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? *

Yes No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? *

Yes No

Is any of the land part of an agricultural holding? *

Yes No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: David Campbell

On behalf of: OCO Westend & Crucible Developments

Date: 28/09/2017

Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

Yes No Not applicable to this application

b) If this is an application for planning permission or planning permission in principle where there is a crown interest in the land, have you provided a statement to that effect? *

Yes No Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

Yes No Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

Yes No Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

Yes No Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

Yes No Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- Site Layout Plan or Block plan.
- Elevations.
- Floor plans.
- Cross sections.
- Roof plan.
- Master Plan/Framework Plan.
- Landscape plan.
- Photographs and/or photomontages.
- Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

- | | |
|--|--|
| A copy of an Environmental Statement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. * | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| A Flood Risk Assessment. * | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Drainage/SUDS layout. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| Contaminated Land Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Habitat Survey. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Processing Agreement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |

Other Statements (please specify). (Max 500 characters)

Planning Statement, Flood Risk Assessment and Transport Statement

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Mr David Campbell

Declaration Date: 28/09/2017

Payment Details

Cheque: 0000, 0000

Created: 28/09/2017 10:29

9. (c) Design Statement

STARBUCKS DRIVE-THRU, CARTSDYKE, GREENOCK

DESIGN STATEMENT

3DReid have prepared the following design comment in support of the Planning Application for the construction of a new Starbucks Drive-Thru on a vacant site in the Carttsyke area of Greenock.

The proposed building, which is circa 2,300sqft/ 213sqm in area, will be in a prominent location adjacent to the A8 (Main Street/ East Hamilton Street) and Carttsyke Avenue. The site is in close proximity to James Watt Dock and is directly adjacent numerous commercial premises which include RBS and EE.

Architecturally the surrounding area contains a mix of traditional and modern buildings. The rich industrial architecture of Greenock, such as the 19th century Sugar Warehouse at James Watt Dock which is an exemplar of the historical architecture of the wider waterfront areas across the town, features distinctive red-brick facades, yellow-brick detailing, metal windows and large cast iron haulage bays. The modern buildings nearby are a reflection of the commercial architecture of recent decades, generally utilising a combination of insulated cladding panels and large format glazing.

The proposed drive thru building therefore references some of these characteristic historical features, albeit at a significantly smaller scale which seeks to fit within the context of the modern architecture that is immediately adjacent.

Consequently a brick façade, constructed in a red multi brick (refer to images 1-2), forms the main customer zones of the building, with large glazed openings complimented with feature cladding above (refer to image 3), the form and intent of which relates conceptually to the large openings at the warehouses (refer to image 5). The service zones of the unit also reference the cast iron elements of the warehouses, albeit formed in an insulated cladding panel akin to the modern architecture nearby. As the façade materials reflect the hierarchy of the internal spaces, a variation in height is also utilised to emphasise this, with the red brick zones being more prominent.

It is anticipated that the above features will provide a building which is complementary to the historic context of the site with a considered appearance which is appropriate to the scale of the building.



1. Red multi brick example



2. Red multi brick example



3. Dakota Deluxe Hotel (Feature above windows)



4. James Watt Dock, Greenock (Rear facade)



5. James Watt Dock, Greenock (Front facade)



6. James Watt Dock, Greenock (Brick work detailing)



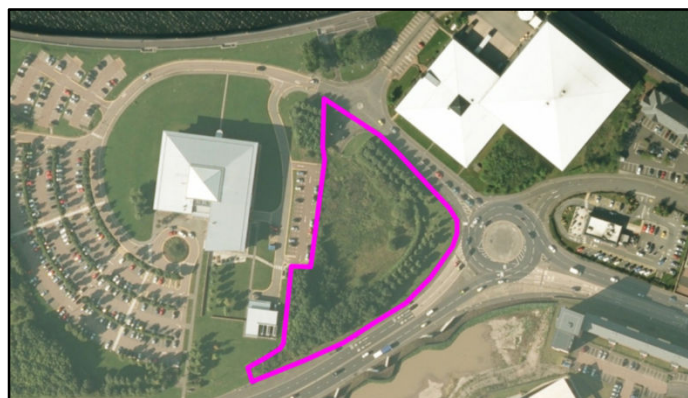
7. Former Glebe Sugarhouse, Greenock

9. (d) Environmental Information

REF: FOI/16/1119

Environmental information request for
Plot at Cartsdyke Avenue, Greenock.

NGR: 229127, 675782



Aerial photograph of study area (circa 2014)

Environmental information held for the site

IDENTIFIED POTENTIAL CONTAMINATION SOURCES

<i>Historical Activity</i>	<i>Period of activity</i>	<i>Distance from site</i>
Ship building yard and bottleworks quay "Greenock & Grangemouth Shipbuilding Yard" "Cartsburn Shipbuilding Yard"	Pre 1856 to 1979	SITE
Up fill along Clyde coastline	1912 – 1938 & 1990s	SITE
Site redevelopment - Commercial Park	1990s	SITE

Historically Registered Petroleum Storage

None within site or within 50m of boundary

Known land filling activities within 250m

There are no registered landfills recorded within 250m radius of the site. However, extensive infilling along the shoreline is evident.

Pollution or hazardous material incidents and radioactive processes

Our records hold no pollution or hazardous material incidents reported at this property.
It is not known if there may have been radioactive processes in the vicinity of the site, contact SEPA for information.

Geological

Made Ground: Heavy industrial activity and up fill along former shore line.
Mine Workings: There are no recorded mine workings beneath the site or within 1km radius.
Quarrying: There are no known quarrying activities within 250m radius of the site.
Radon Gas: There is no radon gas risk indicated to be present.

Non-Native Invasive Species:

Unknown.

PATHWAY AND RECEPTOR INFORMATION

Geological

Superficial Deposits:	Unknown artificial deposits (approx. 3 to 7m thick) Raised marine deposits of Flandrian age – up to 15m thick; clay, silt, sand and gravel with peat lenses. Underlain by Glacial till.
Bedrock:	Ballagan Formation – Argillaceous rock, dolostone and sandstone. Inverclyde Sarl – Sandstone with subordinate argillaceous rocks and limestone.
Landforms:	Historic coastline 109m to the south

Water Environment

Septic Systems:	None
Abstractions (inc water well):	None present within 1 km radius
Reservoirs:	None present within 1 km radius
Watercourses:	Carts Burn is an unclassified watercourse situated approximately 280m to the west of the site.
Groundwater	
- Soil aquifer productivity:	Low to Moderate productivity with a typical yield 0.1 to 10 litres/second
- Bedrock aquifer productivity:	Moderate productivity with a typical yield 1 to 10 litres/second
- Groundwater vulnerability:	4a: Vulnerable to those pollutants not readily adsorbed or transformed. Less likely to have clay present in superficial deposits.
Transitional Waters:	The Clyde is present approximately 50m to the north of the site. SEPA RBMP map indicates classification status Moderate in 2008, to be Good by 2015.

Designated Protected Areas

Air Quality:	The site is not situated within a Smoke Control Area
Built Heritage:	There are no listed buildings, protected archaeological sites, ancient monuments or conservation areas within the property.
Environmental:	There are no protected environments within 250m radius of the property.

Review of relevant Part IIa Contaminated Land information

Statutory Contaminated Land:	There are currently no determined Contaminated Land Sites within Inverclyde Council area
Part IIa Contaminated Land Site Status:	Identified as potentially contaminated land due to historical industrial activity, unknown fill, construction and demolition activities.
Part IIa Contaminated Land Risk Ranking Tool s57 Babbie Model (2005):	PPC1, High Risk (2005)
Part IIa Contaminated Land Inspection Prioritisation:	Based on the available information the site <u>in its current condition</u> is not likely to present a significant risk to human health.
Part IIa Contaminated Land Inspection Status:	It is anticipated that any contamination issues would be resolved by future development management. No further action is required at this time.

INVESTIGATION REPORTS AVAILABLE TO VIEW AT OUR OFFICES BY APPOINTMENT

JOHNSON POOLE & BLOOMER. HIGHLAND VIEW (RBS Building) site investigation report. 23 December 1994.

The content of this response is advisory and is based on the information available to the officer at the time of writing. Those referring to this information do so at their own risk and Inverclyde Council accepts no responsibility or liability in respect of the recipients use or reliance on this information.

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FREEDOM OF INFORMATION (SCOTLAND) ACT 2002

&

THE ENVIRONMENTAL INFORMATION (SCOTLAND) REGULATIONS 2004

REVIEW PROCEDURE

Any applicant who is dissatisfied with the way that Inverclyde Council has responded to a request for information is entitled to require the Council to review its decision. A request for review must be in writing, or in another permanent format, and should be made no later than 40 working days following the expiry of the period for responding to the initial request. The review will be carried out by the Head of Legal and Democratic Services.

Your request for a review should be sent to:

Vicky Pollock
Legal and Democratic Services
Inverclyde Council
Municipal Buildings
Greenock
PA15 1LX

Email address: vicky.pollock@inverclyde.gov.uk

The Council will comply promptly with the request for review, and certainly within 20 working days of receipt. If the applicant is still dissatisfied following the review, an appeal may be lodged with the Scottish Information Commissioner at the following address:

The Scottish Information Commissioner
Kinburn Castle
Doubledykes Road
St Andrews
Fife
KY16 9DS

9. (e) Flood Risk Assessment

**Flood Risk Assessment
Proposed Coffee Shop Development
Cartsydyke Avenue
Greenock, Inverclyde**

Client: Crucible Development (Scotland) Ltd

Date: 07 June 2017

Project No: P13400

**Goodson Associates
Commerce House
Commerce Street
Aberdeen
AB11 5FN**

**Email: aberdeen@goodsons.com
Web: www.goodsons.com
Tel: 01224 624749**

Flood Risk Assessment, Proposed Coffee Shop Development, Carttsyke Avenue, Greenock –
Project 13400

Contract number	13383	Signature	Date
Prepared by:	Kalina Dimitrova		13/03/2017
Checked by:	Kevin Moir		13/03/2017

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3.0 Proposed Development	2
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4.2 Fluvial Flooding	2
4.3 Tidal Flooding	2
4.4 Groundwater Flooding	2
4.5 Pluvial Flooding	3
5.0 Conclusions	3

Appendices

- Appendix I Correspondence
- Appendix II Development Layout

1.0 Introduction

Goodson Associates were appointed by Crucible Development (Scotland) Limited to prepare a Flood Risk Assessment for a proposed coffee shop development at Carttsyke Avenue in Greenock, Inverclyde. The design of any new developments must take into consideration the latest Planning Policies (SPP and PAN 69) as well as Scottish Water and SEPA guidelines. The purpose of this report is to outline how flood prevention in accordance with these guidelines has been considered for the development.

2.0 Existing Site

The proposed site is located approximately 1km to the east of Greenock Town Centre within the area denoted as Carttsyke (Grid Ref. No. NS 229110 675770). Figure 1.0 shows an aerial photograph of the area with the site boundary highlighted in red. The north boundary of the site is Carttsyke Avenue. The A8 dual carriageway runs west-east adjacent to the southern boundary. The area is also surrounded by commercial offices and hotel facilities with new residential apartments and food outlets.

As Figure 1.0 shows, the site is currently an undeveloped area of informal brownfield. The site is generally triangular in shape and is approximately 1.0ha in size. It has no significant slopes with an average level of 4m AOD.



Figure 1: Aerial photograph showing the current site

3.0 Proposed Development

The proposed development consists of a drive thru coffee shop outlet with associated roadways and car parking (some of which will be permeable paving) and associated circulation roads. The proposed building is to be a single-storey retail development to be constructed within the central and north eastern area. An area of approximately 0.07ha within the northwest of the drive thru is to be set aside for future development.

Access/egress to the site it to be formed from the existing spur leading from the existing roundabout at the western end of Carttsyke Road.

4.0 Flooding

4.1 Historical Flooding

Inverclyde Council, Scottish Water and SEPA have been consulted regarding their records for historical flooding information for the site and surrounding area.

Inverclyde Council stated that they have no records of flooding on site (Refer to Appendix I). At the time of writing, responses were still awaited from Scottish Water and SEPA.

4.2 Fluvial Flooding

The Scottish Planning Policy (SPP) requires that all new developments be free from unacceptable flood risk for all flood events up to the 1 in 200 year return period. Using the GIS RBMP tool, the nearest classified surface water feature is the Clyde Estuary (Outer) located approximately 75m north of the site (at its closest point). The nearest surface water feature-unclassified is the Cartsburn located 550m to the southwest.

With regards to fluvial flooding, the 1:200 SEPA flood map (available at <http://map.sepa.org.uk/floodmap/map.htm>) shows that all site boundaries are away from the Clyde, and no significant out of bank flooding has been noted. The proposed site levels for the development will be approximately +5.00m whilst the flood level of the Estuary is approximately +3.00m. Both the distance and the levels of the flood plains indicate that fluvial flooding of the site will be unlikely and that the development complies with the requirements of the SPP.

4.3 Tidal Flooding

According to the 1:200 SEPA flood map (available at <http://map.sepa.org.uk/floodmap/map.htm>) there is a small area on site prone to tidal flooding. However, a review of the Indicative River & Coastal Flood Map (Scotland) 200-year flood outline (i.e. the flood with a 0.5% chance of occurring in any single year), River Clyde Flood Management Strategy (RCFMS) and adjacent planning applications indicates the maximum tidal level is approximately 3.98mOD. Comparing this with a site level of approximately 4.5m above sea level and the further rise of levels during building stage it is highly unlikely that tidal flooding will occur and again the proposed development complies with the requirements of the SPP.

4.4 Groundwater Flooding

Groundwater measurements obtained during the Initial Site Investigation works confirm that the depth to underlying groundwater remained relatively static between depths of 1.40m and 4.00m. It is

likely that this is reflective of a discontinuous perched water table within the varying permeable made ground. We would therefore recommend that flooding from this source also be discounted.

4.5 Pluvial Flooding

Review of the SEPA Indicative River and Coastal Flood Map (available at <http://map.sepa.org.uk/floodmap/map.htm>) indicates that there is a risk of localized area surface water flooding within the southern part of the site. In order to prevent any overland flooding on site, surface water flows from the new development will be treated and attenuated before discharging to the surface water culvert. Attenuation will be in the form of ACO drains, gullies and porous paving as appropriate for the location and the level of treatment required. In order to reduce the peak discharge to combined sewers a number of underground storage tanks will also be constructed. For a more in-depth description of the drainage proposals please refer to our Drainage Strategy Plan.

5.0 Conclusions

In conclusion, the guidelines in the latest planning policies and advice notes have been observed and consideration of all possible sources of flooding made. Historical flood records have been consulted and it has been concluded that any future flooding will pose no threat to the proposed development. Flood maps have been used to determine the location of fluvial and tidal flood plains under extreme flood events and it has been determined that the proposed site is located outside these zones. Borehole information has been checked and groundwater is not considered to be an issue. Finally, the surface water drainage for the scheme has been designed to ensure that pluvial, or overland, flooding does not occur. It has therefore been concluded that the flood risk of the proposed site is negligible.

Appendix I

Correspondence

Dear Ms Dimitrova,

Thank you for your enquiry regarding the above.

I confirm that having checked out records, we do not hold any historical information about flooding for Carttsyke Avenue.

Regards,

Graeme Blackie, Team Leader (Consultancy)

Inverclyde Council, Environmental & Commercial Services (Roads),
Vehicle Maintenance Facility, 8 Pottery Street, Greenock PA15 2UH
eMail: graeme.blackie@inverclyde.gov.uk
Tel: 01475 714817

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Appendix II

Development Layout

Notes

Do not scale from this drawing.

All area, dimensions, boundaries and layouts are indicative only and are subject to a measured survey and confirmation of site with any discrepancies reported to the Architect.

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Tenant	Total G.I.A
Hotel (60 beds)	20,700 sqft / 1,923 sqm
Drive-Thru	1,948 sqft / 181sqm

80 Bed Hotel		Total G.I.A
1	Ground Floor	6,900 sqft / 641 sqm
2	First Floor	6,900 sqft / 641 sqm
3	Second Floor	6,900 sqft / 641 sqm
Total		20,700 sqft / 1,923 sqm

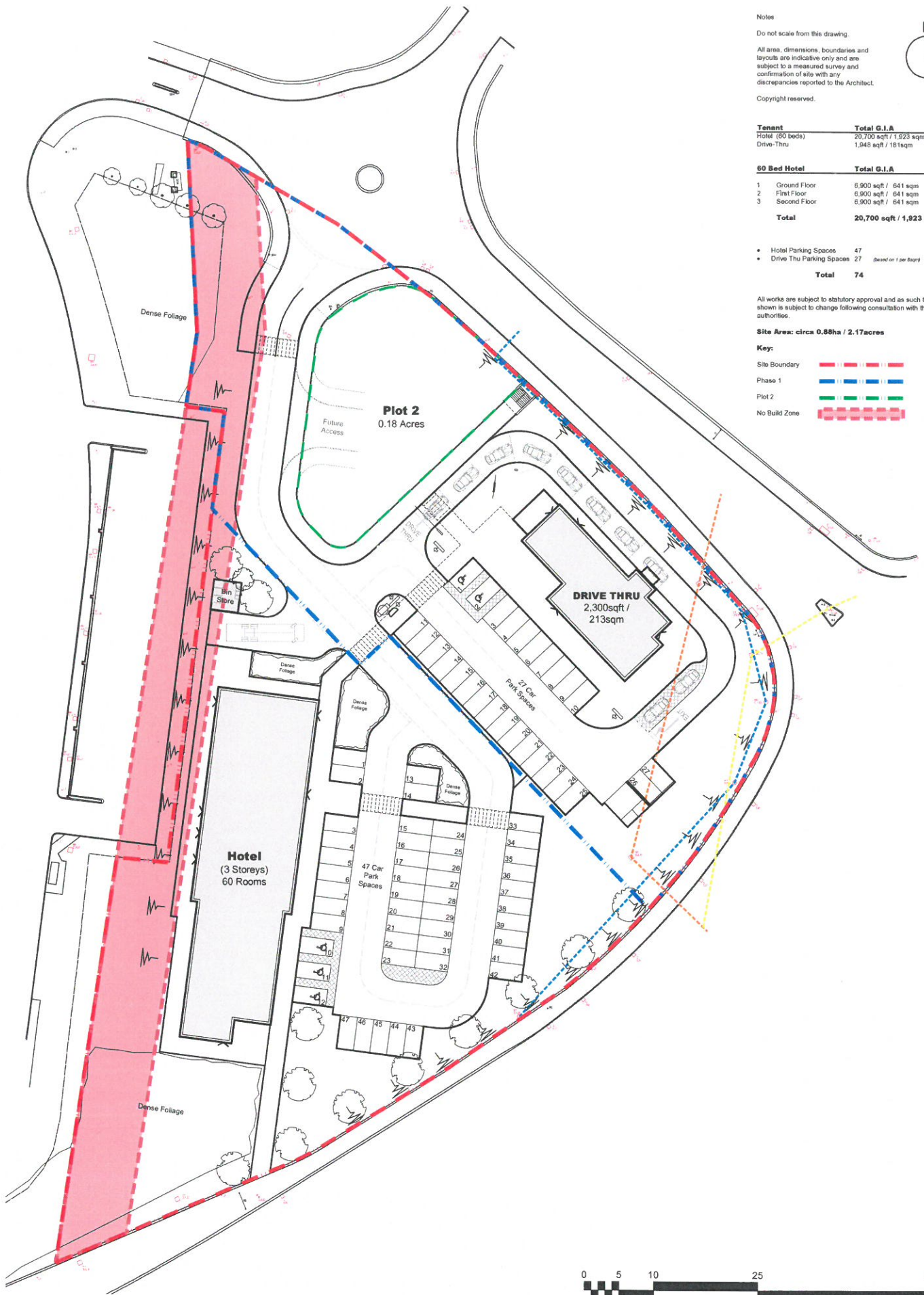
- Hotel Parking Spaces 47
 - Drive Thru Parking Spaces 27 (based on 1 per bay)
- Total 74**

All works are subject to statutory approval and as such the layout shown is subject to change following consultation with the necessary authorities.

Site Area: circa 0.88ha / 2.17acres

Key:

- Site Boundary
- Phase 1
- Plot 2
- No Built Zone



9. (f) Landscape Strategy

Starbucks, Greenock

Landscape Strategy

19th Sept 2017



**TGP Landscape Architects Ltd.
7 The Square
95 Morrison Street
Glasgow
G2 8BE**

A high quality landscape strategy is being proposed as part of this application, which seeks to alter and enhance the existing and supplement with additional new planting. The Starbucks building has been specifically orientated so as to minimise the need to remove or reduce existing trees, tree removal will be minimised with limited impact along the main site frontage, and the landscaping proposals will deliver overall betterment to the appearance and amenity value of the site.

The application site currently accommodates landscaping of mixed quality and value in the form of trees and shrubs around the eastern boundary, and dense shrubbery and trees in the south-eastern corner of the site. This existing planting is in the ownership of the applicant, and as none of the existing trees or shrubs are afforded any degree of protection they are not considered to be of sufficient quality or value to not be able to be removed.

The existing planting is understood to have taken place approx 15+ years ago, when the application site and other land in the applicants control was expected to accommodate an extension to what is now the RBS office building and/or an extended car park associated with that use. These forms of development will no longer come forward and, as such, the existing planting is no longer suitable or appropriate to the alternative forms of development that will come forward for the site.

With this in mind, a new landscape strategy has been developed for the site through consideration of the existing features, retaining some of the value therein and supplementing that by new planting. This results in a landscape strategy being proposed which will deliver an improved high quality landscape setting within which both the Starbucks and future uses on the adjacent development parcels will sit.

The landscape strategy is focussed on implementing screening and structure using primary trees and hedges, with complementary secondary planting of low shrubs and groundcover. The main vistas will be opened up and grassed to provide controlled visibility of the proposed development.

The primary tree structure is centred on the retention of existing trees where possible, which will be thinned to remove dead timber and their crowns elevated. The crown elevation to approximately 2m clear stem will provide security to the parked vehicles and users, whilst retaining a maturing canopy level that will afford screening of the subsequent development phase buildings from the road.

The retained trees will be supplemented by tree planting to establish a clear canopy structure around the periphery of the development area, using species already within the existing shelter belt. The trees will be within grassland and also low shrub planting, which whilst not compromising visibility, will provide an understory that will be a deterrent to the public wandering into the development area.

The main vistas have been identified and cleared to provide visibility from the main road access to the development, in particular the roundabout approach from the east. This vista will be grassed and framed by the retained existing trees, which along with the understory and hedge planting, will screen the car parks.

The proposed development will be partially visible to cars approaching the roundabout from the west, where they will get 'glimpsed views' of the development through the thinned and trimmed existing planting to the south west. Whilst this area of existing scrubland and trees will be thinned to allow views of the proposed buildings, sufficient lower planting will be retained in order to partially screen the car parking when observed from the road.

The bulk of car parking will be broken up using hedges, trimmed to stay low, but provide a visual break between the various stands of vehicles. This will also help to minimise air / noise movement throughout the site.

The landscape has been designed to complement the development buildings whilst reducing the impact of parked and waiting cars that will be visiting the development.

As set out above, whilst there are existing trees and shrubs around the site edges, these are not protected and are considered to be of mixed quality and value. As such, and as the development potential of the site has moved on since the existing planting was originally put in place, none is considered to be sacrosanct, and not capable of replacement/replenishment with equivalent to result in an improved and more appropriate landscape framework to accommodate the uses now being proposed. The Starbucks building has been specifically orientated so as to minimise the need to remove or reduce existing trees, tree removal will be minimised with limited impact along the main site frontage, and the landscaping proposals will deliver overall betterment to the appearance and amenity value of the site. The landscaping scheme that is now being proposed is considered to be entirely suitable and appropriate to the site, is reflective of the nature and character of landscaping in the area, and will deliver a high quality landscape framework for the proposed Starbucks development and the adjacent remaining development parcels.

9. (g) Photomontages



Proposed Starbucks Drive-through, Greenock

View 1

View looking west from A8 (East Hamilton Street)

Existing View

Viewpoint Information

Grid Reference 229259E 675737N
 Ground Height 10.2m AOD
 Viewer Height 1.6m
 Included Angle 70°
 Viewing Distance 323mm
 Camera Used Canon EOS 5DS
 (fixed 50mm focal length lens)

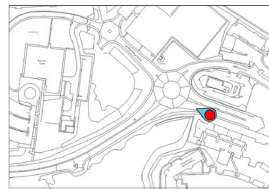
Date / Time

26/10/2017 10:26

Paper

A3

Location Plan



Ordnance Survey © Licence number 100012094 Not to Scale



Landscape Layout (Planning Submission)

Proposed Starbucks Drive-through, Greenock

View 1

View looking west from A8 (East Hamilton Street)

Photomontage Visualisation - Year 1

Viewpoint Information

Grid Reference	229259E 675737N
Ground Height	10.2m AOD
Viewer Height	1.6m
Included Angle	70°
Viewing Distance	323mm
Camera Used	Canon EOS 5DS (fixed 50mm focal length lens)

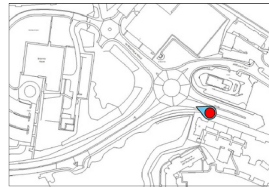
Date / Time

26/10/2017 10:26

Paper

A3

Location Plan



Ordnance Survey © Licence number 100012094 Not to Scale

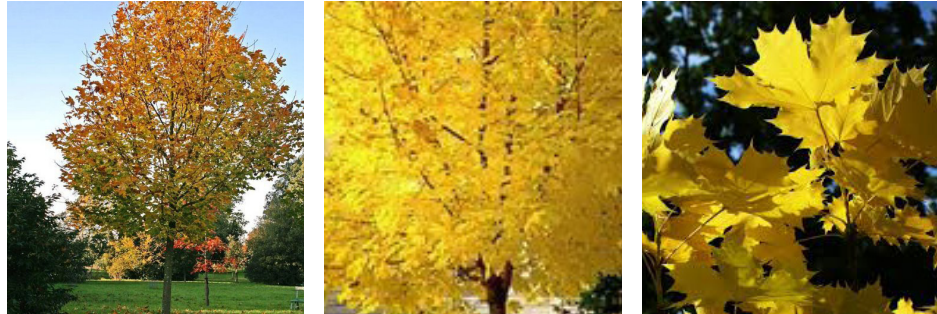
9. (h) Planting Design

Starbucks, Greenock - Planting Design

Extra Heavy Standard Trees

* match existing trees on site

Acer platanoides



Low growing shrub and herbaceous planting

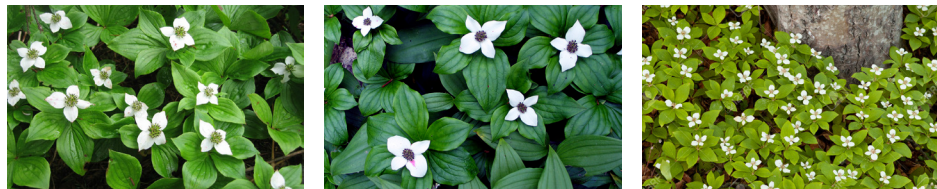
Cornus sanguineum
'Midwinter Fire'



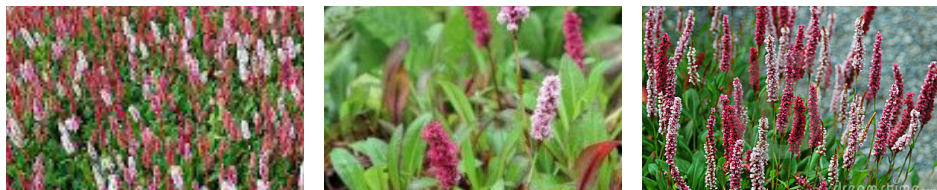
Pinus mugo



Cornus canadensis



Persicaria affinis



Heuchera



Hedging

Fagus sylvatica (Beech)



9. (i) Planning Statement



**Lambert
Smith
Hampton**

www.lsh.co.uk

Planning Statement

In respect of Proposed Erection of
Class 3 Drive Thru Coffee Shop and
Formation of Associated Car Parking,
Landscaping and Site Infrastructure at
Cartsydyke Avenue, Greenock

On behalf of

**OCO Westend Ltd (Starbucks) &
Crucible Developments (Scotland)
Ltd**

Prepared by
Lambert Smith Hampton
33 Bothwell Street
Glasgow
G2 6NL

Tel: 0141 226 6777
Fax: 0141 226 6789
Date: September 2017
Ref: DC/SS

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EXECUTIVE SUMMARY

This Statement supports a planning application being made on behalf of OCO Westend Ltd (Starbucks) & Crucible Developments (Scotland) Ltd for the Erection of Class 3 Drive Thru Coffee Shop and Formation of Associated Car Parking, Landscaping and Site Infrastructure at Cartsyke Avenue, Greenock.

The proposed drive thru Starbucks coffee shop will extend to approx. 213 sqm, the building will be of a bespoke design with glazing, cladding and brick external wall finishes reflecting the prevailing historic character of the area. The Starbucks will employ approx 20-30 staff, with approx 50% to be full-time. The development will represent an investment in excess of £1M by Starbucks, and the proposed works will deliver infrastructure by way of access roads and service connections that can be utilised by the remaining adjacent parcels of land, thus acting as a catalyst for wider investment by making these other land parcels viable and more attractive for business and industrial development than they currently are. Moreover, the development of a Starbucks in this location will introduce an attractive modern facility that will support both existing and future businesses, as well as tourists and local residents, by providing a comfortable and accessible meeting space with wifi etc connections.

The application is for the development of a brownfield site that has been vacant for some considerable period of time. The site is within the former Inverclyde Enterprise Zone area, and it is understood that it was reserved for some years for extension and/or additional car parking for what is now the RBS office to the north. The land was declared as being surplus to requirements by RBS and has then been marketed by multiple parties over a period of at least 5 years for Business & Industrial development, but with no interest and/or offers being received for these uses.

The development plan affecting the site consists of Clydeplan (2017) and the Inverclyde LDP (2014), and taken together these Plans identify the site as a Strategic Economic investment Location (SEIL) where favourable consideration will be given to development of and in support of Class 4, 5 and 6 uses, with particular reference to renewable technologies and business and financial services. The proposed Starbucks will clearly serve to support the existing and future businesses within these and other sectors, will act as a catalyst to attract further investment and development in the key sectors and deliver employment in line with the aims of the development plan policies.

Furthermore, whilst it is acknowledged that the development plan is required to provide a generous supply of land across Inverclyde for Business and Industrial use and development, the existing supply is significantly in excess of the requirement, and the development of the application site for a supporting use will have no substantive impact on the land supply. Instead, the introduction of a drive thru Starbucks coffee shop in this location will act as a catalyst to help retain and secure business and industrial use and development, which will in turn help to see other currently vacant or underdeveloped sites become utilised.

The application is supported by technical reports which demonstrate that the proposed development has no adverse impacts and is appropriate in terms of flooding, drainage and transport considerations.

The report also demonstrates that relevant precedent has been set in Inverclyde for drive thru Class 3 uses being supported on business sites outwith town centres, and the Starbucks proposal is commensurate with that.

Beyond that, the report also demonstrates that several other planning authorities within the Clydeplan area have supported planning permission for commercial development similar to the proposed Starbucks within equivalent areas also identified as SEILs and affected by the same policy framework, thereby demonstrating that supporting uses such as this are deemed suitable and appropriate in order to ensure that these high amenity business and industrial areas remain competitive and offer a modern, attractive and convenient environment for business to locate and operate.

In summary, the proposals will:

- Secure the development of a vacant brownfield site
- Deliver an attractive building in a high quality landscape setting
- Deliver approx. 20-30 jobs, including 50% full-time
- Secure £1M + of investment
- Deliver infrastructure that will make adjacent plots viable for development
- Accord with the terms and spirit of the policies of Clydeplan and Inverclyde LDP
- Be in line with precedent set in Inverclyde and other Clydeplan authorities

1.0 INTRODUCTION

- 1.1 This supporting planning statement has been prepared by Lambert Smith Hampton on behalf of OCO Westend Ltd (Starbucks) and Crucible Developments (Scotland) Ltd and accompanies an application for full planning permission for the following proposal:

“Erection of Drive Thru Coffee Shop (Class 3) and Formation of Associated Car Parking, Landscaping and Site Infrastructure at Cartsdyke Avenue, Greenock”

- 1.2 This statement considers the proposed development against the development plan policies relevant to the proposals and other material considerations, and should be read in conjunction with the other reports and drawings that accompany the submitted applications and which include the following:

- Full Architectural Drawing Package and Design Statement prepared by 3D Reid Architects
- Transport Statement prepared by AECOM
- Flood Risk Assessment prepared by Goodson Associates
- Landscape Proposals prepared by Tenant Garmory Partnership

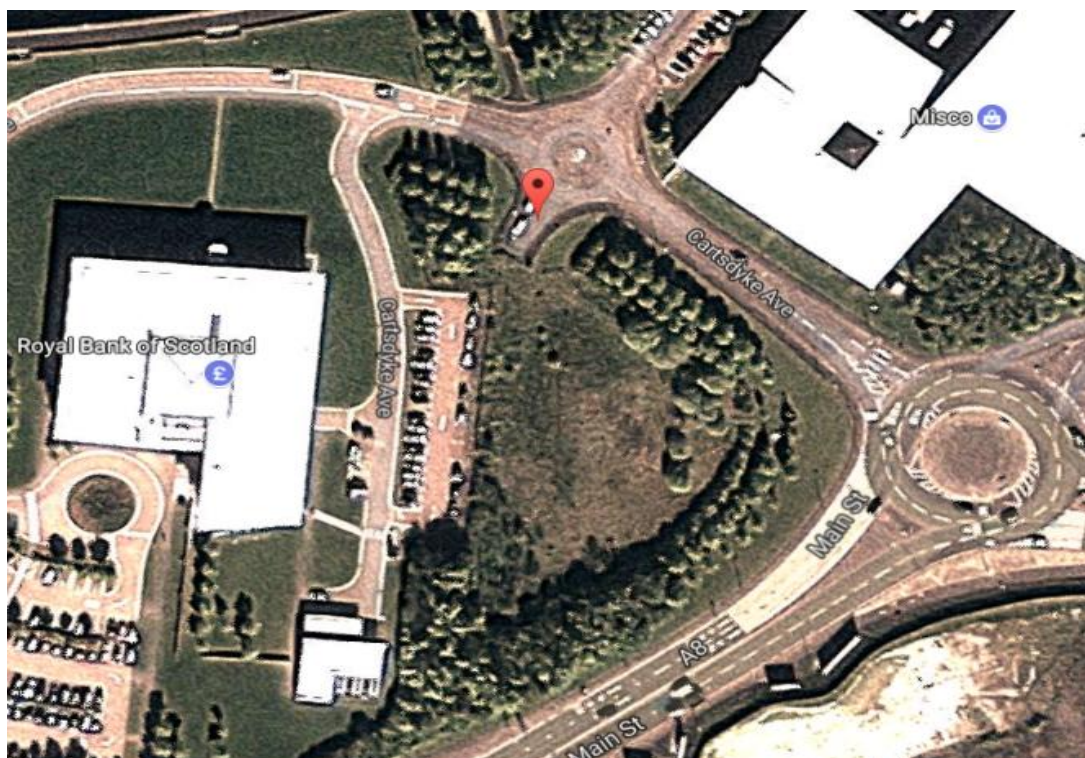
- 1.3 Section 2 of this report provides a description of the application site and section 3 describes the full extent of the application proposal. Sections 4 and 5 set out the relevant development plan policies and material considerations and assess the proposal against these. Our conclusions are provided at section 6.

2.0 APPLICATION SITE

The Application Site

- 2.1 The application site, as illustrated on the location plan at Appendix 1, is located at Cartsyke Avenue, Greenock and extends to approximately 1.1 ha. The application site is bound to the east by the A8 with the RBS Mortgage Centre Office immediately to the west. The proposed development will be accessed via an existing vehicle access from Cartsyke Avenue. The surrounding area is characterised by a wide mix of uses, including business and industry (the afore-mentioned RBS, EE and Misco), residential to the east and also significantly by various commercial uses, including two hotels – Holiday Inn Express and Premier Inn – and Brewers Fayre and McDonalds Drive Thru restaurants. Taken together, these uses accommodate a significant number of staff and visitors, and it is understood that the RBS and EE offices alone accommodate approximately 600 and 900 staff respectively.
- 2.2 The application site comprises a vacant brownfield land which it is understood had previously been earmarked as an area for potential extension of the RBS office building and/or for extension of car parking associated with that use. It is understood that the site was previously owned by RBS, but that this was declared surplus to their operational requirements and therefore was marketed as a Class 4, 5 or 6 opportunity.

LSH1: Aerial Image of the Application Site



Source: Google, DigitalGlobe

- 2.3 Given the afore-mentioned mix of uses that exist in the area there is no prevailing architectural character. The immediate surrounds of the site are characterised by a mix of pavilion style office buildings, 2-4 storey contemporary hotel buildings with predominantly brick elevations and 4-6 storey residential, again of predominantly with brick external finish. The McDonalds Drive Thru, which is immediately opposite the application site, is typical prefabricated company format building with brick and glazing on the ground elevations and mansard type roof with tiles over.
- 2.4 The application site does currently accommodate landscaping which runs along the A8 and Cartsyke Avenue boundaries. Whilst it is recognised that this contributes to the appearance of the site and the character of the area, the original planting here would have been undertaken on the expectation that the site would accommodate either a rear extension to the RBS office building and/or a car park associated with that use and. As such, it seems likely that the landscaping strategy at that time was aimed towards screening the site. The landscaping has grown uncontrolled and to its current state due to limited management and maintenance over the considerable period of time that the site has remained undeveloped. In order to accommodate any form of development, including the proposed Drive Thru Coffee Shop which is now being proposed, there will be a need to make alterations to the existing landscaping around the site, and proposals for that have been carefully considered and are detailed in the drawings that accompany the application. The application sites encompasses these existing landscaped areas and the proposals are to manage and improve these areas to facilitate development and to the long term benefit of the appearance of the site.
- 2.5 It is relevant to note that the landscaping to the front of the nearby Holiday Inn Express is of good quality but does allow the hotel to be visible from the A8, and that whilst there is landscaping to the front of the McDonalds, Brewers Fayre and Premier Inn that it is limited and of modest height.

LSH2: Context



Accessibility

- 2.6 The Transport Statement that has been prepared by AECOM, and which accompanies this application, demonstrates that the application site is highly accessible by all modes of transport, and is particularly accessible to pedestrians, cyclists and both bus and rail users
- 2.7 More specifically, bus stops are located on the A8, both east and west of the site, and less than 500m from the proposed Starbucks. Continuous footways and safe crossing facilities are already available to access these stops. The nearest rail stations to the site are Cartsyke and Greenock Central, both of which are located approximately 0.5 km from the site - east and west respectively.

Significant proportions of trips to the proposed Starbucks are expected to be from walk-in visitors from existing businesses and residents in the surrounding area and already passing traffic on the A8. Transport matters are considered in more detail in the accompanying Transport Statement, prepared by AECOM, and it is concluded therein that the proposed use will not generate significant additional traffic and/or that it will have any material or detrimental impact on the road network.

- 2.8 The Transport Statement also sets out a Framework Travel Plan (FTP) which focusses on informing prospective Starbucks staff about their travel options, and a Travel Plan Coordinator (TPC) would be appointed from within the management of the proposed development. A Travel Plan is designed to encourage sustainable travel behavioural traits and promote a modal shift away from dependency upon single occupancy car use towards walking, cycling, the use of public transport and car sharing, and Starbucks support and encourage this.

History

- 2.9 The application site is within what was a formerly a designated part of the Inverclyde Enterprise Zone, and the development of the adjacent site (now the RBS office) and the surrounding infrastructure and landscaping are understood to have originated under the EZ initiative. It is understood that under the EZ designation the application site was anticipated to be used to accommodate an extension to what is now the RBS building (adjacent to the application site) and/or to extend the car parking areas associated with that use. The site was never developed for either of these purposes, and as it has now been disposed of by RBS it is self-evident that the site is no longer required for its previously intended purpose. This is considered to be important as the landscaping around the site seems likely to have been put in place in anticipation of the RBS extension and/or car park occupying the site, and as neither of these would be expected to be public facing or of visual interest it seems reasonable that the landscaping around the site edge here is relatively robust. With that in mind, and whilst it is recognised as appropriate for the site to a landscaped edge, a pragmatic view must be taken in light of the changed circumstances, and mindful of its limited size, lack of market interest from business and industrial developers or occupiers and the precedent set by other uses that sit on other corners of the adjacent roundabout, that in order to secure

redevelopment of the site it is essential that the site has increased visibility through an altered landscape framework.

Marketing

- 2.10 The application site has been marketed for a prolonged period for Class 4, 5 and 6 uses, but without any offers being forthcoming from developers or occupiers for those specified uses. The site was first marketed for disposal by DTZ, starting in October 2010, with it then being refreshed, re-circulated and re-publicised by DTZ on 2012 and again in 2013. GVA then marketed the site in 2014 and no enquiries were received from developers or occupiers for lease or acquisition for Class 4, 5 or 6 use. The only interest received during all of this marketing was from developer interests for roadside retail, hotel and leisure uses,

3.0 THE PROPOSED DEVELOPMENT

3.1 The application proposes the redevelopment of the application site to provide a Starbucks coffee shop and drive thru together with associated car parking and ancillary works. The application proposes a landscaping strategy for the wider site within which the proposed Starbucks will sit, as it is recognised that the site has a wider context and that there is a need to recognise, consider and protect that in association with the Starbucks proposals. The application also proposes works to install infrastructure, in terms of internal roads and access points, but also in terms of service connections and such like, beyond that required for the Starbucks. This is proposed in recognition that the Starbucks will not occupy all of the currently available site, and that installing key infrastructure for the remainder of the site can help in marketing the site and making the remaining parts viable to other potential developers and/or occupiers. The full extent of the application proposals are illustrated on the submitted plans and drawings that accompany the application and the following sections of this report provide a description of the Starbucks proposals.

Starbucks Coffeehouse

- 3.2 The proposed Starbucks has a public floor area of 213sqm and will incorporate a drive thru facility, allowing those customers who do not wish to dwell an opportunity to collect their purchase from a dedicated drive thru kiosk before continuing on their journey.
- 3.3 While the proposed Starbucks includes a drive thru facility it is anticipated that a significant proportion of the store's trade will be from walk-in customers associated with the surrounding businesses (e.g. RBS, EE, Misco etc) and also the wider business community in Greenock and along the A8 towards Port Glasgow. At present there is a lack of supporting facilities for the business community at and around Carttsydyke.
- 3.4 The relationship between business space and coffee houses is a strong one and as well as providing hot drinks and snacks, increasingly coffee houses like Starbucks are used as spaces where customers hold meetings, interviews and business lunches. Starbucks acknowledge the relationship between coffee houses and the business community, encouraging customers to linger in their stores by providing free wifi along with additional plug points for laptops and hand-held devices.
- 3.5 The Starbucks coffeehouse that is being proposed would undoubtedly be attractive to employees of the surrounding businesses, bringing about a significant qualitative improvement to the areas supporting facilities and enhancing it as a location for business and industry. It is also anticipated that the proposed Starbucks will be an attractive addition to the local service infrastructure for local residents, in the flatted developments to the east, to customers of the two hotels which sit in close proximity to the site and also to road users, including tourists, travelling to Inverclyde and to the Clyde coast and Ayrshire beyond. Once

the existing cruise ship terminal relocates, as proposed, it is anticipated that the Starbucks can serve trade from tourists using those facilities.

- 3.6 The proposed Starbucks building will be of single storey construction with flat roof and is orientated east – west on the application site with the drive thru positioned to the north and the main elevations to the south and west. External uncovered and covered seating areas are provided adjacent to the south elevation.
- 3.7 The building will be predominantly formed from composite cladding but also including of red brick and glazing. Windows will be double glazed with powder coated aluminium frames. The design of the Starbucks building is contemporary, utilising modern materials and, when taken with the enhanced landscaping will add to the character and amenity of the area, and will represent an enhancement to a currently vacant and undeveloped site with overgrown vegetation around its perimeter.
- 3.8 As can be seen from the submitted plans, the Starbucks building will be surrounded by a drive through lane with car parking / customer circulation to the south and west. There will be parking provision for 27 vehicles, including 3 accessible spaces, 2 motorcycle parking spaces and cycle stand provision for a minimum of 3 bicycles.
- 3.9 In terms of servicing, the proposals include a dedicated yard area allowing for waste containers to be stored within an enclosed area and then presented for collection at the appropriate times.
- 3.10 The proposed Starbucks drive thru coffee shop will open 6am – 11pm 7 days a week. It will support 20-30 jobs, with approximately 50% of those being full-time positions. The development, as proposed, will represent an investment by Starbucks of more than £1M, with the roads and services that will be delivered also being available to access and connect the other two remaining potential development plots here. In this respect the development of a Starbucks will not only compliment and support the existing surrounding businesses, but will also help make the adjacent sites marketable and viable for business and industrial development.

4.0 PLANNING POLICY

4.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 provides that:

‘where, in making any determination under the Planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise’.

4.2 In this instance, the development plan relevant to the application site comprises the recently approved Clydeplan Strategic Development Plan (July 2017) and the Inverclyde Local Development Plan (LDP), which was adopted by the Council in August 2014. We are also aware that the Council is in the process of preparing a new LDP, with the Main Issues Report having been published in March 2017.

4.3 Whilst the policies within the development plan are the key consideration, the policies therein are informed by Scottish Planning Policy (SPP) and, as such, SPP is also of relevance.

4.4. SPP ‘Supporting Business and Employment’ establishes that the planning system should ‘allocate sites that meet the diverse needs of the different sectors and sizes of businesses which are important to the plan area in a way which is flexible enough to accommodate changing circumstances and allow the realisation of new opportunities’.

4.5 SPP goes on to state that LDPs should ‘allocate a range of sites for business, taking account of current market demand; location, size, quality and infrastructure requirement; whether sites are serviced or serviceable within five years’, that the allocation of such sites ‘should be informed by relevant economic strategies and business land audits in respect of land uses classes 4, 5 and 6’ and that ‘Business land audits should monitor ... any significant land use issues (e.g. underused, vacant, derelict) of sites within the existing business land supply’.

4.6 The national policy set out in SPP also confirms that ‘where existing business sites are underused, for example where there has been an increase in vacancy rates, reallocation to enable a wider range of viable business or alternative uses should be considered’.

4.7 SPP also affords a degree of priority and support for proposals that will deliver employment by stating that ‘efficient handling of planning applications should be a key priority, particularly where jobs and investment are involved’. SPP also suggests that information should be provided to confirm number of jobs to be created etc, indicating that job creation is a material consideration to which weight should be attached when determining planning applications for employment creating uses.

Clydeplan Strategic Development Plan

4.8 The approved Clydeplan Strategic Development Plan (SDP) sets out the strategic policies for the Glasgow and Clyde Valley area, including Inverclyde Council area.

4.9 The SDP sets out the Spatial Development Strategy for the City Region and whilst it identifies Glasgow's role as the economic driver for the city region it also establishes that recycled brownfield land is to be used as the development and environmental priority, and that this will be central to developing a quality of life needed to attract economic activity, talented people and key investors. It also explains that the urban fabric will be renewed, based upon passive carbon neutral and energy efficient building standards and that investment is to be focused on maintaining a sustainable compact city-region.

4.10 Beyond that, and of specific relevance to the application that is subject of this report, is Clydeplan Policy 5 (Strategic Economic Investment Locations/SEILs). The application site is identified as falling within a SEIL in the adopted Local Development Plan.

4.11 Clydeplan Policy 5 establishes the following with regards to SEIL's:

"The Strategic Economic Investment Locations (SEILs) set out in Schedule 3 and Diagram 4 are the city-region's strategic response to delivering long-term sustainable economic growth.

To support the Vision and Spatial Development Strategy, Local Authorities should

- *Safeguard and promote investment in the SEILs to support the dominant role and function and to address the opportunities/challenges as identified in Schedule 3. This may include providing opportunities for the expansion or consolidation of these locations, where appropriate;*
- *Identify the locations and circumstances when other uses commensurate to the scale of the SEILs non-dominant role and function will be supported. The Implementing the Plan and Development Management section of the Plan should be taken into account when considering non-dominant role/function uses within the SEILs."*

4.12 Schedule 3 of Clydeplan identifies Inverclyde Waterfront as a SEIL, and the application site falls within the delineated SEIL area, as specifically defined in the adopted LDP. Schedule 3 goes on to identify the Key Sectors (dominant role and functions) of the Inverclyde Waterfront SEIL as 'Green Technologies/Business and Financial Services', with the Opportunities/Challenges then identified as:

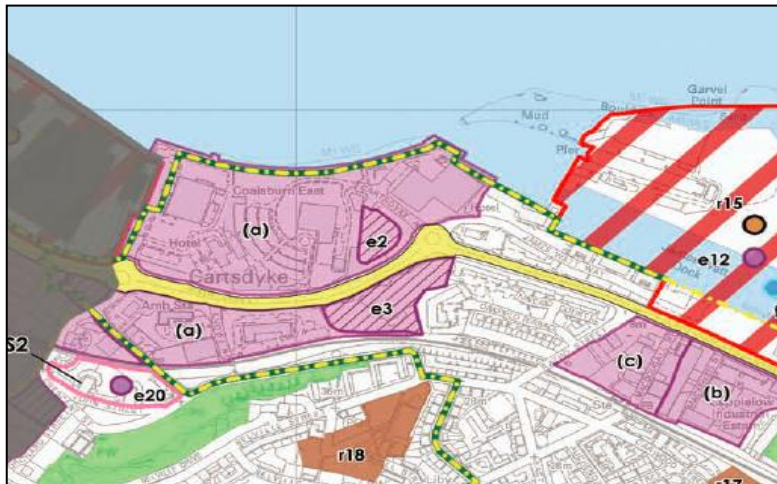
"The National Renewables Infrastructure Plan (NRIP) identifies Inchgreen as a phase 2 site (i.e. further potential site) for distributed manufacturing/operations and maintenance of offshore wind infrastructure. City Deal investment will support the development of this site for renewable and specialist marine services by enabling remediation works and access improvements. There are potential opportunities for public sector funding to progress several sites i.e. through Riverside Inverclyde Urban Regeneration Company. A flexible planning policy approach provides the scope to meet changing market demands, where appropriate".

- 4.13 Whilst it is recognised that the site is located within an identified SEIL, where there is a presumption in favour of specified business and industrial uses, Clydeplan Policy 5 does not preclude other uses from being acceptable within SEIL areas, provided they ‘support’ the ‘dominant role and function’ of the SEIL. Policy 5 also establishes that it may be appropriate and acceptable to consolidate SEILs ‘where appropriate’. We are firmly of the opinion that a Starbucks drive thru coffee shop will ‘support’ the dominant role of the SEIL. The development is proposed only over a very small portion of the overall SEIL area, and as the previously intended use of the site associated with the adjacent RBS use is no longer required and as there have been several unsuccessful marketing attempts to secure business and industry development on the site, the Starbucks proposal is considered to be wholly ‘appropriate’ proposal to marginally consolidate the SEIL. The application is simply seeking the application of a reasonable and ‘flexible planning policy approach...to meet changing market demands’, in line with what is set out in both SPP and SDP Schedule 3.
- 4.14 Beyond Policy 5 and associated Schedule 5, as set out and addressed above, it is also important to consider Schedules 14 and 15 of Clydeplan.
- 4.15 Schedule 14 (Strategic Scales of Development) is intended to clarify the scale of development likely to impact on the SDP Vision and Spatial Development Strategy. The Starbucks proposal that is subject of this report falls below all of the thresholds set out in the Schedule and, as such, the proposal will not impact on the SDP Vision and Spatial Strategy.
- 4.16 Schedule 15 (Spatial Development Strategy Core Components – Indicative Compatible Development) establishes ‘*economic activity, support for key employment sectors, public transport, active travel, green network*’ as indicative forms of development within SEILs that are in line with the Spatial Development Strategy. The Starbucks proposal will create economic activity by way of employment of 20-30 staff, investment in the local economy during the construction and operational phases, as well as providing support for key employment sectors, including those within and around the SEIL area, and the proposals will also protect and enhance the green network around the perimeter of the site. In all of these respects, the application proposals satisfy requirements of Clydeplan Schedule 15.
- 4.17 It is clear from what has been set out above that the Starbucks application proposals accord with the provisions of Clydeplan Policy 5 as it will support and not undermine the dominant role and function of the SEIL. The scale of development is within the thresholds under Schedule 14 and, as such, the proposal will not impact on the over-arching SDP Vision and Spatial Strategy. The proposal also complies with Clydeplan Schedule 15 as the Starbucks will deliver ‘economic activity’ and ‘support for key employment sectors’.

Inverclyde Local Development Plan (Adopted August 2014)

- 4.18 The Inverclyde Local Development was adopted in August 2014, and the Proposals Map contained therein identifies the site as being within an area affected by Policies ECN1 and ECN2.

LSH 3: Inverclyde LDP Extract



Source: Inverclyde Council

- 4.19 Policy ECN1, and associated Schedule 4.1, identify the site as being within a Strategic Economic Investment Location (SEIL) referenced as Cartsburn (Riverside) under e2. Policy ECN1 (Business and Industrial Areas) establishes that SEIL's will be safeguarded with favourable consideration given to:
- i) new development in support of green technologies and business and financial services
 - ii) new development and support for the continuation of current uses for the operation of the international Ocean (Container) Terminal Strategic Freight Transport Hub; and
 - iii) new development proposals for business, general industrial and storage or distribution (Use Classes 4, 5 and 6); and all subject to Policy ECN3
- 4.20 Policy ECN1 establishes an associated requirement to satisfy LDP Policy ECN3 (Character and Amenity of Areas for Business and Industrial Use), with this policy establishing that development proposals within the designated business and industrial areas will be assessed against the following criteria:
- a) the scale, siting and design of buildings
 - b) site boundary treatment and landscaping
 - c) infrastructure, transportation and environmental considerations

- d) assessment against the Council's adopted roads guidance
 - e) compatibility with neighbouring uses; and
 - f) impact on the overall supply of land for business and industry
- 4.21 Policy ECN2 affects the specific part of the SEIL area within which the application site is located, with the policy establishing that the development of business and industrial uses 'will be encouraged and supported' and that 'an annual audit of the business and industrial land supply will monitor and review the sites, and where necessary, augment the marketable land supply, to maintain the economic competitiveness of Inverclyde'.
- 4.22 As set out above, the application site was a formerly part of the Inverclyde Enterprise Zone, It is understood that under the EZ designation the application site was anticipated to be used to accommodate an extension to what is now the RBS building (adjacent to the application site) and/or to extend the car parking areas associated with that use, and the surrounding infrastructure and landscaping are understood to have originated under the EZ initiative. The site was never developed for either of these purposes, and as it has now been disposed of by RBS it is self-evident that the site is no longer required for the previously intended purposes. This is important as the landscaping around the site seems likely to have been put in place in anticipation of the RBS extension and/or car park occupying the site, and as neither of these would be expected to be public facing or of visual interest it seems reasonable that the landscaping around the site edge here has been implemented and managed so as to be relatively robust. With that in mind, and whilst it is recognised as appropriate for the site to incorporate a landscaped edge, a pragmatic view must be taken in light of the changed circumstances, mindful of its limited size, lack of market interest from business and industrial developers or occupiers and the precedent set by other uses that sit on other corners of the adjacent roundabout, and that in order to secure redevelopment of the site it is essential that the site has increased visibility through an altered landscape framework.
- 4.23 The need to be flexible to respond to changed circumstances is established in SPP, under Schedule 3 in Clydeplan and by association through LDP Policies where they refer to the Business and Industrial land Supply.
- 4.24 Inverclyde LDP Policy ECN1 establishes that the application site is within a SEIL and that the SEIL area will be 'safeguarded with favourable consideration given' to uses including green technologies, business and financial services and Class 4, 5 and 6 uses. Whilst this policy establishes that 'favourable consideration' will be afforded to specified uses, the policy does not preclude other uses being considered appropriate. The area at and around the application site is characterised by a significant mix and range of uses outwith those defined under Policy ECN1, including hotels, restaurant/public house, Class 3 drive thru restaurant (McDonalds), and some of these uses are actually located within the defined SEIL area. This

all serves to demonstrate that non-specified uses are already in place within the SEIL (Policy ECN1 area), acting as complimentary and ancillary uses to the key and dominant business and industrial uses. Policy ECN 1 is duly satisfied.

- 4.25 LDP Policy ECN2 restates equivalent encouragement and support for business and industrial uses within the SEIL as Policy ECN1, but also then establishes that an annual audit of the business and industrial land supply will be undertaken to monitor and review the sites in order to maintain the economic competitiveness of Inverclyde.
- 4.26 In March 2017 the Council published the Business and Industry Main Issues Report Background Report, which is a 'summary and review of the Business and Industrial Land Supply for Inverclyde'. This Report considers the application site, as it is zoned for Business and Industrial use in the currently adopted LDP, albeit it categorises the site as 'reserved' rather than 'marketable', 'potential marketable' or 'remain in industry', thereby suggesting that there is a fairly low expectation of it being developed for business and industrial use in the LDP period. The Report also finds that the total marketable supply (the 'marketable' and 'potential marketable' sites, but not the application site) of Business and Industrial land across Inverclyde extends to 28.07 ha. The Report confirms that this corresponds to a 39+ year supply, which is nearly 8 times the 5 year supply requirement, the referenced requirement in SPP. The Background report summarises the position by stating 'that Inverclyde continues to have a generous supply of business and industrial land'.
- 4.27 In this context it is relevant to reflect on the afore-mentioned terms of Scottish Planning Policy (SPP) which establishes that LDPs should allocate a range of sites for business, taking account of various matters, including market demand, infrastructure requirements and 'whether sites are serviced or serviceable within five years'. It is clear from the above, and as set out in the Business and Industrial Background Report, that there is an extremely 'generous' supply of business and industrial land, and that not even allowing for the application site which is considered to be 'reserved' and not effective. The application site extends to 1.1 ha, and regardless of the fact that the site is 'reserved' and not part of the effective supply, its development of a Starbucks would therefore have a negligible impact on the overall availability and supply of land for business and industrial use in Inverclyde. Furthermore, whilst, and despite, numerous marketing exercises over a prolonged period have found no interest in the site for business and industrial development, it is significant to note that the application only seeks to develop a Starbucks drive thru over part of the allocated e2 site. Not only will land remain available within the e2 LDP allocation, but the application proposals will help to attract other development interest through activating use on the site, but also by delivering some of the site infrastructure that would be relied on by the remaining parts, thus helping to support the potential viability of further development on the remaining parts. On this basis, the application proposals will retain and support future development here rather than undermine, such that the requirement for the LDP to provide a range and choice of business and industrial sites will be protected.

4.28 LDP Policy ECN3 establishes that development proposals within the designated business and industrial areas will be assessed against the following criteria:

- a) the scale, siting and design of buildings
- b) site boundary treatment and landscaping
- c) infrastructure, transportation and environmental considerations
- d) assessment against the Council's adopted roads guidance
- e) compatibility with neighbouring uses; and
- f) impact on the overall supply of land for business and industry

4.29 Taking each of the criteria of Policy ECN3 in turn:

- a) The drawings, Design & Access Statement and landscaping proposals that accompany the planning application clearly demonstrate that the proposals are entirely appropriate to the site and surroundings in terms of scale, siting and design of buildings, and also with regards to boundary treatment and landscaping.
- b) There is existing robust landscaping in place on the site. This has been protected and retained in the proposals insofar as is practical and necessary, with replacement and supplementary planting also being proposed. The drawings and associated report prepared by Tenant Garmory Partnership show what is intended in this regard and demonstrate that a suitable, robust and high quality landscaped edge will be retained and enhanced as part of the development.
- c) A vehicular access from Cartsyke Avenue is already in place and will be utilised, and all other infrastructure by way of internal roads, service connections etc will be put in place in association with the development of the proposed Starbucks. A suitable and appropriate drainage system will be put in place and the report by Goodson Associates that has been submitted with the application demonstrates that the site is at negligible risk of flooding. The Transport Statement that has been prepared by AECOM clearly demonstrates that the site is well served by pedestrian, cycle, bus and rail links, and that the transport impact of the development will be acceptable.
- d) The Transport Statement that has been prepared by AECOM and which accompanies this application demonstrates that the proposal satisfies the requirements of the Council and other relevant roads guidance, including that the proposed parking is within the maximum standards set out in the NRDG.
- e) As set out elsewhere in this Statement, the drive thru Starbucks coffee shop is being proposed here to compliment and support the existing businesses in the surrounding area, both as a facility to staff to use for their own purposes, but also as an informal meeting point for business activity. The proposed use is commercial and within an established commercial area where a mix of uses prevail, including existing Class 3 drive thru, hotels, offices, storage & distribution and industrial.
- f) Again, as set out elsewhere in this Statement, Council reports demonstrate that there is a 39+ year supply of Business and Industrial land across Inverclyde, which is almost 8 times the 5 year requirement. Thereafter, the Council do not consider the

application site to be part of either the marketable or potentially marketable supply, and as the application would retain the majority of the site at Carttsydyke Avenue, it is not considered that the development of the proposed Starbucks would in any material way impact on the supply of land for Business and Industrial use and development.

- 4.30 Notwithstanding the above, it is acknowledged that a coffee shop is a Class 3 use that would traditionally be expected to be found in town or other centres, and with that in mind it is necessary to consider Policy TCR2 which sets out the Council's Sequential Approach to Site Selection for Town Centre Uses. In considering if and how Policy TCR2 might apply to the proposal for the development of a drive thru' Starbucks coffee shop at Carttsydyke Avenue it is relevant to reflect on the terms of a recent Council decision for a similar Class 3 development with drive through facilities. Application ref. 16/0114/IC was approved by Inverclyde Council in July 2016, with the site being within a Business & Industrial zoning in the adopted LDP, and being assessed against policies within that same adopted LDP. The associated Report of Handling states the following:

'whilst it is noted that a restaurant is a use that would normally be directed to a town centre, this particular proposal includes a drive through facility, the nature of which requires an accessible location and direct vehicular access to the restaurant. As this form of Class 3 development is likely to generate significant travel demand, it requires to be located to take advantage of the existing road network. For this type of Class 3 use, town centres will not therefore necessarily be the most appropriate location and drive through restaurants are therefore not typically associated with traditional town centre locations'.

- 4.31 We agree with the view expressed in this Report of Handling with regards to this similar proposal, and it represents a pragmatic and flexible approach to the application of planning policy as new commercial formats emerge. Not only did this Report lead to this other application being granted by the Council outwith a town centre (and on a site allocated for Business & Industrial development), but this is also consistent with the fact that the McDonalds drive thru restaurant that is in place across from the Starbucks application site is not in a town centre location. The Starbucks application is equivalent to these two examples and both of these establish a clear precedent of Class 3 drive thru's being supported by the Council outwith the town centre.
- 4.32 Nevertheless, whilst is not clear from the Report of Handling why the consideration went beyond this, the Report goes on to consider whether there were any sequentially preferable sites available. The Report of Handling for 16/0114/DC considers Greenock, Port Glasgow and Gourock Town Centres, and finds no suitable or available sites to accommodate a Class 3 drive thru facility. We are not aware of any new opportunities becoming available within any of these centres and, as such, and regardless that the application of a sequential assessment appears to be inconsistent with other conclusions reached in the Report of Handling, the Council's conclusions with regards to sequential assessment remain equally applicable to the consideration of our application for a drive thru Starbucks coffee shop.

- 4.33 For these various reasons set out above, the Starbucks application proposals do not conflict with Policy TCR2.

Inverclyde LDP Main Issues Report (March 2017)

- 4.34 In March 2017, Inverclyde Council published a Main Issues Report (MIR). With regards to the application site the MIR proposes the retention of the same policy framework as currently set out in the adopted LDP, as described and considered above. A representation was made to the MIR on behalf of Starbucks, objecting to the maintenance of the precise terms of the existing policy as, for the reasons set out elsewhere in this report, we do not consider that this is an appropriate policy to apply to the Carttsyke Avenue site and we are therefore seeking to have the planning policy affecting the site altered to allow for other uses that will support and be ancillary to the predominant Class 4, 5 and 6 uses that exist within and around the SEIL. The representation particularly seeks to have the policy expanded to allow for a drive thru coffee shop use, and Starbucks are committed to the delivery of such a facility on this site.

5.0 MATERIAL CONSIDERATIONS

- 5.1 Albeit the preceding Statement focuses on considering the proposal against the relevant policies of SPP and the development plan, it does also make reference to other material considerations, including the site history, site marketing, and relevant precedent set by an equivalent planning permission recently granted by Inverclyde Council.
- 5.2 Whilst it is not intended to restate the detail of these considerations here, it is considered necessary to draw attention to the fact that not only does the Inverclyde Waterfront SEIL contain a Holiday Inn Express hotel, but also that several other planning authorities within the Clydeplan SDP area have supported the introduction of non business and industrial uses within their SEIL areas, thus clearly demonstrating a recognition that commercial uses such as shops, coffee shops, gyms and children's nurseries are increasingly commonplace in business areas, are seen as complimentary to the principle business and industrial uses and can co-exist to support rather than undermining the principle business role of the SEIL.
- 5.3 Such uses are essential in order for business locations to be attractive places for staff and customers to work and visit, and such facilities need to be provided in Inverclyde in order to be competitive with equivalents across and beyond the Clydeplan area. The proposed drive thru Starbucks coffee shop at Cartsydyke Avenue will compliment and support the existing and future businesses and help ensure that this location competes evenly with the other SEIL locations.
- 5.4 In this regard we would particularly highlight the following as being commercial (non business and industrial use) developments in SEILs within the Clydeplan area:

Robroyston (Glasgow City) – Class 3 restaurant/public house (Wallace Well Inn)

Hamilton International Technology Park (South Lanarkshire) – Neighbourhood Centre incorporating Class 1 (Greggs, Day Today, Lloyds, Food 2 Go etc) and Class 10 Childrens Nursery (Barnehage Daycare)

Scottish Enterprise Technology Park (East Kilbride/South Lanarkshire) – Class 10 Children's Nursery (Technotots)

Lomondgate (West Dunbartonshire) – Roadside Services incorporating Class 3 (drive thru Costa coffee shop and Jaconelli Fish restaurant), Class 3/public house (Brewers Fayre), Class 7 Hotel (Premier Inn) and Class 1/petrol filling station (Euro Garages/Spar).

Hillington/Renfrew North (Renfrewshire) – Class 3/public house (Harvester), Class 3/drive thru (Burger King), Petrol Filling Station (Shell) and Neighbourhood Centre incorporating Class 1 (Greggs, Farmfoods and Subway) and Class 10 Childrens Nursery (Little Stars Nursery).

- 5.5 The SEIL policy is set within the Strategic Development Plan and applies to all constituent authorities, including Inverclyde. It is clear from the examples set out above that authorities across the Clydeplan area support and recognise the need for supporting commercial uses within SEIL areas, and this should be applied similarly in Inverclyde.

5 SUMMARY AND CONCLUSIONS

- 6.1 This Statement supports a planning application being made on behalf of OCO Westend Ltd (Starbucks) & Crucible Developments (Scotland) Ltd for the Erection of Class 3 Drive Thru Coffee Shop and Formation of Associated Car Parking, Landscaping and Site Infrastructure at Cartsyke Avenue, Greenock.
- 6.2 The proposed drive thru Starbucks coffee shop will extend to approx. 213 sqm, the building will be of a bespoke design with glazing, cladding and brick external wall finishes reflecting the prevailing historic character of the area. The Starbucks will employ approx 20-30 staff, with approx 50% to be full-time. The development will represent an investment in excess of £1M by Starbucks, and the proposed works will deliver infrastructure by way of access roads and service connections that can be utilised by the remaining adjacent parcels of land, thus acting as a catalyst for wider investment by making these other land parcels viable and more attractive for business and industrial development than they currently are. Moreover, the development of a Starbucks in this location will introduce an attractive modern facility that will support both existing and future businesses, as well as tourists and local residents, by providing a comfortable and accessible meeting space with wifi etc connections.
- 6.3 The application is for the development of a brownfield site that has been vacant for some considerable period of time. The site is within the former Inverclyde Enterprise Zone area, and it is understood that it was reserved for some years for extension and/or additional car parking for what is now the RBS office to the north. The land was declared as being surplus to requirements by RBS and has then been marketed by multiple parties over a period of at least 5 years for Business & Industrial development, but with no interest and/or offers being received for these uses.
- 6.4 The development plan affecting the site consists of Clydeplan (2017) and the Inverclyde LDP (2014), and taken together these Plans identify the site as a Strategic Economic Investment Location (SEIL) where favourable consideration will be given to development of and in support of Class 4, 5 and 6 uses, with particular reference to renewable technologies and business and financial services. The proposed Starbucks will clearly serve to support the existing and future businesses within these and other sectors, will act as a catalyst to attract further investment and development in the key sectors and deliver employment in line with the aims of the development plan policies.
- 6.5 Furthermore, whilst it is acknowledged and accepted that the development plan is required to provide a generous supply of land across Inverclyde for Business and Industrial use and development, the existing supply is significantly in excess of the requirement, and the development of the application site for a supporting use will have no substantive impact on the land supply. Instead, the introduction of a drive thru Starbucks coffee shop in this location will act as a catalyst to help retain and secure business and industrial use and development, which will in turn help to see other currently vacant or underdeveloped sites become utilised.
- 6.6 The application is supported by technical reports which demonstrate that the proposed development has no adverse impacts and is appropriate in terms of flooding, drainage and transport considerations.
- 6.7 The report also demonstrates that relevant precedent has been set in Inverclyde for drive thru Class 3 uses being supported on business sites outwith town centres, and the Starbucks proposal is commensurate with that.

6.8 Beyond that, the report also demonstrates that several other planning authorities within the Clydeplan area have supported planning permission for commercial development similar to the proposed Starbucks within equivalent areas also identified as SEILs and affected by the same policy framework, thereby demonstrating that supporting uses such as this are deemed suitable and appropriate in order to ensure that these high amenity business and industrial areas remain competitive and offer a modern, attractive and convenient environment for business to locate and operate.

6.9 In summary, the proposals will:

- Secure the development of a vacant brownfield site
- Deliver an attractive building in a high quality landscape setting
- Deliver approx. 20-30 jobs, including 50% full-time
- Secure £1M + of investment
- Deliver infrastructure that will make adjacent plots viable for development
- Accord with the terms and spirit of the policies of Clydeplan and Inverclyde LDP
- Be in line with precedent set in Inverclyde and other Clydeplan authorities

**9. (j) Planning Statement Appendix 1 DTZ
Marketing**

For Sale

2.176 acre (.881 hectare) or thereby

Site at Carttsyke Avenue, Greenock



Location

The subject property is situated in a prominent position on the west side of the major roundabout linking Main Street, Carttsyke Avenue and East Hamilton Street. The site is situated approximately 1km east of Greenock town centre.

Description

The site which is reasonably flat is triangular in shape bounded on one side by Carttsyke Avenue, on the other by Main Street and on the other by the existing RBS office premises (Mortgage Centre).

There is direct vehicular access to the site via a mini roundabout at Carttsyke Avenue.

Site Area

The site has an area of 2.176 acres (.881 hectares) or thereby.

Tenure

The site is owned by the Royal Bank of Scotland though there is a Ground Superior in place (Scottish Enterprise).

Planning

In terms of the Inverclyde Local Plan, the site is situated within an area to which Policy B4 applies - Strategic Business and Industrial Locations (Reserved Sites).

This states that existing major business and industrial employers will be supported and proposals for expansion of new business development (Use Classes 4, 5 & 6) compatible with the existing users will be permitted on the following reserve sites within the "Business and Industrial Areas" identified on the Proposals Map:

1. Carlsburn (Royal Bank of Scotland)-(SIBL Site bi4).

Price

Offers invited.

VAT

The property is not registered for VAT purposes.

Rates

The site has not yet been entered in the Valuation Roll.

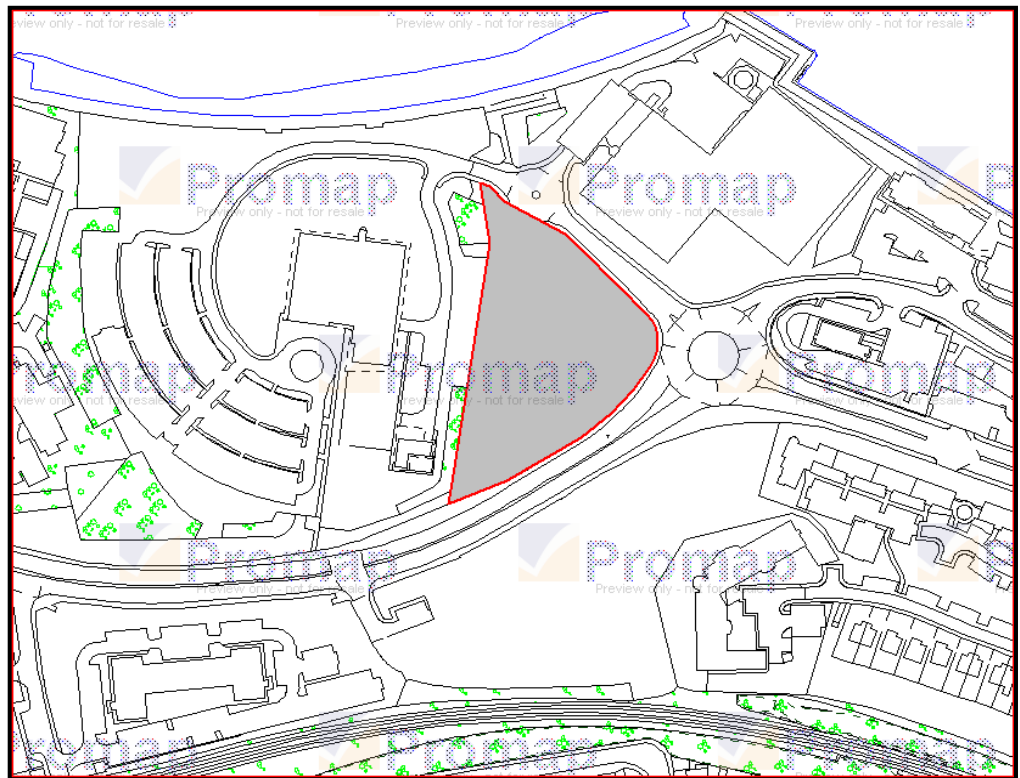
VIEWINGS

Strictly by prior appointment with DTZ.

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**9. (k) Planning Statement Appendix 2 GVA
Marketing**



For Sale

Strategic
Development Site

Cartsdyke Avenue
GREENOCK
PA15 1ED

Updated
March 2016



- Strategic Development Opportunity
- Prominent roadside position
- 2.176 acres (0.88 hectares) gross
- Situated approximately 1 km East of Greenock town centre
- Offers invited

For further information or an appointment to view please contact:

Paul Broad
T: 0141 305 6398
E: paul.broad@gva.co.uk

Location

The subject property is situated in a prominent roadside position on the west side of the major roundabout linking Main Street (A8), Cartsdyke Avenue and East Hamilton Street. The site is situated approximately 0.75 miles east of Greenock town centre and 4 miles west of the A8/M8 providing road links to Glasgow and the rest of the central belt. The site lies in close proximity to Cartsdyke train station, offering regular rail services to Glasgow and central Greenock.

Description

The site is reasonably flat, triangular in shape bounded on one side by Cartsdyke Avenue on the other by the existing RBS office premises (Mortgage Centre). There is direct vehicular access to the site via a mini roundabout at Cartsdyke Avenue. The site benefits from prominent frontage to Main Street (A8).

Tenure

The site is owned by The Royal Bank of Scotland though there is a Ground Superior in place (Scottish Enterprise).

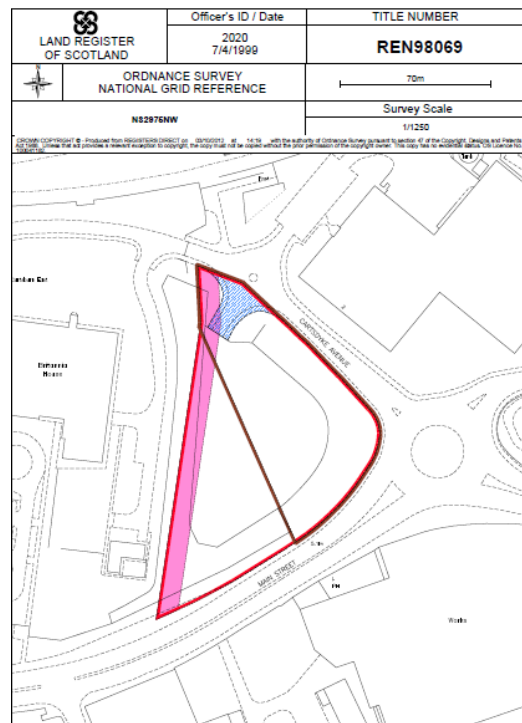
Note: The area shaded pink on the adjacent title plan cannot be built upon.

Planning

In terms of Inverclyde Local Plan, the site is situated within an area to which Policy ECN1 (a) – Strategic Economic Locations applies, with favourable consideration given to:

- (i) New development in support of green technologies and business and financial services within the Inverclyde Waterfront Strategic Economic Investment Location
- (ii) New development and support for the continuation of current uses for the operation of the international Ocean (Container) Terminal Strategic Freight Transport Hub;
- (iii) New development proposals for business, general industrial and storage or distribution (Use Classes 4, 5 and 6)

All planning enquiries should be made to Inverclyde Council direct.



VAT

The land is not registered for VAT.

Offers

Offers are invited for the heritable interest with vacant possession.

For further information or an appointment to view please contact:

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9. (I) Transport Statement



Proposed Coffee Shop and Drive Through Facility, Greenock

Transport Statement

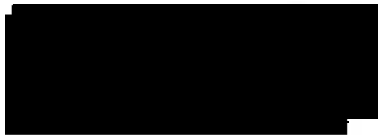
OCO Westend Limited (Starbucks) & Crucible Developments (Scotland) Limited

Project number: 60548751

19 September 2017

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Introduction and
Background

01

1. Introduction and Background

1.1 Background and Purpose

1.1.1 AECOM has been commissioned by OCO Westend Limited (Starbucks) & Crucible Developments (Scotland) Limited to prepare a Transport Statement (TS) in support of a proposed development located on land adjacent to Cartsydyke Avenue and the A8 trunk road (T) Main Street in Greenock. The proposed development would consist of a coffee shop with drive through facility including 27 car parking spaces which is anticipated to be occupied by Starbucks. Access to the proposed development would be via a new access road formed from an existing spur of a mini-roundabout located on Cartsydyke Avenue.

1.1.2 The purpose of this TS is to identify the traffic and transport elements of the proposed development in the context of the local area and transport planning policy / guidance.

1.2 Site Location

1.2.1 The proposed development site (the site) would be accessed from Cartsydyke Avenue off the A8 (T) at Cartsydyke Roundabout. The site location is shown in [Figure 1.1](#).

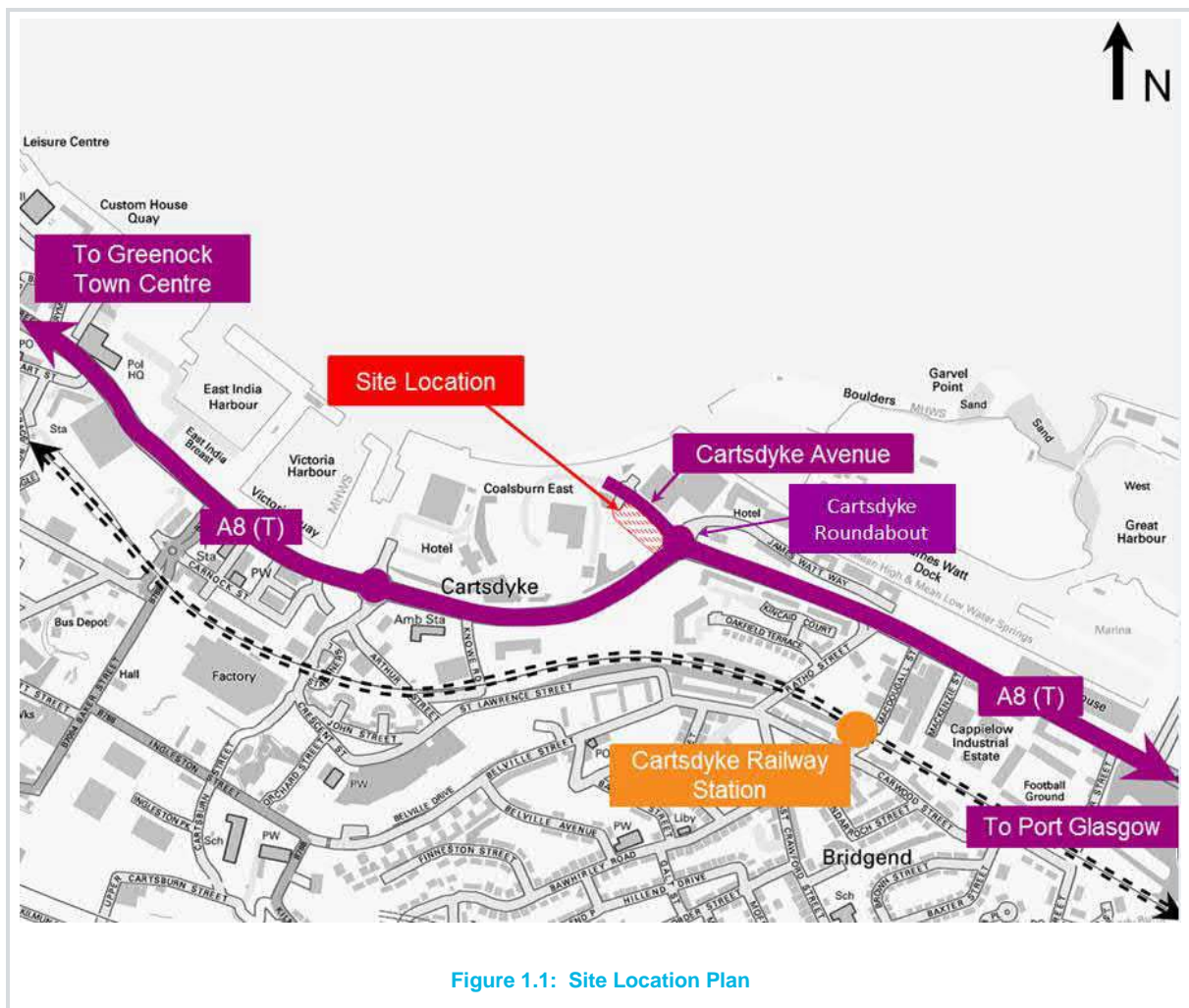


Figure 1.1: Site Location Plan

- 1.2.2 The site is located approximately 2 km to the east of Greenock town centre and approximately 600 m to the north-west of Cartsydyke Railway Station. The site is bound by the A8 (T) to the south-east and by Cartsydyke Avenue to the north-east. The Royal Bank of Scotland (RBS) office abuts the site to the west. To the east are industrial properties as well as a fast food restaurant drive through.

1.3 Scoping Discussions

- 1.3.1 The proposed development does not trigger the conventional thresholds identified in Transport Assessment Guidance (TAG) 2012 which would warrant a Transport Assessment thus it has been agreed with Inverclyde Council and Transport Scotland that a TS will suffice in this instance.
- 1.3.2 TS scoping discussions have been held with both Inverclyde Council and Transport Scotland. A meeting was held with Inverclyde Council on 14th July 2017 to discuss the requirements of the TS. Following this a formal scoping letter was issued to Inverclyde Council and Transport Scotland on 21st July 2017. A copy of the scoping letter is included in Appendix A.

1.4 Report Structure

- 1.4.1 Following on from this introductory chapter, the report follows the following structure:
- **Transport Planning Policy Guidance:** This chapter reviews the relevant national, regional and local planning policies and guidance which relate to the proposed development.
 - **Existing Site Characteristics and Baseline Transport Review:** This establishes the nature of the existing site and surrounding transport network.
 - **Development Proposals and Site Access Arrangements:** This outlines the development proposals, providing information on the parking and servicing arrangements as well as how the site would be accessed by a variety of transport modes.
 - **Multi-modal Trip Generation:** This outlines the travel demand to and from the site by a range of transport modes.
 - **Framework Travel Plan:** In order to minimise the number of single occupancy vehicular trips, a Framework Travel Plan (FTP) is incorporated; and
 - **Summary and Conclusion.**

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Transport Planning
Policy and
Guidance

02

2. Transport Planning Policy and Guidance

2.1 Introduction

2.1.1 This chapter outlines the national, regional and local authority level policy and guidance which sets out the requirements for new development proposals. The chapter highlights where the proposed development satisfies these policies. A review of relevant transport specific guidance is also undertaken.

2.2 National Transport Policy and Guidance

Scottish Planning Policy (2014)

2.2.1 Scottish Planning Policy (SPP) identifies national development priorities and the planning system for the development of land. It sits in a suite of documents that includes the National Planning Framework 3, Creating Places, Designing Streets and various planning and design circulars, which cumulatively set out the requirements for creating successful places in Scotland. Although it is a non-statutory document, the Town and County Planning (Scotland) 1997 Act dictates that the content of SPP should be regarded as a material consideration that carries significant weight within the planning process.

2.2.2 The two fundamental principles of SPP are concerned with ensuring sustainability and the creation of high quality places. It reinforces the understanding that achieving a sustainable economy, promoting good governance and using established science responsibly are essential to the creation and maintenance of a strong, healthy and just society capable of living within environmental limits. Furthermore, the policy states that the Scottish Government has a commitment to sustainable development reflected in its purpose of creating a more successful country with opportunities for Scotland to flourish through increasing sustainable economic growth.

2.2.3 Transportation aspects of new developments are primarily contained within the 'A connected place' policy principle. Key priorities, which are identified within Paragraph 270, state that the planning system should support patterns of development which:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation,
- Facilitate travel by public transport;
- Enable the integration of transport modes; and
- Facilitate freight movement by rail or water.

2.2.4 A further key aspect in terms of transportation is in ensuring that new development sites have satisfactory connections to the sustainable transport network (Paragraph 273). This is materialised within the implementation of a new street user hierarchy which prioritises more sustainable modes of travel including walking and cycling, followed by public transport and finally private car trips. Amongst other mechanisms, Paragraph 287 also identifies that new developments should facilitate travel by public transport, including, where appropriate, the provision of bus stop facilities within a 400 m walking distance.

Transport Assessment Guidance (2012)

- 2.2.5 Transport Scotland published TAG in 2012 to identify a general approach which should be taken for the preparation of TSs and Assessments as well as for Travel Plans. It details the importance of Transport Assessments in establishing the existing transport infrastructure and travel characteristics, as well as the development proposal itself and the measures which will be included to improve infrastructure and services to encourage sustainable travel to the development site.
- 2.2.6 Paragraph 5.5 specifies that TSs / Assessments for development or redevelopment proposals should have three elements:
- 1 An assessment of travel characteristics;
 - 2 A description of the measures which are being adopted to influence travel to the site; and
 - 3 A description of the transport impacts of the development in a dynamic network and how these will be addressed.
- 2.2.7 This TS takes cognisance of these three aspects.

Planning Advice Note (PAN) 75 – Planning for Transport (2005)

- 2.2.8 Planning Advice Note (PAN) 75 –Planning for Transport is a planning circular produced by the Scottish Government which provides good practice on planning and transport. This includes guidance on integrating transport, transport modelling, policy development, development management, planning agreements and environmental assessment.
- 2.2.9 In terms of Transport Assessments / Statements, it states in Paragraph 41 that *“all planning applications that involve the generation of person trips should provide information which covers the transport implications of the development.”* It identifies that for smaller developments, *“the information on transport implications will enable local authorities to monitor potential cumulative impact...”*
- 2.2.10 PAN 75 also provides guidance on the preparation of Travel Plans. Paragraph 42 states that they are *“documents that set out a package of positive and complementary measures for the overall delivery of more sustainable travel patterns for a specific development.”* For detailed planning applications, it identifies that the Travel Plan should *“incorporate a variety of measures and targets to encourage sustainable travel, such as Mode Share Targets, an implementation time scale and an agreed monitoring and review process.”* A FTP has been incorporated within **Chapter 6** of this report which takes cognisance of PAN 75 guidance.
- 2.2.11 Paragraph B12 identifies good practice on the general accessibility of development sites. It states that the recommended accessibility to bus stops is less than 400 m and less than 800 m to railway stations. It also identifies that there a maximum threshold of 1,600 m for walking to local facilities. Various walking and cycling isochrones, which are included within **Chapter 4**, have been prepared in accordance with these distances.

2.3 Regional Transport Policy

Clydeplan Strategic Development Plan (2017)

- 2.3.1 The second Clydeplan Strategic Development Plan (SDP) was approved by Scottish Ministers in June 2017. It outlines the priorities for land use and development across the Glasgow and Greater Clyde region; of which Inverclyde Council administrative area is located within.
- 2.3.2 Policy 17 of the SDP is entitled “*Promoting Sustainable Transport*” and specifies that Clydeplan will seek to prioritise work to identify future land use and transport integration solutions which promote sustainable transport modes ahead of car based modes.
- 2.3.3 Policy 18 is entitled “*Strategic Walking and Cycling Network*” and identifies that new developments should maintain and enhance the strategic walking and cycling network.
- 2.3.4 It is considered that the development proposals comply with these policies considering the wide range of sustainable transport options that would be available as detailed in [Chapter 4](#).

2.4 Local Transport Policy

Inverclyde Local Development Plan (2014)

- 2.4.1 Inverclyde Council adopted their Local Development Plan (LDP) in August 2014. The LDP sets out the Council’s strategy, policies and proposals for the use of land and buildings within Inverclyde, and together with the Clydeplan SDP, is the document the Council uses to determine planning applications and provide advice on development proposals.
- 2.4.2 The Written Statement of the LDP sets out the Council’s commitment to sustainable development through their strategy to encourage development which enables active travel and low greenhouse gas emissions.
- 2.4.3 The proposals map for the LDP highlights the site for Business and Industrial uses as part of Site E2.

2.5 Summary

- 2.5.1 This chapter demonstrates that the proposed development generally corresponds with national and local transportation policies and guidance which give priority to access by sustainable modes and also identify that developments should not result in a significant impact on the safe and efficient operation of the local road network. It is considered that the proposed development site complies with this policy given it would be accessible on foot, for cyclists and by public transport.

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Existing Site
Characteristics and
Baseline Transport
Review

03

3. Existing Site Characteristics and Baseline Transport Review

3.1 Introduction

3.1.1 This chapter provides a summary of the existing site and accessibility for all modes of transport. A site visit carried out by AECOM in July 2017 has been used to inform this transport review.

3.2 Existing Site

3.2.1 The site is included in the Inverclyde LDP for proposed Business and Industrial uses (as part of Site E2). The site is adjacent to the RBS and MISCO offices on Carttsyke Avenue. Access to the site is from a spur from the mini-roundabout on Carttsyke Avenue as shown in [Figure 3.1](#).



Figure 3.1: Existing Site and Proposed Access Spur

3.3 Walking Conditions

Carttsyke Avenue

- 3.3.1 There is a footway situated at the Carttsyke Roundabout from the A8 (T). This continues towards the site before stopping at the aforementioned mini-roundabout spur arm. **Figure 3.2** shows the Carttsyke Avenue pedestrian facilities. The A8 (T) also has footway provision that can be used by pedestrians to access the site.



Figure 3.2: Existing footpath on Carttsyke Avenue

- 3.3.2 Carttsyke Avenue is well equipped for use by pedestrians, the footway is well surfaced with dropped kerbs in place. Street lighting is also provided.

A8 (T)

- 3.3.3 The A8 (T) connects with Carttsyke Avenue via a spiral roundabout. The Carttsyke Avenue arm of the roundabout has an existing pedestrian refuge island shown in **Figure 3.3** allowing pedestrians to cross the road to access the amenities such as the bus stops and train station on the other side of the A8 (T).



Figure 3.3: Arm of Cartsdyke Avenue and Refuge Island

- 3.3.4 Footway provision along the A8 (T) is generally at least 2 m wide which can be seen in [Figure 3.4](#). It is also well lit.



[Figure 3.4: A8 \(T\) Footway](#)

- 3.3.5 There are two signalised crossings on the A8 (T) within approximately 500 m of the site as shown in [Figure 3.5](#) and [Figure 3.6](#). One crossing is to the west near Carlsburn Street and the other is to the east near Ratho Street.



Figure 3.5: Pedestrian Crossing West of Site



Figure 3.6: Pedestrian Crossing East of Site

Core Paths

3.3.6 Inverclyde Council Core Path 1E, 1F, 1G and 57A are all located in proximity to the site. **Figure 3.7** shows the Core Paths and connection points in relation to the site. As shown, access is provided from all directions towards the site via designated Core Paths providing viable pedestrian access towards the site.

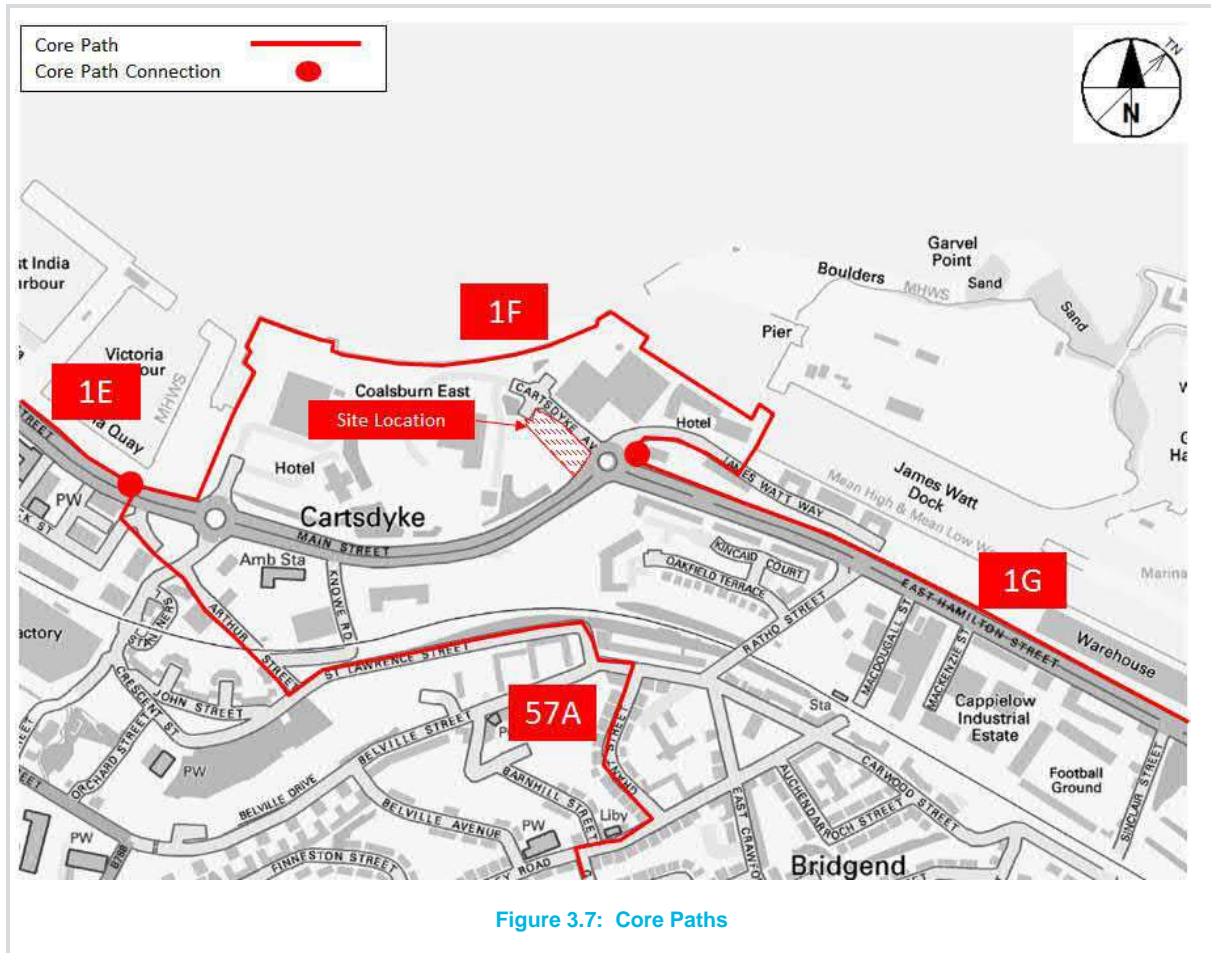


Figure 3.7: Core Paths

3.4 Cycling Conditions

3.4.1 The development site is located in proximity to National Cycle Network (NCN) Route 75 which runs from Leith in Edinburgh to Gourock. The closest section runs along St Lawrence Street and Arthur Street approximately 600 m to the south of the site. The route is well surfaced and follows former railway lines at some locations meaning it is generally on a flat terrain conducive to cycling. **Figure 3.8** shows the route of NCN Route 75 in relation to the site.

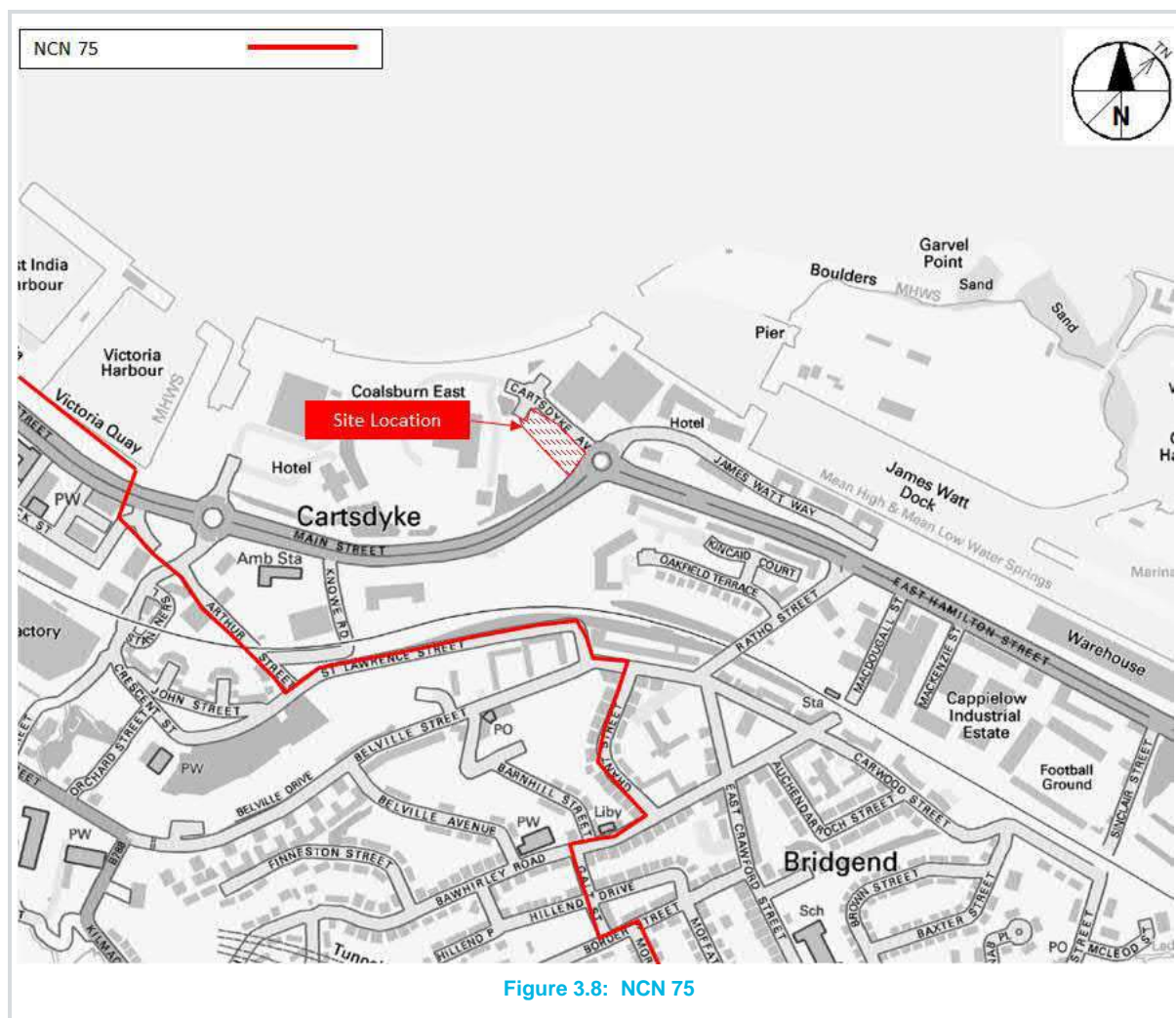


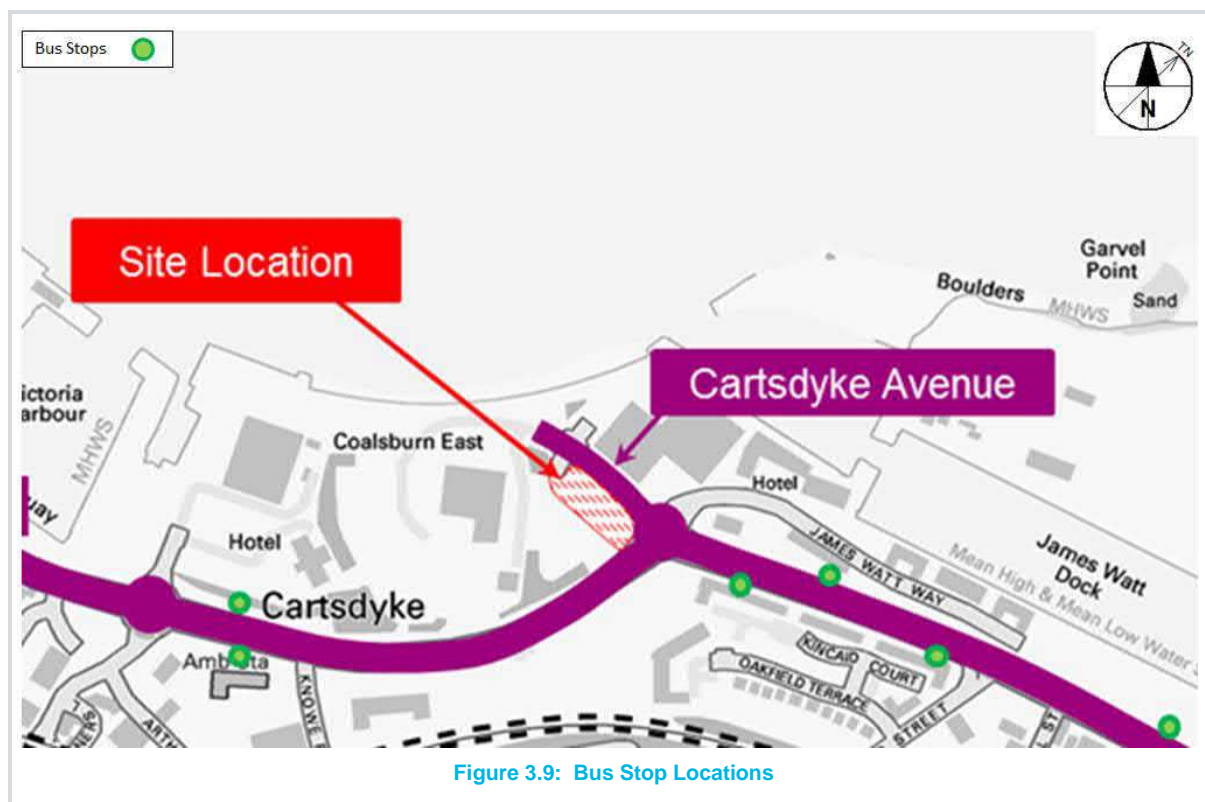
Figure 3.8: NCN 75

3.4.2 Out with the National Cycle Network, cycling opportunities close to the site are good with the surrounding area generally flat with wide footways and carriageways conducive to cycling.

3.5 Public Transport Conditions

Bus

3.5.1 The site is well served with bus services as there are six bus stops within 400 m proximity. The locations are shown in Figure 3.9.



3.5.2 The two closest bus stops are on the A8 (T) approximately 100 m and 150 m east of the Carttsyke Roundabout respectively. Figure 3.10 and Figure 3.11 show these bus stops which are both sheltered, well-lit and provide timetabling information.





Figure 3.11: Main Street A8 (T) Bus Stop Westbound

3.5.3 Timetable information for these bus stops is shown in [Table 3.1](#) and [Table 3.2](#).

Table 3.1: Bus Timetabling Information for Main Street A8 (T) Eastbound Bus Stop

Bus Service	Operator	Route	Approximate Service Frequency		
			Mon – Fri	Saturday	Sunday
531	McGill's	Slaemuir – Greenock or IRH	Half Hourly Service (0654-2135)	Half Hourly Service (0722- 2135)	Hourly Service (0904-2204)
532	McGill's	Devol – Greenock or IRH	Service Every 15 minutes (0645-2310)	Service Every 15 minutes (0645-2310)	Hourly Service (0850-2250)
533	McGill's	Park Farm – Greenock or IRH	Service Every 15 minutes (0713-2219)	Service Every 15 minutes (0713-2219)	Hourly Service (0920-2120)
802	McGill's	Larkfield Ind Est – Port Glasgow	Service Every 5 minutes (0552-0759)	Service Every 5 minutes (0631- 0920)	Hourly Service (0907-1007)
906X	McGill's	Glasgow- Largs	One Service a day (0754)	No Service	No Service
901	McGill's	Glasgow - Largs	Half Hourly Service (0614-1640)	Half Hourly Service (0800- 1640)	Service Every 2 hours (0739- 1824)
906	McGill's	Glasgow - Largs	Half Hourly Service (0730-1850)	Half Hourly Service (0730- 1850)	No Service
907	McGill's	Dunoon - Glasgow	Hourly Service (0644- 1806)	Hourly Service (0644-1807)	Service Every 2 hours (0913- 1723)
X7	McGill's	Greenock – Glasgow via Kilmacolm	Service Every 20 minutes (0534-2234)	Service Every 20 minutes (0604-2234)	Hourly Service (0834-1934)
X22	McGill's	Greenock - Clydebank	Hourly Service (0647- 1717)	Hourly Service (0647-1717)	No Service

Data Correct as of 02/08/17

Table 3.2: Bus Timetabling Information for Main Street A8 (T) Westbound Bus Stop

Bus Service	Operator	Route	Approximate Service Frequency		
			Mon – Fri	Saturday	Sunday

Bus Service	Operator	Route	Approximate Service Frequency		
			Mon – Fri	Saturday	Sunday
531	McGill's	Slaemuir – Greenock or IRH	Half Hourly Service (732-2245)	Half Hourly Service (0802- 1915)	No Service
532	McGill's	Devol – Greenock or IRH	Half Hourly (0724- 2334)	Half Hourly (0724-2334)	3 Services a day (0742-1028)
533	McGill's	Park Farm – Greenock or IRH	Service Every 15 minutes (0728-2303)	Service Every 15 minutes (0728-2303)	Hourly Service (1004-2204)
802	McGill's	Larkfield Ind Est – Port Glasgow	3 Services a day (1844-2341)	2 Services a day (1848-2345)	1 Service a day (1931)
906X	McGill's	Glasgow- Largs	One Service a day (1749)	No Service	No Service
901	McGill's	Glasgow - Largs	Half Hourly Service (0845-2046)	Half Hourly Service (0945- 2046)	Service Every 2 hours (1024- 2024)
906	McGill's	Glasgow - Largs	Half Hourly Service (0801-1856)	Half Hourly Service (0931- 1831)	No Service
907	McGill's	Dunoon - Glasgow	Hourly Service (0853- 2020)	Hourly Service (0853-2020)	Service Every 2 hours (0904- 1917)
X7	McGill's	Greenock – Glasgow via Kilmacolm	Service Every 20 minutes (0717-2354)	Service Every 20 minutes (0719-2354)	Hourly Service (1121-2041)
X22	McGill's	Greenock - Clydebank	Hourly Service (0850- 1920)	Hourly Service (0850-1920)	No Service

Data Correct as of 02/08/17

- 3.5.5 The bus services that are located at the stops closest to the site are operated by McGill's. As shown, the majority of services run on a frequent basis with connections to Glasgow and Greenock town centre available. Other destinations such as Largs, Clydebank and Dunoon are also accessible.

Rail

- 3.5.6 Cartsdyke Railway Station is the nearest station to the site which is located approximately 600 m to the south-east of the site. The station is equipped with two platforms, a ticket office, waiting room and an overhead footbridge connecting the platforms. [Figure 3.12](#) shows the bridge connecting the station platforms.



Figure 3.12: Carttsyde Railway Station

3.5.7 **Table 3.3** provides a summary of the rail services and their respective frequencies from Carttsyde Station.

Table 3.3: Rail Routing and Timetabling Information at Carttsyde Railway Station

Operator	Route	Approximate Service Frequency		
		Mon – Fri	Saturday	Sunday
Abellio Scotrail	Carttsyde – Glasgow Central	Half Hourly Service	Half Hourly Service	Hourly Service
Abellio Scotrail	Carttsyde - Gourock	Half Hourly Service	Half Hourly Service	Hourly Service
Abellio Scotrail	Carttsyde – Paisley Gilmour Street	Half Hourly Service	Half Hourly Service	Hourly Service

Data Correct as of 02/08/17

3.6 Vehicular Travel Conditions

- 3.6.1 The site can be accessed via Cartsydyke Avenue accessed via the A8 (T). The A8 (T) is a strategic route which connects Port Glasgow to Greenock and is dual carriageway with a central reservation. [Figure 3.13](#) and [Figure 3.14](#) illustrate the characteristics of the A8 (T).



Figure 3.13: A8 (T) East of the Site

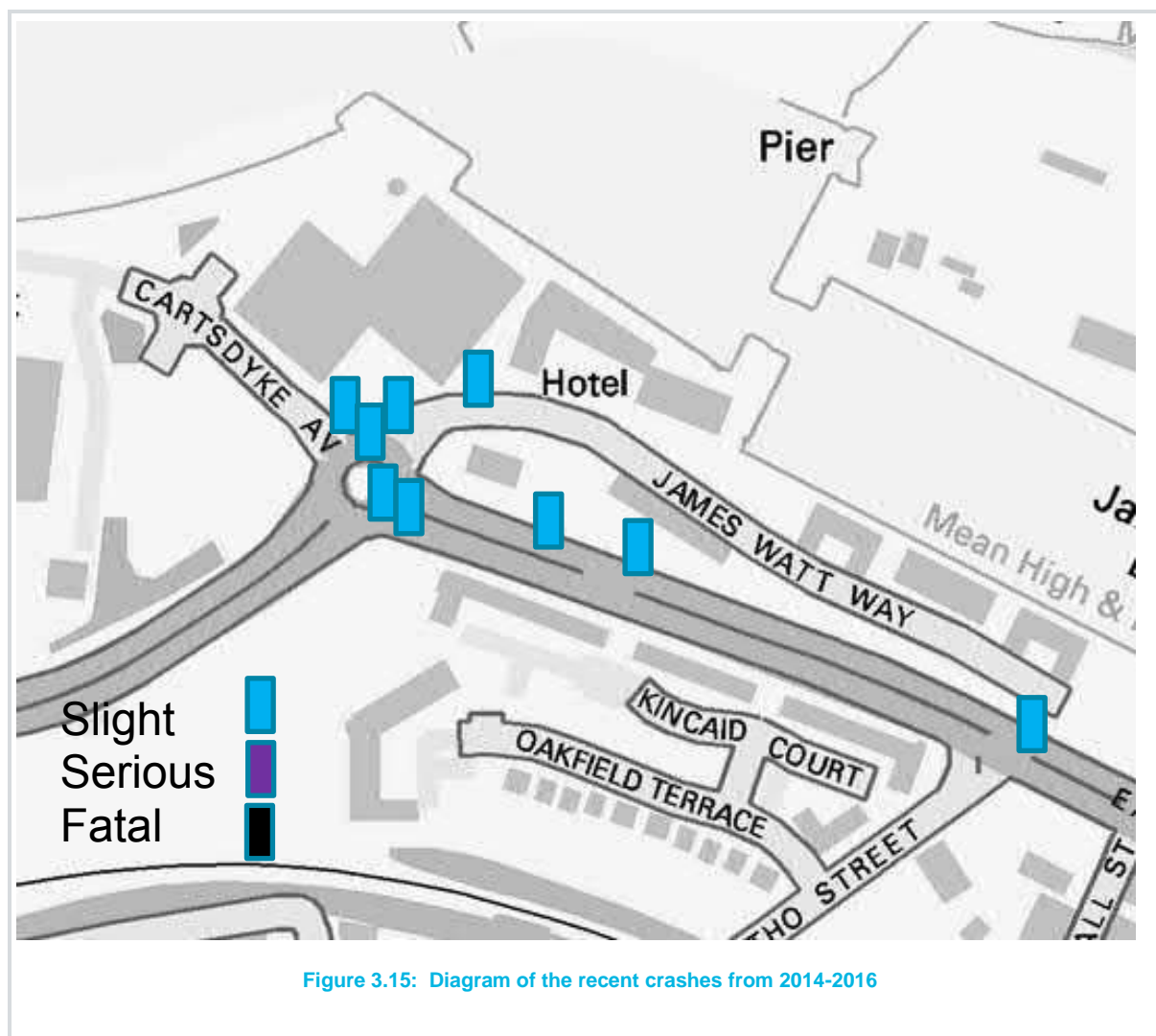


Figure 3.14: A8 (T) at West of the Site

- 3.6.2 The speed limit on the A8 (T) in proximity to the site is 30 mph.
- 3.6.3 Carttsyke Avenue connects with the Carttsyke Roundabout and provides access to the RBS and MISCO Offices.

3.7 Accidents

- 3.7.1 The Crashmap database (www.crashmap.co.uk) has been used to review the total number of accidents that have occurred in the surrounding road network adjacent to the site. The location and severity of the accidents identified are shown in [Figure 3.15](#).



3.7.2 A total of nine accidents classified as 'slight' have been recorded between 2014 and 2016.

3.8 Summary

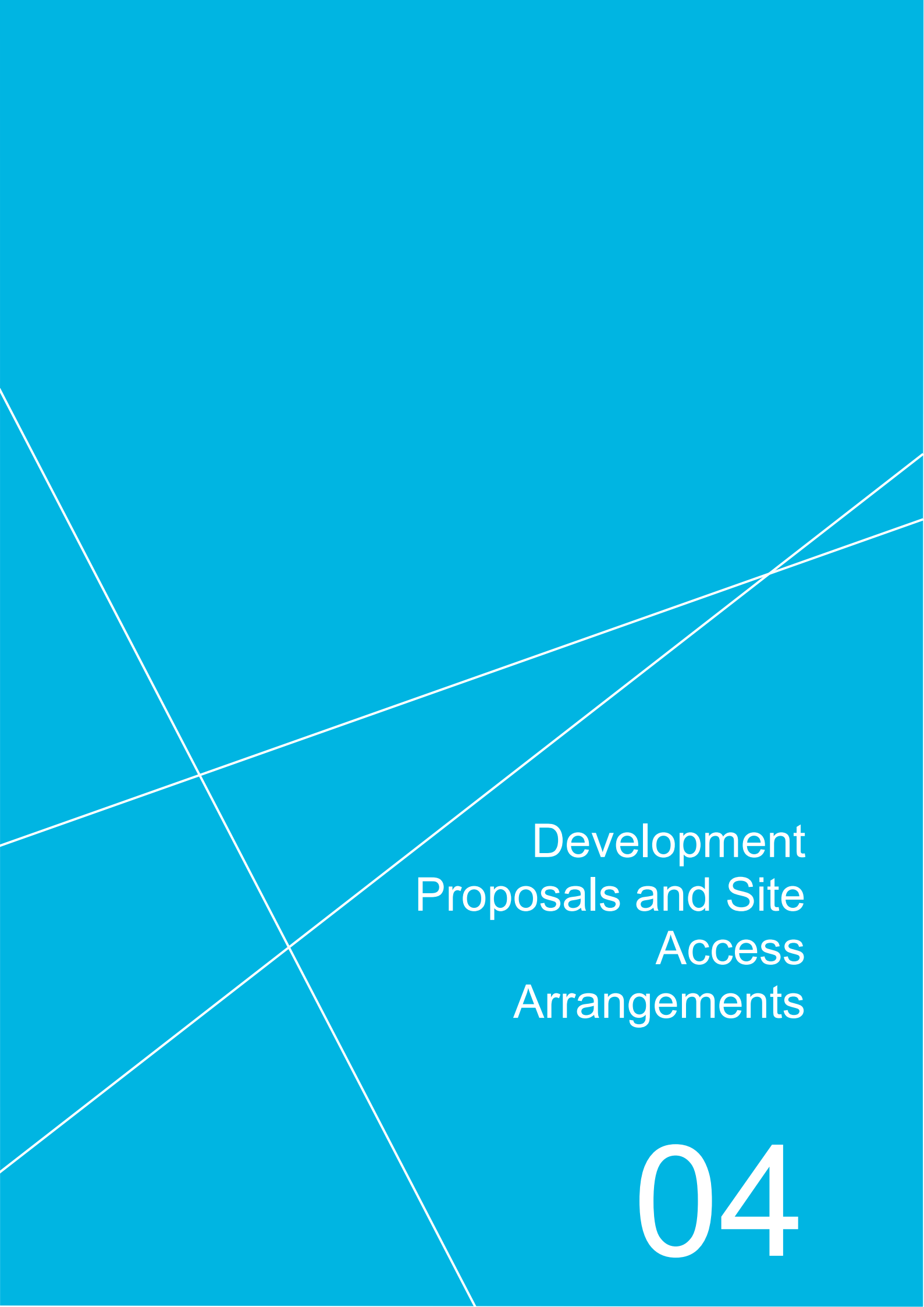
3.8.1 The site is situated off Carttsyke Avenue, Greenock. The site can be accessed by foot via the Carttsyke Avenue footway. The A8 (T) also has footway provision which connects with Carttsyke Avenue. A series of Inverclyde Council Core Paths have also been identified which include a section of footway adjacent to the A8 (T) close to the site.

3.8.2 Cyclists can utilise NCN 75, which can be accessed 700 m from the site, whilst local roads in proximity to the site are also conducive to cycling.

3.8.3 The site is well serviced by buses which operate to regular frequencies throughout the day. The two nearest bus stops are equipped with shelters and bus timetabling information and are both within 400 m of the site. These bus stops provide services connecting the site to Greenock Town Centre, Gourock, Largs, Dunoon, Port Glasgow and Glasgow.

3.8.4 Carttsyke Railway Station is located approximately 600 m from the site and is served by a range of trains from Glasgow Central, Paisley Gilmour Street and Gourock. The services run frequently Monday to Saturday.

- 3.8.5 The Cartsydyke Roundabout provides access to the site as well as access to wider road networks such as the A8 (T). On proximity to the Cartsydyke Roundabout the speed limit on the A8 (T) is 30 mph.
- 3.8.6 Cartsydyke Avenue provides access to the site via a mini-roundabout. Offices for RBS and MISCO are also access from Cartsydyke Avenue.

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Development
Proposals and Site
Access
Arrangements

04

4. Development Proposals and Site Access Arrangements

4.1 Introduction

4.1.1 This chapter provides details on the proposed development, including the planned occupants of the site, floor size, facilities and site layout. In addition, this chapter identifies how the site can be accessed by a range of transport modes and includes a review of the proposed parking and servicing provision.

4.2 Proposed Development Summary

4.2.1 The proposed development would consist of a 213 m² Gross Floor Area (GFA) coffee shop with drive through facility anticipated to be occupied by Starbucks. Car parking (27 no. spaces) would be located at the front of the building whilst the drive through would be located to the rear.

4.2.2 Due to the drive through nature of the proposed development, it is anticipated that the majority of trips would be made to and from the site by vehicles. The proposed indicative site layout is shown in [Appendix B](#).

4.3 Walking Access

4.3.1 Pedestrian access to the site would be by means of a continuation of the footway which is already located on Carttsyde Avenue, connecting to the Carttsyde Roundabout. The extended footway would be located on the eastern side of the proposed access road into the site. The footway would connect with an internal pedestrian crossing point. There would also be a stairway connection to the north of the building which would provide a more direct means of access to Carttsyde Avenue. A walking isochrone has been prepared for distances of 400 m, 800 m, and 1600 m. This is shown in [Appendix C](#) and replicated in [Figure 4.1](#).

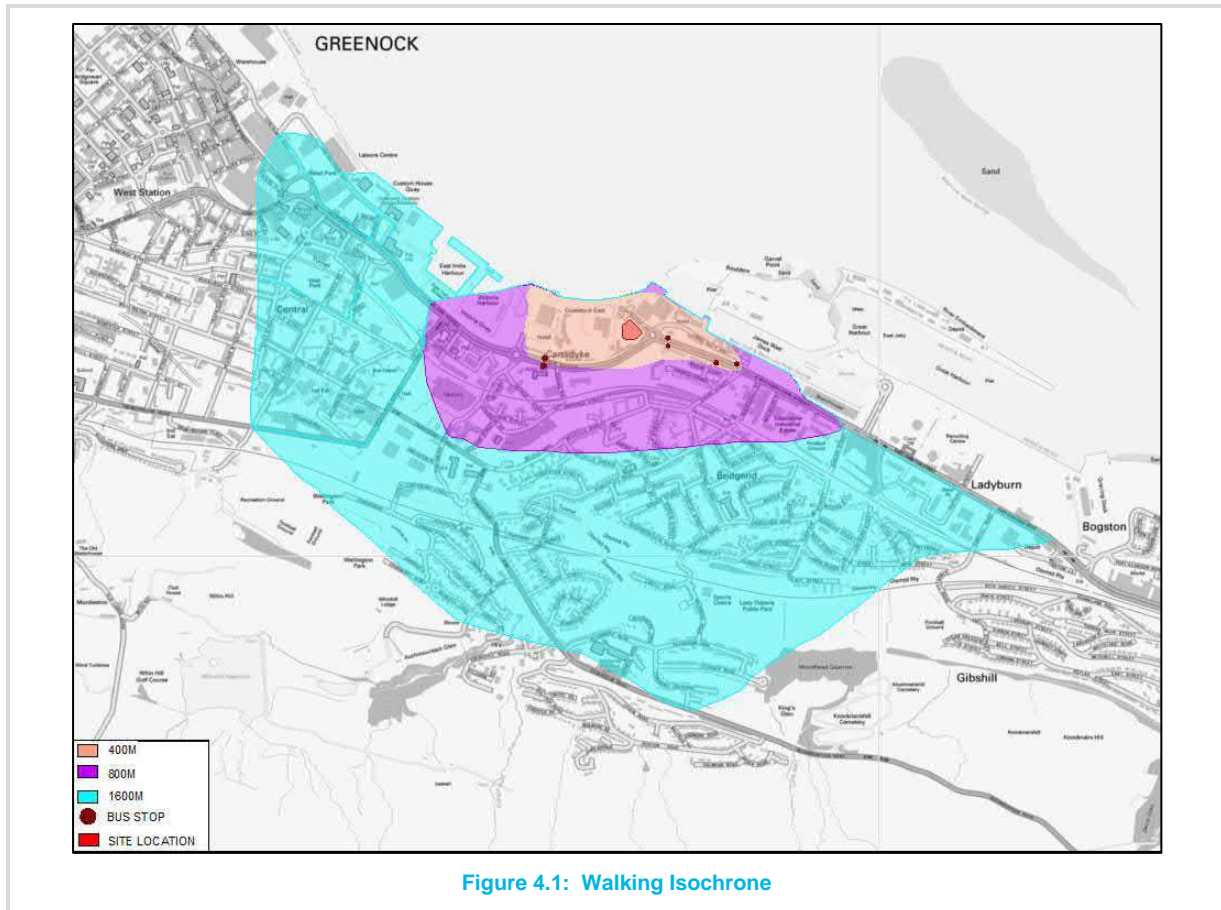
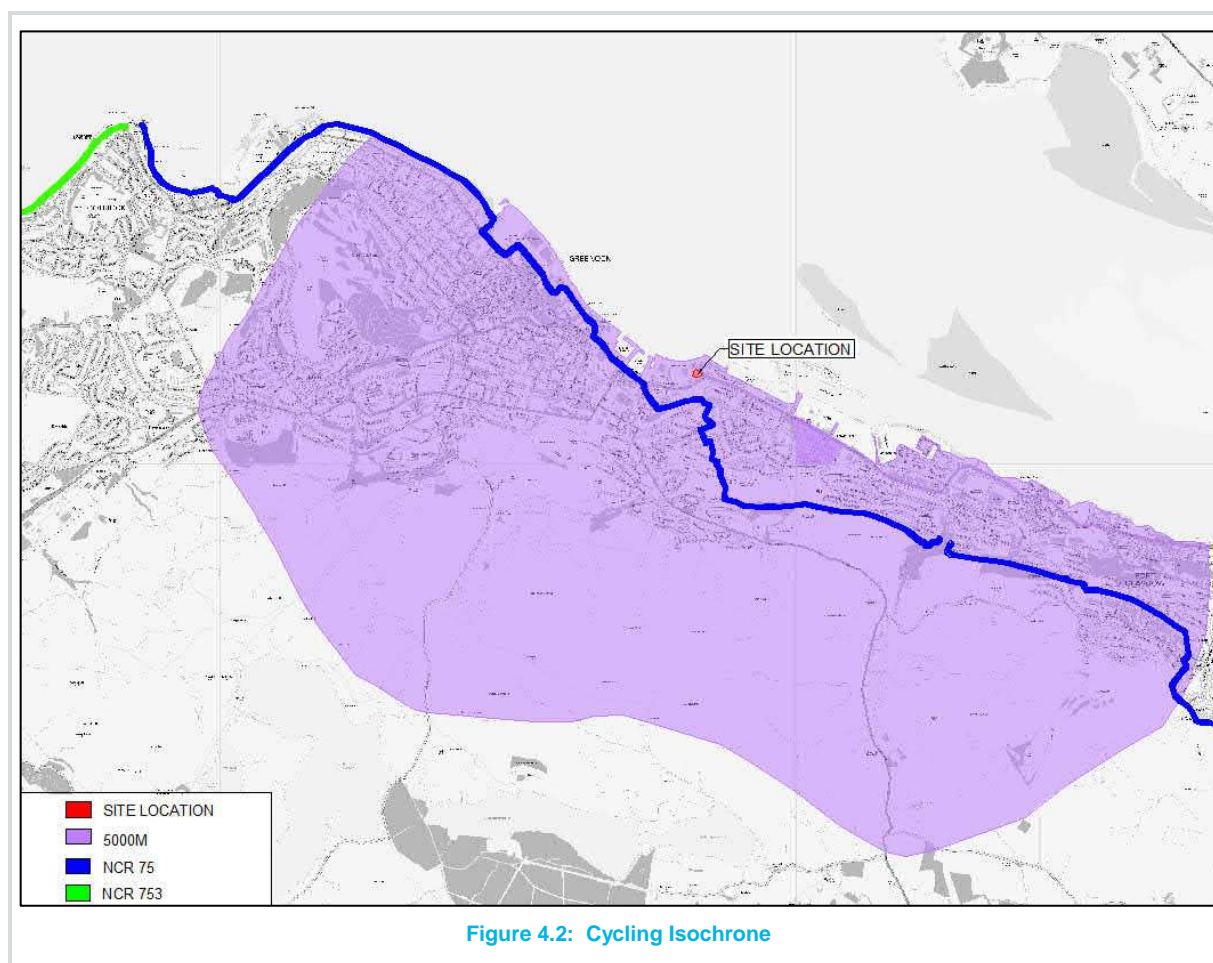


Figure 4.1: Walking Isochrone

4.4 Cycling Access

- 4.4.1 Cyclist access to the proposed site would be by routeing along Carttsyke Avenue and the connecting access road. NCN Route 75 is located 700 m to the west of the site. A cycling isochrone has been prepared for a distance of 5 km. This is shown in [Appendix C](#) and replicated in [Figure 4.2](#).



4.5 Public Transport Access

- 4.5.1 Considering the nature of the proposed development and the drive through element it is not considered likely that customers would travel specifically to the proposed site by public transport. Nonetheless, some staff may opt to travel to the site by bus.
- 4.5.2 It is considered that the site would be well served by public transport given that it would be located approximately 600 m from Carttsyke Railway Station. The A8 (T) is also particularly well served by frequent bus routes, with two bus stops located within 400 m of the site. Further information relating to public transport routeing and frequency is found within Section 3.5.

4.6 Car Access and Drive Through

4.6.1 Vehicular access would be by means of the existing spur of the Cartsydyke Roundabout which would be extended to form the access road into the site.

4.7 Servicing and Delivery Arrangements

4.7.1 Servicing of the site would consist of deliveries conventionally associated with coffee shops. It is envisaged deliveries would occur on a daily basis given the nature of the perishable items that would be sold on the premises. Deliveries would be undertaken outside of opening hours to avoid disruption to customers. An 8 m rigid truck has been used for the swept path analysis (SPA) for delivery vehicles as shown in Appendix D.

4.7.2 The regular uplift of refuse would also be necessary.

4.7.3 It has been confirmed through discussions with the anticipated occupant of the proposed development that the following servicing vehicle is anticipated to access the site on average 2-3 times a week and out-with peak trading periods:

- Length: 10.4 m;
- Width: 2.96 m; and
- Height: 3.6 m.

4.7.4 A refuse vehicle which best matches these dimensions has been used as part of the SPA shown in [Appendix D](#).

4.8 Parking

Cycling Parking

4.8.1 It is understood that Inverclyde Council implement the parking standards identified in the SCOTS National Roads Development Guide (NRDG). The NRDG suggests that a minimum of two cycle spaces should be provided based upon the GFA of the development.

4.8.2 The minimum cycle parking standard for the proposed development is shown within [Table 4.1](#).

Table 4.1: Minimum Cycle Parking Standards

Land Use Class	NRDG 'Type of Development'	Cycle Minimum	Proposed Gross Floor Areas	Minimum Cycle Provision
Class 3	Food and Drink	1 space per 200 m ²	213 m ²	1 space

Source: Page 161, NRDG

4.8.3 Despite the requirement for two cycle parking spaces, a total of six spaces are proposed to be provided.

Car Parking

4.8.4 NRDG identifies that the maximum standards are one space per 5 m² for Class 3 food and drink developments which incorporates restaurants, cafés and snack bars. This equates to a maximum provision of 44 spaces for the proposed development.

4.8.5 The maximum car parking standards of a Class 3 development are shown within [Table 4.2](#).

Table 4.2: Maximum Car Parking Standards

Land Use Class	NRDG 'Type of Development'	Car Parking Maximum	Proposed Gross Floor Areas	Maximum Car Parking Provision
Class 3	Food and Drink	1 space per 5 m ²	213 m ²	44 spaces

Source: Page 161, NRDG

4.8.6 The proposals include a total of 27 car parking spaces, including three blue badge holder bays and two further waiting bays for vehicles using the drive through. The proposed provision does not exceed maximum standards and has been derived taking cognisance of the operational requirements of the anticipated tenant of the site. The blue badge provision complies with the minimum standards found within the NRDG.

Motorcycle Parking

4.8.7 The minimum motorcycle parking standards for new developments as identified in NRDG are shown within [Table 4.3](#).

Table 4.3: Motorcycle Parking Standards

Car Spaces	Motorcycle Spaces	Total
For the first 0 – 100 spaces	1 space, plus 1 space per 20 car spaces	2 Spaces

Source: Page 161, NRDG

4.8.8 Two motorcycle spaces are proposed in accordance with standards.

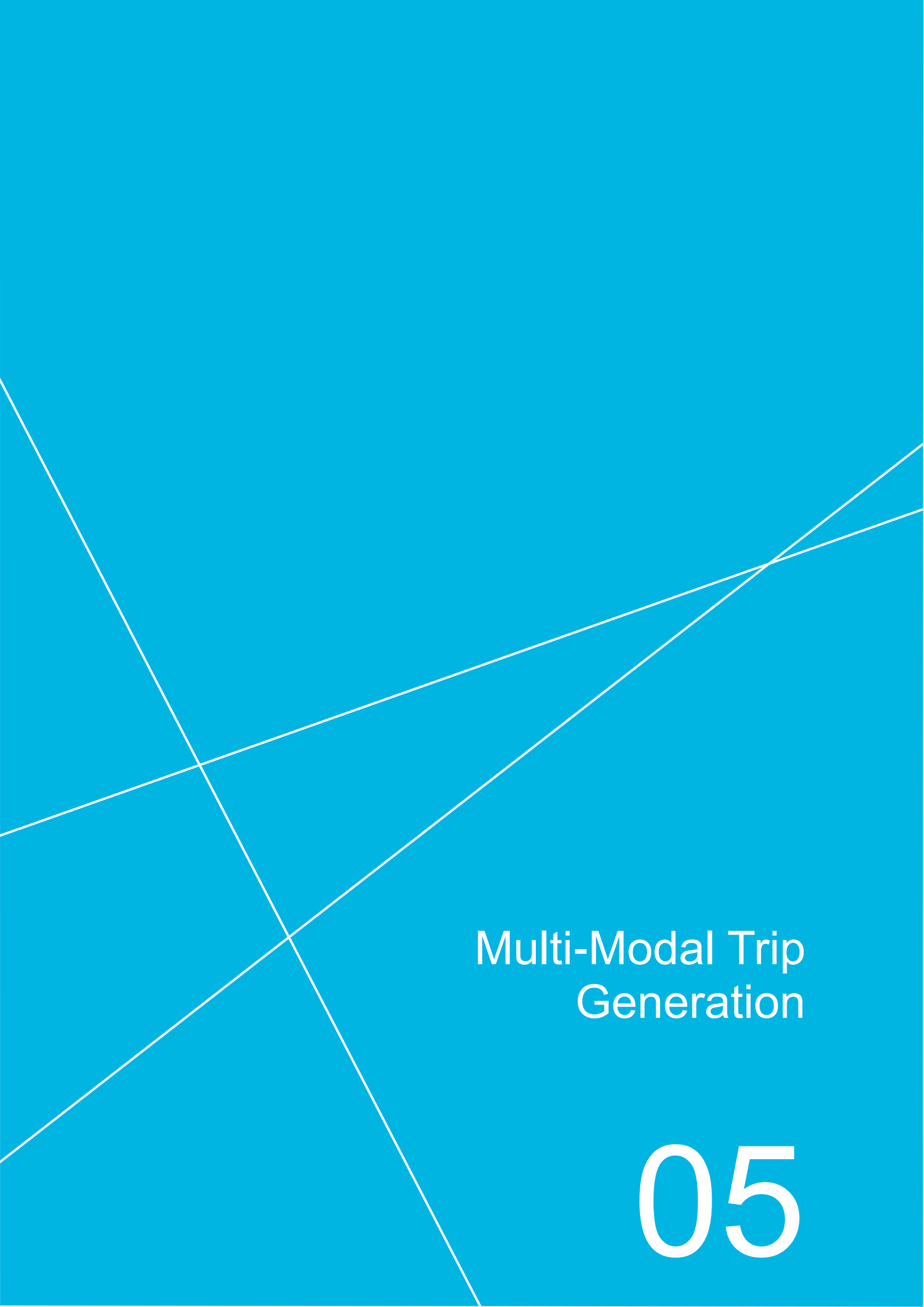
4.9 Summary

4.9.1 The proposed development would consist of a coffee shop (213 m² GFA) which would be accessible for prospective staff and customers walking from surrounding businesses and residential areas to the south. A 5 km cycling isochrone has also been prepared which shows that the development site is also accessible by active travel from Greenock town centre to the west.

4.9.2 The site is accessible by public transport via two existing bus stops located on the A8 (T) and Cartsdyke Railway Station is located approximately 600 m from the site.

4.9.3 In terms of vehicular access the site would be accessed from Cartsdyke Avenue via an existing spur and new access road.

4.9.4 Servicing, deliveries and refuse collection would take place outside of business hours and SPA has been undertaken to demonstrate that the internal road layout of the site can accommodate this.

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Multi-Modal Trip
Generation

05

5. Multi-Modal Trip Generation

5.1 Introduction

5.1.1 TAG (2012) identifies the importance of multi-modal assessments to be undertaken for any new development site. Multi-modal assessments provide an indication of the extent at which the development impacts the surrounding transport network and the ability of the development to influence sustainable travel behaviours. This chapter identifies the anticipated multi-modal trip generation of the proposed development during the weekday morning and evening peak hours. The methodology and all trip rates used have been agreed with Inverclyde Council and Transport Scotland during the scoping process.

5.2 Vehicular Trip Generation

5.2.1 TRICS Version 7.4.1 (2017) has been used to determine the likely vehicular trip generation to and from the proposed development. Within TRICS, there are no drive through sites associated with coffee shops. As such, “Fast Food – Drive Through” (D-06) has been selected as the next best alternative. This is a standard approach adopted for other drive through coffee shops across the country. The daily profile of fast food outlet vehicle trips differ from coffee shops, however, it is considered that over the course of the day, the total number of vehicular trips for a fast food outlet and the proposed development would be similar.

5.2.2 There are only a very limited number of multi-modal surveys contained within TRICS for drive through sites and therefore only vehicular surveys have been selected to provide a more representative vehicular demand.

5.2.3 The following criteria have been applied:

- **Land Use Category:** 06 Hotel, Food & Drink D – Fast Food – Drive Through;
- **Parameter Range:** 123 m² – 400 m² (GFA);
- **Date Range:** 01/01/09 – 01/12/12;
- **Survey Days:** Weekdays Only; and
- **Locational Characteristics:** Edge of Town Centre; Suburban Area.

5.2.4 The full TRICS outputs are contained within [Table 5.1](#).

Table 5.1: TRICS Vehicular Trip Rates and Proposed Development Trip Generation

Time Period	Vehicular Trip Rates (per 100 m ²)			Vehicular Trip Generation (Assumes GFA of 213 m ²)		
	In	Out	Total	In	Out	Total
05:00 – 06:00	0.794	0	0.794	2	0	2
06:00 – 07:00	1.587	0.265	1.852	3	1	4
07:00 – 08:00	5.473	3.648	9.121	12	8	19
08:00 – 09:00	7.463	8.458	15.921	16	18	34
09:00 – 10:00	5.307	6.302	11.609	11	13	25
10:00 – 11:00	3.084	2.847	5.931	7	6	13
11:00 – 12:00	5.457	5.338	10.795	12	11	23
12:00 – 13:00	9.49	8.185	17.675	20	17	38
13:00 – 14:00	10.202	10.558	20.76	22	22	44
14:00 – 15:00	7.355	6.999	14.354	16	15	31
15:00 – 16:00	8.422	8.304	16.726	18	18	36
16:00 – 17:00	9.134	9.609	18.743	19	20	40

Time Period	Vehicular Trip Rates (per 100 m ²)			Vehicular Trip Generation (Assumes GFA of 213 m ²)		
	In	Out	Total	In	Out	Total
17:00 – 18:00	11.507	11.032	22.539	25	23	48
18:00 – 19:00	10.795	11.625	22.42	23	25	48
19:00 – 20:00	8.897	9.964	18.861	19	21	40
20:00 – 21:00	6.168	6.524	12.692	13	14	27
21:00 – 22:00	4.27	3.915	8.185	9	8	17
22:00 – 23:00	1.456	2.589	4.045	3	6	9
23:00 – 00:00	0	1.133	1.133	0	2	2
Total	116.861	117.295	234.156	249	250	499

Source: TRICS Version 7.4.1

Peak Hour Trip Generation

- 5.2.5 As previously identified, the peak trading periods for drive through coffee shops is generally different to a fast-food restaurant. The daily peak period for the proposed development is likely to be in the morning period.
- 5.2.6 In order to represent a robust case, it is proposed that the peak hour from TRICS (Table 4.1 17:00 – 18:00) represents the peak coffee shop trading period in the morning. Thus it is proposed that during the morning peak hour, there would be a total of 48 two-way vehicles. Similarly, it is proposed that the peak trading hour in the network evening peak would mimic the evening TRICS peak period (Table 4.1 17:00 – 18:00) resulting in 48 two-way vehicles also.
- 5.2.7 **Table 5.2** provides a summary of the vehicle trip generation associated with the proposed development during the anticipated local and trunk road peak periods.

Table 5.2: Proposed Development Peak Hour Vehicular Trips

Time Period	Vehicular Trip Generation		
	In	Out	Total
Morning Network Peak Hour	25	23	48
Evening Network Peak Hour	25	23	48

Pass-by / New Trips

- 5.2.8 It is considered that the majority of vehicular trips to and from the proposed development would constitute pass-by trips that are already on the network as opposed to new trips. In this case, pass-by trips would likely emanate from the A8 (T) as well as from surrounding land uses, such as from the RBS. Based upon AECOM's previous experience at other similar development sites, it is estimated that approximately 75% of trips would constitute pass-by trips whilst the remaining 25% would constitute new trips, this is considered to be robust. This has been agreed with Inverclyde Council and Transport Scotland.
- 5.2.9 **Table 5.3** provides a breakdown of pass-by and new vehicular trips associated with the proposed development.

Table 5.3: Proposed Development Peak Hour Pass-by and New Vehicular Trips

Time Period	Passby Vehicular Trips			New Vehicular Trips		
	In	Out	Total	In	Out	Total
Morning Network Peak Hour	19	17	36	6	6	12
Evening Network Peak Hour	19	17	36	6	6	12

5.2.10 As such, it is demonstrated that only a total of 12 new vehicular trips would be generated by the proposed development in each of the respective morning and evening peak hours. Given the nominal level of additional trips, the development proposals are not anticipated to affect the operational capacity of the local or trunk road network.

5.3 Multi-Modal Trip Generation

5.3.1 Given the information from TRICS covers vehicular trips only, there is no modal split information for the sites selected to calculate the people based trip generation. The multi-modal demand has therefore been based upon modal split information from all drive through sites within TRICS. Due to the very limited number of available sites, this has been undertaken irrespective of the sites' individual locational characteristics, size or nearby population characteristics.

5.3.2 The average daily modal split for all four of these sites from TRICS is presented within [Table 5.4](#).

Table 5.4: Modal Split Information

Mode	Percentage of Journeys
Walking / Cycling / Bus	13.6%
Vehicles	86.4%

5.3.3 It is projected that 86.4% of all journeys would be made by vehicle, with the remaining 13.6% made by other sustainable methods.

5.3.4 Using these mode splits, [Table 5.5](#) contains the projected multi-modal trip generation for the proposed development during the peak hours.

Table 5.5: Anticipated Multi-modal Trips

Transport Mode	Morning Network Peak Hour			Evening Network Peak Hour		
	In	Out	Total	In	Out	Total
Vehicles	25	23	48	25	23	48
Walking / Cycling / Bus	4	4	8	4	4	8
Total	29	27	56	29	27	56

- 5.3.5 Given the nominal number of anticipated trips by walking, cycling and bus, it is likely that existing local infrastructure is sufficient to support these additional sustainable travel trips generated by the proposed development.

5.4 Summary

- 5.4.1 The anticipated number of multi-modal trips that could be made to and from the proposed development site has been calculated using TRICS Version 7.4.1. This predicts a total of 48 two-way vehicular trips during the weekday morning and evening peak hours. Furthermore eight journeys to the proposed development could be made by sustainable modes of transport including walking, cycling and public transport in the morning peak hours and evening peak hours. It is considered that, given the nominal number of new vehicle trips and sustainable trips generated by the proposed development during the morning and evening peak periods there is not anticipated to be a detrimental impact on the local and trunk road network.

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Framework Travel
Plan

06

6. Framework Travel Plan

6.1 Introduction

- 6.1.1 Travel Plans serve as strategic tools to help manage the impact of new developments on the surrounding transportation network. They typically contain a series of initiatives which are designed to encourage more sustainable travel behavioural traits and promote a modal shift away from the present dependency upon single occupancy car use towards walking, cycling, the use of public transport and car sharing.
- 6.1.2 This chapter sets out a FTP for the proposed development which could be used to inform a full Travel Plan should consent be granted.

6.2 Aims and Objectives

- 6.2.1 The aims and objectives of the Travel Plan for the proposed development would need to be agreed and communicated to all staff. The Travel Plan should aim to:
- Reduce the level of single occupancy car journeys by staff and where practical by customers.
- 6.2.2 This would be reinforced by a series of objectives including encouraging staff and customers to use alternative sustainable modes of travel through awareness raising initiatives.

6.3 Coordination and Consultation

- 6.3.1 To co-ordinate the development and implementation of the Travel Plan, a Travel Plan Coordinator (TPC) should be appointed from inside the proposed development's management structure. The TPC should provide focus for consultation, management and communication of the Travel Plan, and monitor the progress that has been made towards the Travel Plan's aims and objectives.

6.4 Awareness and Monitoring

- 6.4.1 The TPC should be responsible for raising awareness and promoting the Travel Plan and its benefits to all staff. Through experience it has proved that people respond well to initiatives that offer personal benefits such as time and cost saving. These benefits should be marketed to staff.
- 6.4.2 The benefits that are required to be highlighted incorporate the following:
- Improved level of wellbeing as a result of healthier lifestyles;
 - Parking demands are reduced;
 - Congestion and associated levels of pollution are reduced;
 - Travel times savings; and
 - Cost savings.
- 6.4.3 It should be noted that Travel Plans conventionally propose undertaking regular travel surveys to both establish baseline and ongoing modal split information. However, given the typically high turnover of staff at coffee shops as well as the overall small number of staff to be employed on site; the undertaking of regular surveys is not considered appropriate in this instance.

6.5 Specific Measures

- 6.5.1 Workplace Travel Plans introduce and encourage a range of sustainable journeys to and from the workplace for staff members and visitors. In terms of the proposed development, potential measures could include:
- Making bus timetables accessible;
 - Providing cycle parking and changing facilities; and

- Making sure electric cars can access the site by considering applying for direct funding from the Energy Saving Trust in collaboration with Transport Scotland.

6.5.2 To comply with these measures, a travel board noticeboard could be provided within staff areas.

6.6 Monitoring

6.6.1 As identified in Section 6.4 it is not proposed to carry out regular surveys due to the low overall number and the anticipated relatively high turnover of staff. The emphasis of the Travel Plan will be to provide members of staff with information about different opportunities for their travel to and from work and allow them to make informed travel choices. The TPC will undertake informal monitoring of the travel situation to identify any particular problems that arise, for example should additional cycle parking be required. In addition staff members will be encouraged to report any problems to either the TPC or their line manager.

6.7 Summary

6.7.1 As part of the TS process a FTP has been prepared which focusses on informing staff about their travel options. A TPC would be appointed from within the management of the proposed development.

The background is a solid blue color. Three thin white lines intersect to form a geometric pattern. One line is vertical, another is horizontal, and the third is diagonal, creating a series of triangles and quadrilaterals across the page.

Summary and
Conclusion

07

7. Summary and Conclusion

7.1 Summary

Introduction

- 7.1.1 AECOM has been commissioned by OCO Westend Limited (Starbucks) & Crucible Developments (Scotland) Limited to prepare a Transport Statement (TS) in support of a proposed development located on land adjacent to Cartsdyke Avenue and the A8 (T) Main Street in Greenock. The proposed development would consist of a coffee shop with drive through facility which is anticipated to be occupied by Starbucks. Thirty car parking spaces are proposed. The proposed development site would be accessed via a new access road connecting to an existing spur of the Cartsdyke Avenue mini-roundabout.

National, Regional and Local Policy and Guidance

The TS demonstrates that the proposed development generally corresponds with national and local transportation policies and guidance which give priority to access by sustainable modes and also identify that developments should not result in a significant impact on the safe and efficient operation of the local road network. It is considered that the proposed development site complies with this policy given it would be accessible on foot, for cyclists and by public transport.

Existing Conditions

- 7.1.2 The site is situated off Cartsdyke Avenue, Greenock. The site can be accessed by foot via the Cartsdyke Avenue footway. The A8 (T) also has footway provision which connects with Cartsdyke Avenue. A series of Inverclyde Council Core Paths have also been identified which include a section of footway adjacent to the A8 (T) close to the site.
- 7.1.3 Cyclists can utilise NCN 75, which can be accessed 700 m from the site, whilst local roads in proximity to the site are also conducive to cycling.
- 7.1.4 The site is well serviced by buses which operate to regular frequencies throughout the day. The two nearest bus stops are equipped with shelters and bus timetabling information and are both within 400 m of the site. These bus stops provide services connecting the site to Greenock Town Centre, Gourock, Largs, Dunoon, Port Glasgow and Glasgow.
- 7.1.5 Cartsdyke Railway Station is located approximately 600 m from the site and is served by a range of trains from Glasgow Central, Paisley Gilmour Street and Gourock. The services run frequently Monday to Saturday.
- 7.1.6 The Cartsdyke Roundabout provides access to the site as well as access to wider road networks such as the A8 (T). On proximity to the Cartsdyke Roundabout the speed limit on the A8 (T) is 30 mph.
- 7.1.7 Cartsdyke Avenue provides access to the site via a mini-roundabout. Offices for RBS and MISCO are also access from Cartsdyke Avenue.

Development Proposals

- 7.1.8 The proposed development would consist of a coffee shop (213 m² Gross Floor Area (GFA)) which would be accessible for prospective staff and customers walking from surrounding businesses and residential areas to the south. A 5 km cycling isochrone has also been prepared which shows that the development site is also accessible by active travel from Greenock town centre to the west.
- 7.1.9 The site is accessible by public transport via two existing bus stops located on the A8 (T) and Cartsdyke Railway Station is located approximately 600 m from the site.
- 7.1.10 In terms of vehicular access the site would be accessed from Cartsdyke Avenue via an existing spur and new access road.

- 7.1.11 Servicing, deliveries and refuse collection would take place outside of business hours and Swept Path Analysis has been undertaken to demonstrate that the internal road layout of the site can accommodate this.

Multi Modal Trip Generation

- 7.1.12 The anticipated number of multi-modal trips that could be made to and from the proposed development site has been calculated using TRICS Version 7.4.1. This predicts a total of 48 two-way vehicular trips during the weekday morning and evening peak hours. Furthermore eight journeys to the proposed development could be made by sustainable modes of transport including walking, cycling and public transport in the morning peak hours and evening peak hours. It is considered that, given the nominal number of new vehicle trips and sustainable trips generated by the proposed development during the morning and evening peak periods there is not anticipated to be a detrimental impact on the local and trunk road network.

Framework Travel Plan

- 7.1.13 As part of the TS process a Framework Travel Plan (FTP) has been prepared which focusses on informing staff about their travel options. A Travel Plan Coordinator (TPC) would be appointed from within the management of the proposed development.

7.2 Conclusion

- 7.2.1 Taking in to account the findings of this TS, including the anticipated impacts associated with the proposed development, it is considered that there is no basis to resist the proposal on transportation grounds.

Appendix A Scoping Letter

Elaine Provan
Inverclyde Council
8 Pottery Street
Greenock
PA15 2UH

21 July 2017

Dear Elaine,

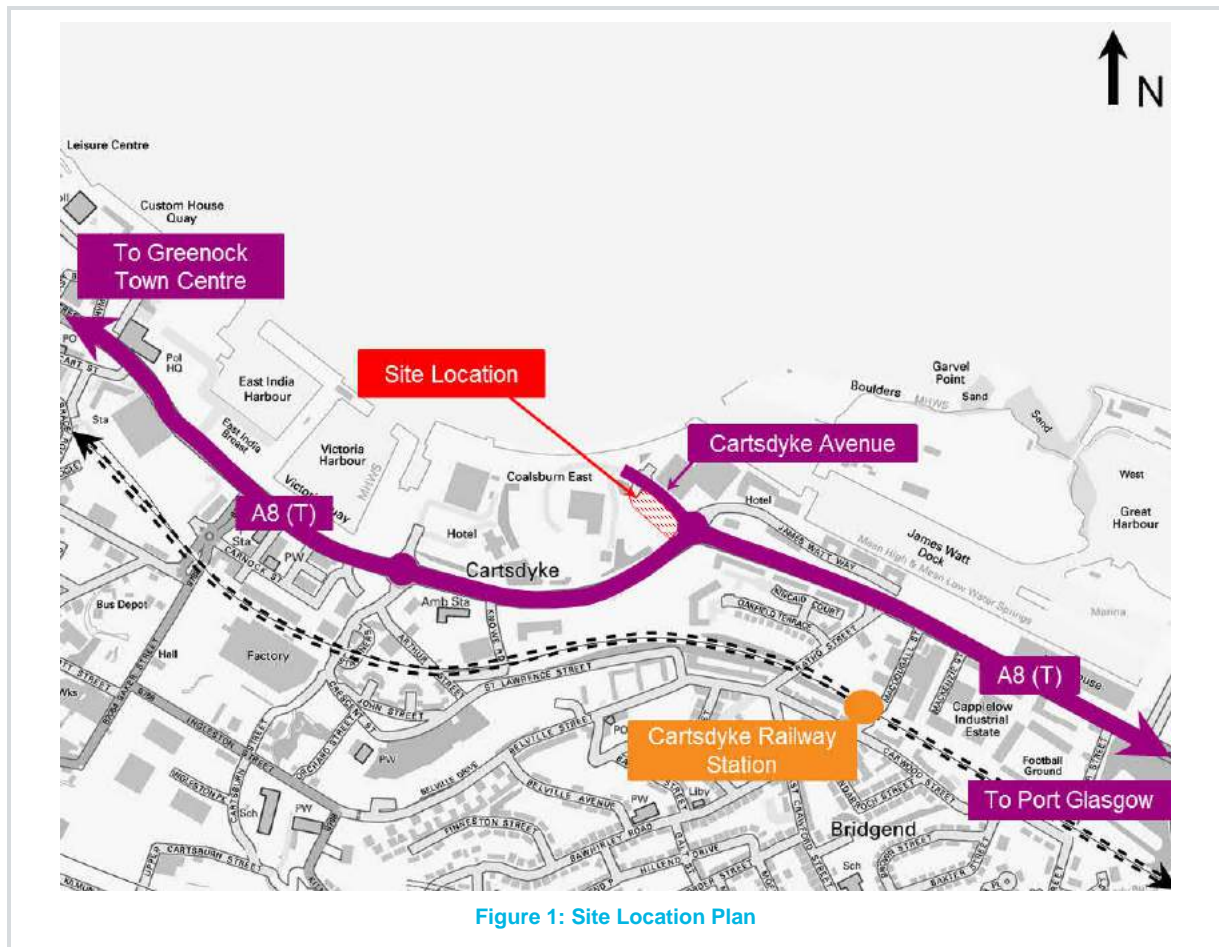
Proposed Starbucks Drive Through, Cartsdyke Road, Greenock – Transport Statement

AECOM has been commissioned by Crucible Developments (Scotland) Limited to prepare a Transport Statement (TS) in support of a proposed development located on land adjacent to Cartsdyke Avenue and the A8 (T) Main Street in Greenock. The proposed development would consist of a coffee shop with drive through facility which is anticipated to be occupied by Starbucks.

This scoping note has been prepared to detail the proposed methodology and approach of the TS. This follows on from discussions held with Inverclyde Council on 14/07/17 and with Transport Scotland on 18/07/17. Thank you for your engagement to date.

Existing Site and Development Proposals

Figure 1 provides an overview of the location of the site.



The proposed site is located approximately 2 km to the east of Greenock town centre and approximately 600 m to the north-west of Cartsdyke Railway Station. The site is bound by the A8 (T) to the south-east and by Cartsdyke Avenue to the north-east. The Royal Bank of Scotland (RBS) office abuts the site to the west. To the east are industrial properties as well as a fast food restaurant drive through.

The proposed development would consist of a 213 m² Gross Floor Area (GFA) café with drive through facility. Car parking (29 no. spaces) would be located at the front of the building whilst the drive through would be located at the rear. An **indicative** layout is provided in [Appendix A](#) of this scoping note. Please note that this layout is subject to change to address issues associated with access for servicing vehicles raised at the scoping meeting held on 14/07/17.

It is worth noting that the site does not trigger the conventional thresholds identified in Transport Assessment Guidance (TAG) and therefore it has been assumed that a TS will suffice as agreed with Transport Scotland.

Policy & Guidance

The TS will include a review of national, regional and local planning policies and guidance related to the transport elements of the proposed development. This will include but not limited to the Inverclyde Local Development Plan (2014) and Inverclyde Local Transport Strategy (2011 – 2016).

Site Access

Due to the drive through nature of the proposed development, it is anticipated that the majority of trips will be made to and from the site by vehicles, however, to align with the transport policy rhetoric, the TS will also assess access to the site by those on foot, by bicycle and by public transport; which will be particularly relevant for travel to the site made by staff.

Pedestrian access to the site would be by means of a continuation of the footway which is already located at Cartsdyke Roundabout. The extended footway would be located on the eastern side of the access road into the site. The footway would connect with an internal pedestrian crossing point across the drive through of the site to allow access to be made to the premises itself. There would also be a stairway connection to the north of the building which would provide a more direct means of access from Cartsdyke Avenue itself. Further information relating to pedestrian access and infrastructure will be detailed as part of the TS.

Cyclist access to the proposed site would be by routeing along Cartsdyke Avenue and the connecting access road. National Cycle Network (NCN) Route 75 is located 700 m to the west of the site. Further details on cyclist provision, including cycle parking provision, will be contained within the TS.

It is considered that the site would be well served by public transport given that it would only be located approximately 800 m from Cartsdyke Railway Station. The A8 (T) is also particularly well served by frequent bus routes, with two existing stops located within 400 m of the proposed site. Further information relating to public transport routeing and frequency will be identified in the TS.

Vehicular access would be by means of the existing arm of the Cartsdyke Roundabout which would be extended to form the access road into the site. It is anticipated that the site would be accessed by service and delivery vehicles on an infrequent basis. The TS will include a swept path analysis of both a refuse vehicle and an 8 m rigid delivery vehicle to assess the suitability of the proposed arrangements to accommodate these vehicles.

It has been confirmed that the refuse vehicle that Inverclyde Council use is a 26T RCV with the following dimensions:

- Length: 10.4m;
- Width: 2.96m; and
- Height: 3.6m.

A refuse vehicle which best matches these dimensions will be used as part of the swept path analysis. An 8 m long rigid truck will be used for the swept path analysis for delivery vehicles.

Parking

At this stage, it is envisaged that there would be 29 car parking spaces provided at the proposed site, including two disabled bays as well as two waiting bays for vehicles using the drive through. It should be noted that this provision is subject to change following amendments to the site layout, as previously highlighted.

It is understood that Inverclyde Council implement the parking standards identified in the SCOTS National Roads Development Guide (NRDG). This identifies that the maximum standards are 1 space per 5 m² for Class 3 food and drink developments which incorporates restaurants, cafés and snack bars. This equates to a maximum provision of 44 spaces for a development of this size.

The TS would confirm the intended car parking provision and its appropriateness with cognisance of these maximum standards, using any existing operational data from Starbucks, if available.

Vehicular Trip Generation

TRICS Version 7.4.1 (2017) has been used to determine the likely vehicular trip generation to and from the site. Within TRICS, there are no drive through sites associated with coffee shops and as such, “Fast Food – Drive Through” (D-06) has been selected as the next best alternative. This approach is a similar methodology adopted by AECOM for other TSs produced for drive through coffee shops in Stirling and in Aberdeenshire. The daily profile of fast food outlet vehicle trips differ from coffee shops, however, it is considered that over the course of the day, the total number of vehicular trips for a fast food outlet and the proposed development would be similar.

There are only a very limited number of multi-modal surveys contained within TRICS for drive through sites and therefore only vehicular surveys have been selected to provide a more representative vehicular demand.

The following criteria has been applied:

- **Land Use Category:** 06 Hotel, Food & Drink D – Fast Food – Drive Through;
- **Parameter Range:** 123 sqm. – 400 sqm. (GFA);
- **Date Range:** 01/01/09 – 01/12/12;
- **Survey Days:** Weekdays Only; and
- **Locational Characteristics:** Edge of Town Centre; Suburban Area.

The full TRICS outputs are contained within [Appendix B](#) of this scoping note and are also provided in [Table 1](#).

Table 1 TRICS Vehicular Trip Rates and Proposed Development Trip Generation

Time Period	Vehicular Trip Rates (per 100 sqm)			Vehicular Trip Generation (Assumes GFA of 213m ²)		
	In	Out	Total	In	Out	Total
05:00 – 06:00	0.794	0	0.794	2	0	2
06:00 – 07:00	1.587	0.265	1.852	3	1	4
07:00 – 08:00	5.473	3.648	9.121	12	8	19
08:00 – 09:00	7.463	8.458	15.921	16	18	34
09:00 – 10:00	5.307	6.302	11.609	11	13	25
10:00 – 11:00	3.084	2.847	5.931	7	6	13
11:00 – 12:00	5.457	5.338	10.795	12	11	23
12:00 – 13:00	9.49	8.185	17.675	20	17	38
13:00 – 14:00	10.202	10.558	20.76	22	22	44
14:00 – 15:00	7.355	6.999	14.354	16	15	31
15:00 – 16:00	8.422	8.304	16.726	18	18	36
16:00 – 17:00	9.134	9.609	18.743	19	20	40
17:00 – 18:00	11.507	11.032	22.539	25	23	48

Time Period	Vehicular Trip Rates (per 100 sqm)			Vehicular Trip Generation (Assumes GFA of 213m ²)		
	In	Out	Total	In	Out	Total
18:00 – 19:00	10.795	11.625	22.42	23	25	48
19:00 – 20:00	8.897	9.964	18.861	19	21	40
20:00 – 21:00	6.168	6.524	12.692	13	14	27
21:00 – 22:00	4.27	3.915	8.185	9	8	17
22:00 – 23:00	1.456	2.589	4.045	3	6	9
23:00 – 00:00	0	1.133	1.133	0	2	2
Total	116.861	117.295	234.156	249	250	499

N.B. Rounding errors exist

Source: TRICS Version 7.4.1

Peak Hour Trip Generation

As previously identified, the peak trading periods for drive through coffee shops is likely to be different to a fast-food restaurant. The peak period for the proposed development is likely to be in the morning period, which is likely to coincide with the likely peak period on the A8 (T).

In order to represent a robust case, it is proposed that the peak hour from TRICS (Table 1 17:00 – 18:00) represents the peak Starbucks trading period in the morning. Thus it is proposed that during the peak Starbucks morning peak hour, there would be a total of 48 two-way vehicles. Similarly, it is proposed that the peak trading hour in the network evening peak would mimic the evening TRICS peak period (Table 1 17:00 – 18:00) thus 48 two-way vehicles.

Table 2 provides a summary of the vehicle trip generation associated with the proposed development during the likely A8 (T) peak periods.

Table 2 Proposed Development Peak Hour Vehicular Trips

Time Period	Vehicular Trip Generation		
	In	Out	Total
Morning Network Peak Hour	25	23	48
Evening Network Peak Hour	25	23	48

N.B. Rounding errors exist

AECOM consider that the proposed development trip generation represents a robust case and is broadly in keeping with those used by AECOM for other similar projects.

As previously indicated, it is considered that the majority of vehicular trips to and from a proposed development of this nature would constitute pass-by trips that are already on the network as opposed to new trips. In this case, pass-by trips would likely emanate from the A8 (T) as well as from surrounding land uses, including from the RBS. Based upon AECOM's previous experience at other similar development sites, we would estimate that approximately 75% of trips would constitute pass-by trips whilst the remaining 25% would constitute new trips.

Table 3 provides a breakdown of pass by and new vehicular trips associated with the site by applying this assumption.

Table 3 Proposed Development Peak Hour Pass-by and New Vehicular Trips

Time Period	Passby Vehicular Trips			New Vehicular Trips		
	In	Out	Total	In	Out	Total
Morning Network Peak Hour	19	17	36	6	6	12
Evening Network Peak Hour	19	17	36	6	6	12

N.B. Rounding errors exist

It is demonstrated that only a total of thirteen new vehicular trips would be generated by the site in each of the respective morning and evening peak hours. On this basis, no traffic modelling is proposed within the TS.

Multimodal Trip Generation

Given the information from TRICS cover only vehicular trips only, there is no modal split information for the sites selected to calculate the people based trip generation. The multi-modal demand has therefore been based upon modal split information from all drive through sites within TRICS. Due to the very limited number of available sites, this has been undertaken irrespective of the sites' individual locational characteristics, size or nearby population characteristics.

The average daily modal split for all four of these sites from TRICS is presented within [Table 3](#).

Table 4: Modal Split Information

Mode	Percentage of Journeys
Walking/Cycling/Bus	13.6%
Vehicles	86.4%

It is projected that 86.4% of all journeys would be made by vehicle, with the remaining 13.6% made by other sustainable methods. Given the location of the proposed site, AECOM consider the mode splits shown to be an accurate representation of likely modal splits at the development.

Using these mode splits, [Table 4](#) contains the projected multi-modal trip generation for the proposed development during the peak hours.

Table 5: Anticipated Multi-modal Trips

Transport Mode	Morning Network Peak Hour			Evening Network Peak Hour		
	In	Out	Total	In	Out	Total
Vehicles	25	23	48	25	23	48
Walking/Cycling/Bus	4	4	8	4	4	8
Total	29	27	56	29	27	56

N.B. Rounding errors exist

Accidents

The TS will undertake a review of all accidents on Cartsdyke Avenue and at the Cartsdyke Roundabout with a view to informing any extant road safety issues within the vicinity of the site.

Framework Travel Plan

The TS will contain a Framework Travel Plan with the aim of reducing the number of journeys made to the site by single occupancy vehicles and to encourage the use of more sustainable modes. This will contain objectives and measures aimed predominantly at staff, however, will also consider ways in which customer travel can be influenced.

Conclusions

We trust you find the above methodology and approach to be acceptable and that the TS to support the planning application can be produced on this basis.

Should you wish to discuss any of the above or require further information then please don't hesitate to contact me.



Elliot Reid
Consultant
AECOM Limited
D: 0141 6400 4309
E: Elliot.Reid@aecom.com

CC: Ken Aitken, Transport Scotland

Appendix B Site Layout

Notes

Do not scale from this drawing except for the purposes of the planning application ONLY.

All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.

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Tenant	Total G.I.A
Drive-Thru	2,300 sqft / 213sqm
Total	2,300 sqft / 213 sqm

• Parking Spaces	24
• Accessible Spaces	3
Total	27

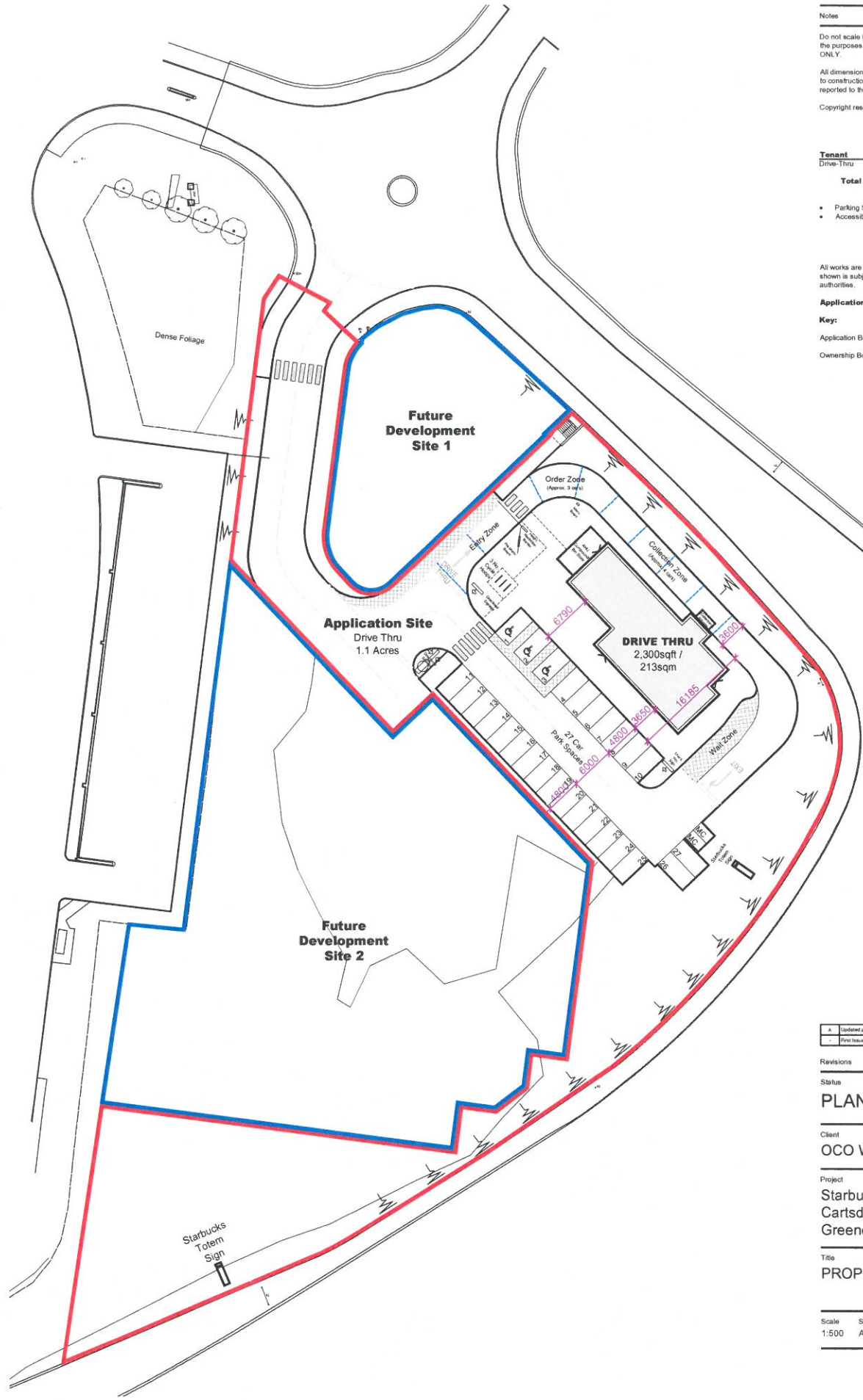
All works are subject to statutory approval and as such the layout shown is subject to change following consultation with the necessary authorities.

Application Area: circa 0.44ha / 1.1acres

Key:

Application Boundary ———

Ownership Boundary ———



A	Updated per client comments	GAA	GAA	18/09/17
-	First Issue	VK	GAA	18/09/17

Revisions

Status

PLANNING

Client

OCO Westend

Project

**Starbucks
Cartsyde
Greenock**

Title

PROPOSED SITE PLAN

Scale	Size	Date	Drawn	Checked
1:500	A3	12/09/2017	VK	GA

3DReid
www.3DReid.com
Architecture Interiors Masterplanning



Project No. Drawing No. Rev.

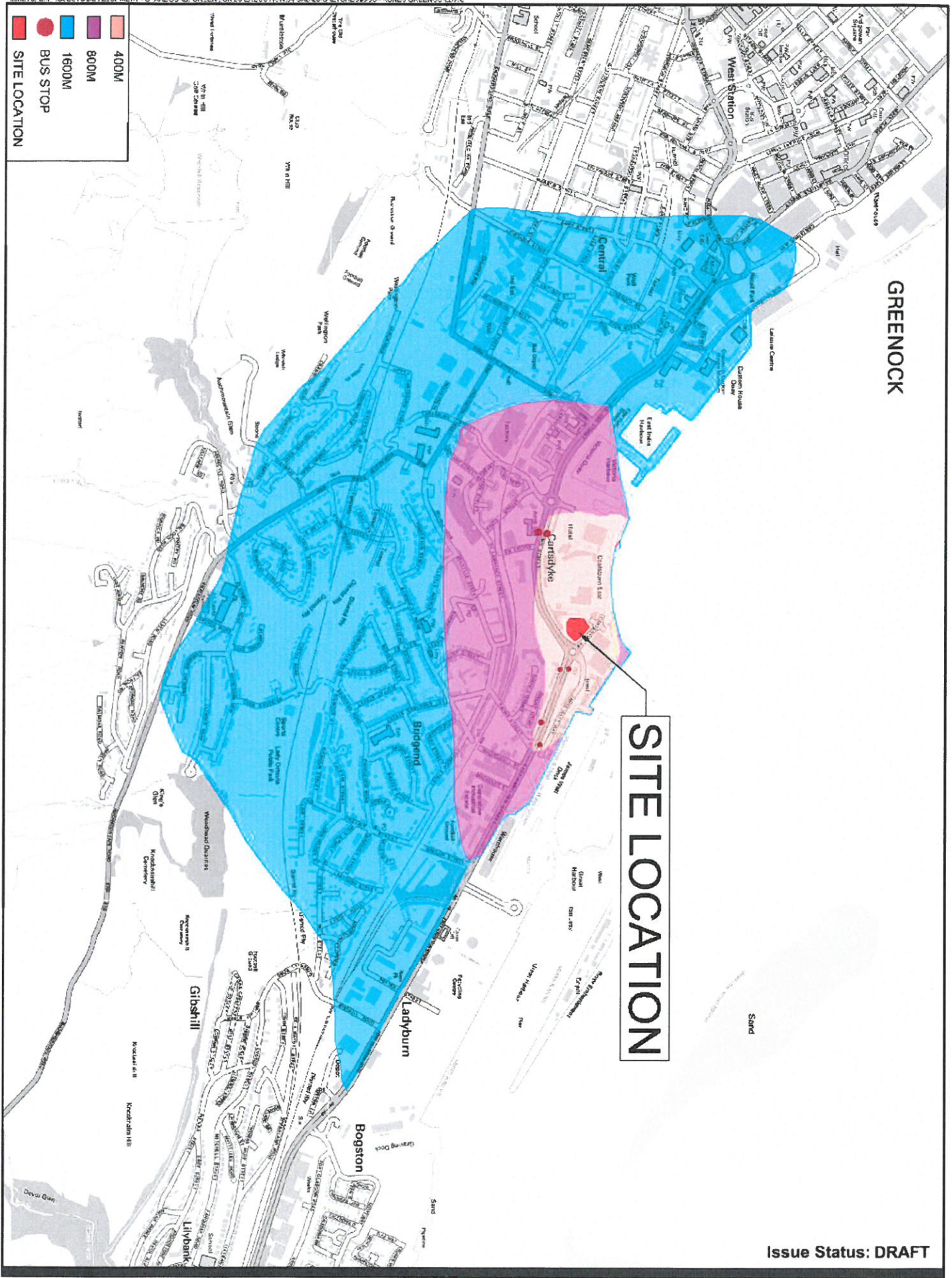
170218(D)101 -

PROPOSED SITE PLAN



Appendix C Walking and Cycling Isochrones

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF HER MAJESTY'S STATIONERY OFFICE (C) CROWN COPYRIGHT. LICENCE NO. AL 100005220.



GREENOCK

SITE LOCATION

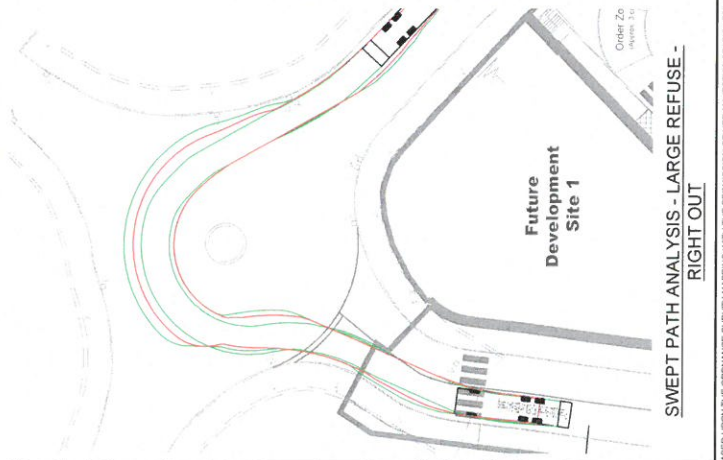
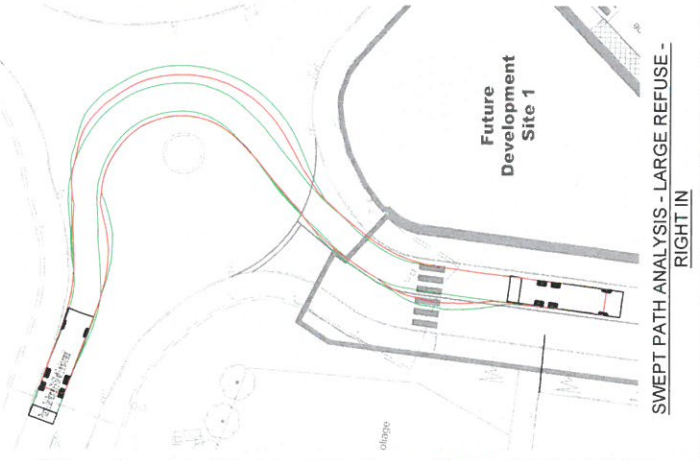
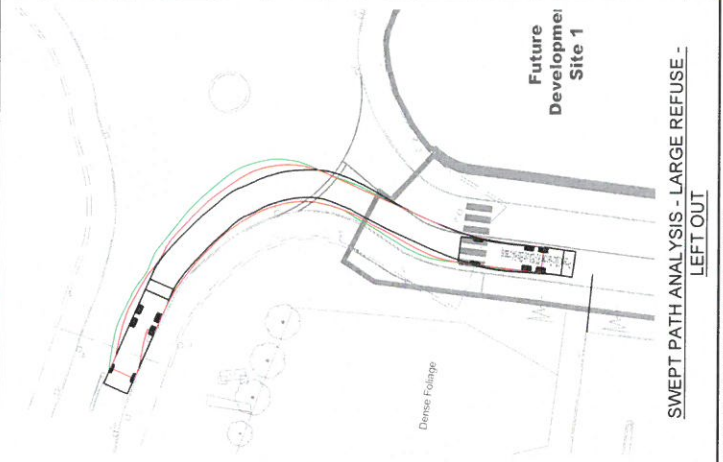
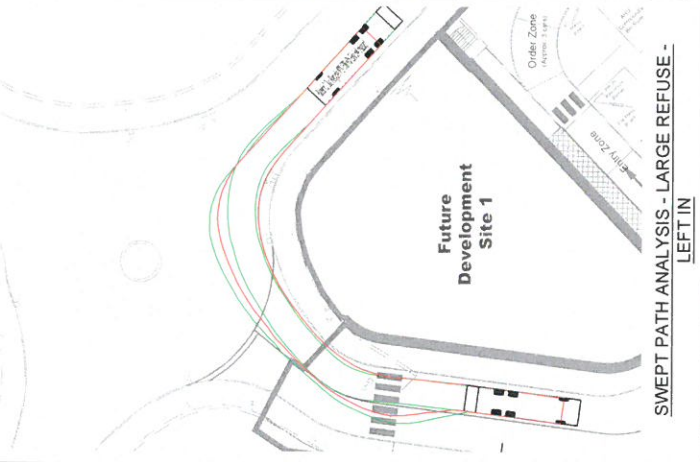
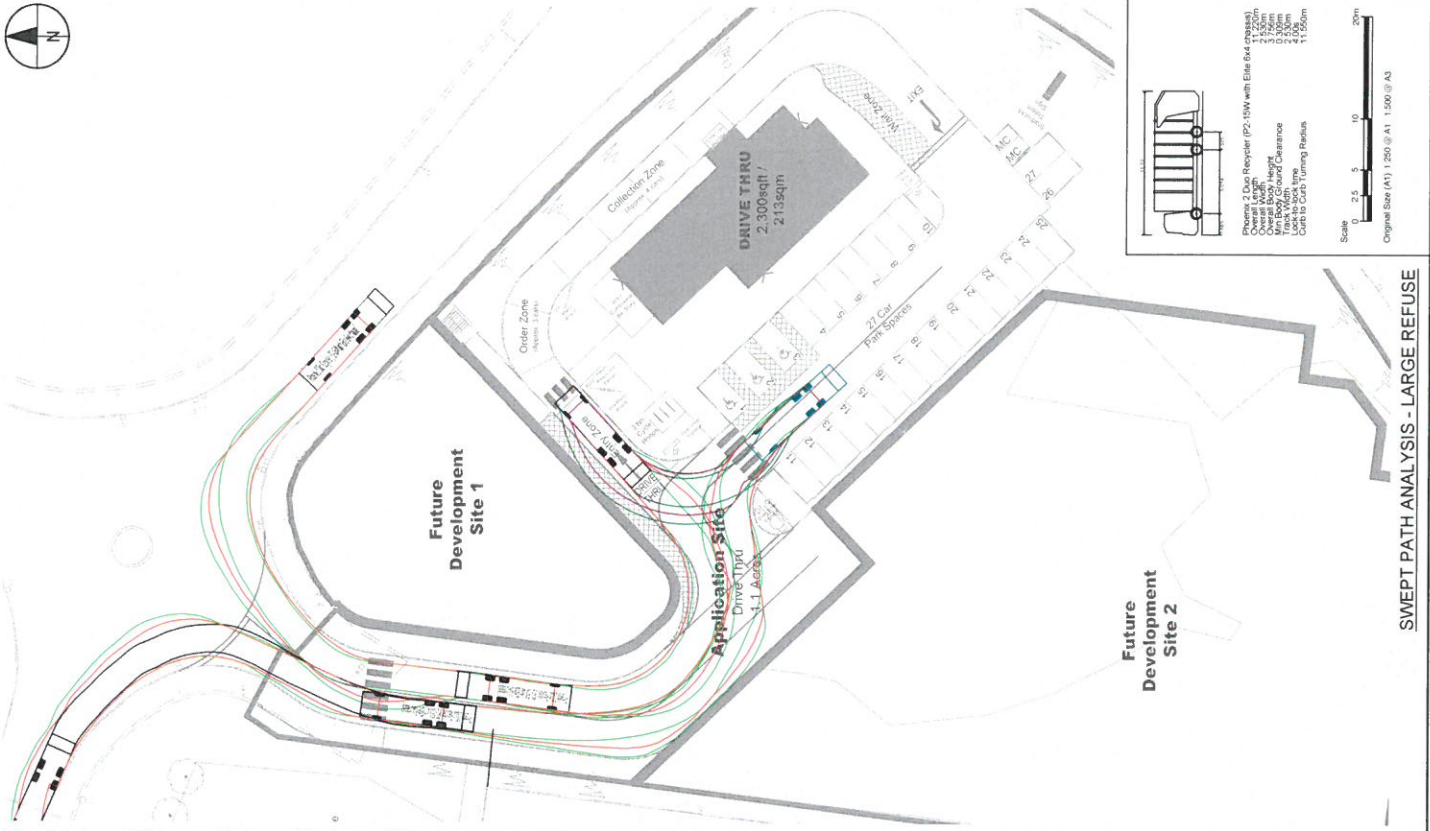
Issue Status: DRAFT

Appendix D Swept Path Analysis

- NOTES**
1. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAYS AND THE SPECIFICATION FOR CONTRACT DOCUMENTS FOR HIGHWAY WORKS. DESIGN MANUAL FOR ROADS AND TRAFFIC SIGNING MANUAL AND LOCAL COUNCIL GUIDELINES.
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.
 3. DO NOT SCALE FROM ANY DRAWING. WORK TO BE DONE IN ACCORDANCE WITH THE DISCREPANCIES IN DIMENSION ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
 4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
 5. ALL WORKS BY THE CONTRACTOR MUST BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
 6. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE HIGHWAYS ACT 1999 AND THE CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.
 7. DRAWING BASE RECEIVED FROM OTHERS. AECOM HAS CONDUCTED VISUAL CHECKS THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.

ISSUE/REVISION	DATE	DESCRIPTION

PROJECT NUMBER	60548751
SHEET TITLE	160216 (B/001) REV M SWEEP PATH ANALYSIS LARGE REFUSE VEHICLE
SHEET NUMBER	60548751-SKE-C-0302



9. (m) Decision Notice

DECISION NOTICE

Refusal of Planning Permission

Issued under Delegated Powers

Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock PA15 1LY

Planning Ref: 17/0292/IC

Online Ref:100066232-001

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(SCOTLAND)REGULATIONS 2013**

OCO Westend & Crucible Developments
OCO Westend Ltd (Starbuck) Crucible
Developments (Scotland)
33 Bothwell Street
GLASGOW
G2 6NL

Lambert Smith Hampton
David Campbell
33 Bothwell Street
GLASGOW
G2 6NL

With reference to your application dated 28th September 2017 for planning permission under the above mentioned Act and Regulation for the following development:-

Erection of Class 3 Drive Thru Coffee Shop and formation of associated car parking, landscaping and site infrastructure at

Land at Cartsyde Avenue and Main Street, Greenock

Category of Application: Local Application Development

The INVERCLYDE COUNCIL in exercise of their powers under the abovementioned Act and Regulation hereby refuse planning permission for the said development.

The reasons for the Council's decision are:-

1. The proposed development is contrary to Policy ECN1 of the Inverclyde Local Development Plan as part of the application site is a Strategic Economic Location and a Class 3 Use would be contrary to the policy.
2. The proposed development is contrary to Policy ECN2 of the Inverclyde Local Development Plan in that the proposal does not constitute a business or industrial use.
3. The proposal cannot be justified under Policy ECN3 of the Inverclyde Local Development Plan as it is out of scale with existing developments within the former Enterprise Zone area associated with Policy ECN1 (criterion (a)); it would have a detrimental impact on the existing landscaping to the detriment of visual amenity (criterion (b)); and it could potential adversely impact upon the overall supply of land for business and industry (criterion (f)).
4. It has not been demonstrated that a sequentially preferential site is unavailable, therefore the proposal is potentially contrary to Policy TCR2 of the Inverclyde Local Development Plan.



5. It has not been demonstrated that a sequentially preferential site is unavailable; that there is capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area; or that there will be no detrimental impact, including cumulatively, on the viability and vitality of the designated Centres, consequently the proposal cannot be justified with respect to criteria (g), (h) and (i) respectively of Policy TCR7 of the Inverclyde Local Development Plan.

The reason why the Council made this decision is explained in the attached Report of Handling.

Dated this 22nd day of December 2017

Head of Regeneration and Planning

- 1 If the applicant is aggrieved by the decision of the Planning Authority to refuse permission for or approval required by condition in respect of the proposed development, or to grant permission or approval subject to conditions, he may seek a review of the decision within three months beginning with the date of this notice. The request for review shall be addressed to The Head of Legal and Administration, Inverclyde Council, Municipal Buildings, Greenock, PA15 1LY.
- 2 If permission to develop land is refused or granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the planning authority a purchase notice requiring the purchase of his interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

Refused Plans: Can be viewed Online at <http://planning.inverclyde.gov.uk/Online/>

Drawing No:	Version:	Dated:
L02		15.11.2017
SKE-C-0501	Rev R	08.12.2017
SKE-C-0502	Rev R	08.12.2017
(D)001	Rev A	18.09.2017
(D)002	Rev B	12.09.2017
(D)101	Rev E	07.12.2017
(D)102		12.09.2017
(D)103		12.09.2017
(D)104		12.09.2017
(D)105		12.09.2017
L01		15.11.2017

9. (n) Plans

Notes

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All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.
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Key:

- Site Boundary
 - Ownership Boundary
- Application Area: circa 0.44ha / 1.1 acres



A.	Description	By	Date	Checked
1	Pre Issue	JK	12/09/2017	JK

Revisions

Status

PLANNING

Client

OCO Westend Ltd.

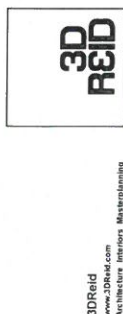
Project

Starbucks Drive-Thru
Cartsdyke
Greenock

Title

LOCATION PLAN

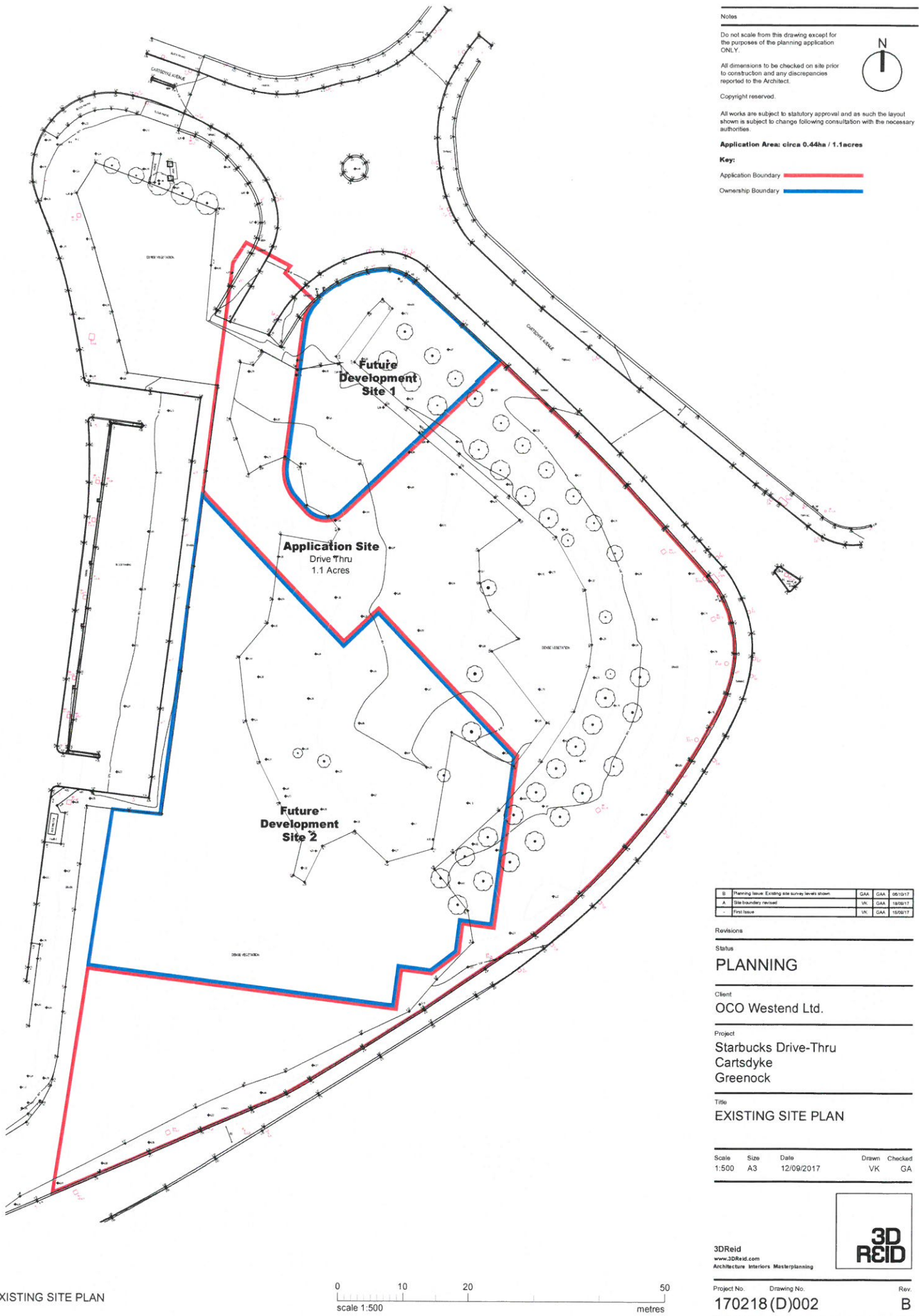
Scale	Size	Date	Drawn	Checked
1:1250	A3	12/09/2017	VK	GA



Project No.	Drawn No.	Rev
170218(D)001		A

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Notes

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All works are subject to statutory approval and as such the layout shown is subject to change following consultation with the necessary authorities.

Application Area: circa 0.44ha / 1.1 acres

Key:

Application Boundary ———

Ownership Boundary ———

B	Planning Issue: Existing site survey levels shown	GAA	GAA	06/10/17
A	Site boundary revised	VK	GAA	18/08/17
-	First Issue	VK	GAA	18/08/17

Revisions

Status

PLANNING

Client
OCO Westend Ltd.

Project
Starbucks Drive-Thru
Cartsyde
Greenock

Title
EXISTING SITE PLAN

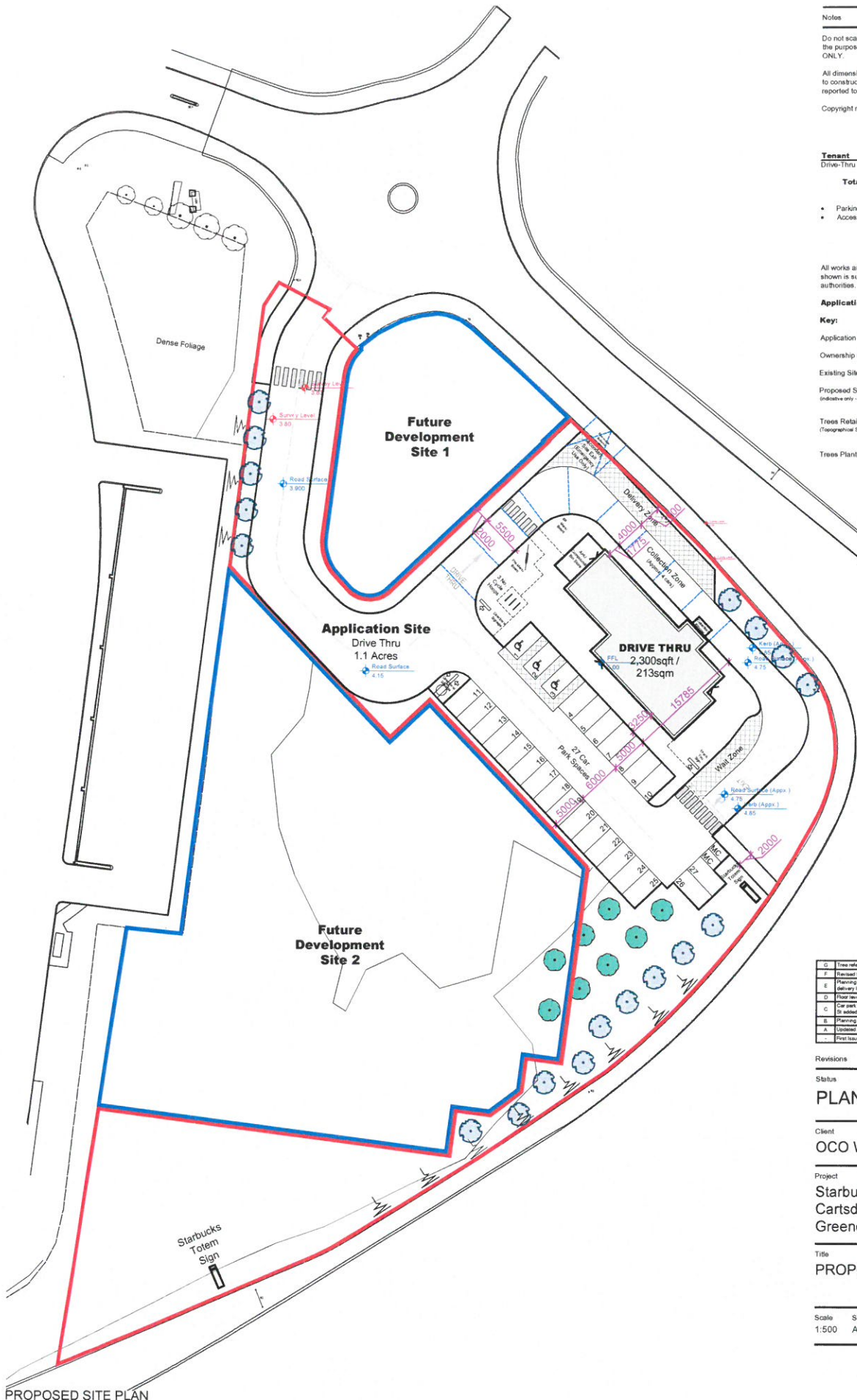
Scale	Size	Date	Drawn	Checked
1:500	A3	12/09/2017	VK	GA



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Project No. Drawing No. Rev.
170218(D)002 B





Notes

Do not scale from this drawing except for the purposes of the planning application ONLY.

All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.

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Tenant	Total G.I.A
Drive-Thru	2,300 sqft / 213sqm
Total	2,300 sqft / 213 sqm

• Parking Spaces	24
• Accessible Spaces	3
Total	27

All works are subject to statutory approval and as such the layout shown is subject to change following consultation with the necessary authorities.

Application Area: circa 0.44ha / 1.1 acres

Key:

- Application Boundary —
- Ownership Boundary —
- Existing Site Level + Survey Level 3.80
- Proposed Site Level + Road Surface 3.00
- (Indicative only - all proposed site levels will be subject to the engineer's design)
- Trees Retained ● (Topographical Survey 28-08-16)
- Trees Planted ●

G	Tree reference updated	CBG	GAA	21/03/18
F	Revised to show trees removed/retained	CBG	GAA	21/03/18
E	Planning Issue: Access road and drive thru lane widened, delivery lane and secondary site access included	GAA	GAA	01/12/17
D	Clear levels revised in response to PPS	CG	SL	23/11/17
C	Car park dimensions revised. Footway & stairs to A3 Main St added, north west footway to Carttsyde Ave revised	CG	SL	20/11/17
B	Planning Issue: Indicative site levels shown	GAA	GAA	09/12/17
A	Updated per client comments	GAA	GAA	18/02/17
-	First Issue	UK	GAA	15/02/17

Revisions

Status

PLANNING

Client

OCO Westend

Project

Starbucks
Carttsyde
Greenock

Title

PROPOSED SITE PLAN

Scale	Size	Date	Drawn	Checked
1:500	A3	12/09/2017	VK	GAA

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Project No.	Drawing No.	Rev.
170218(D)	101	G

PROPOSED SITE PLAN



Notes

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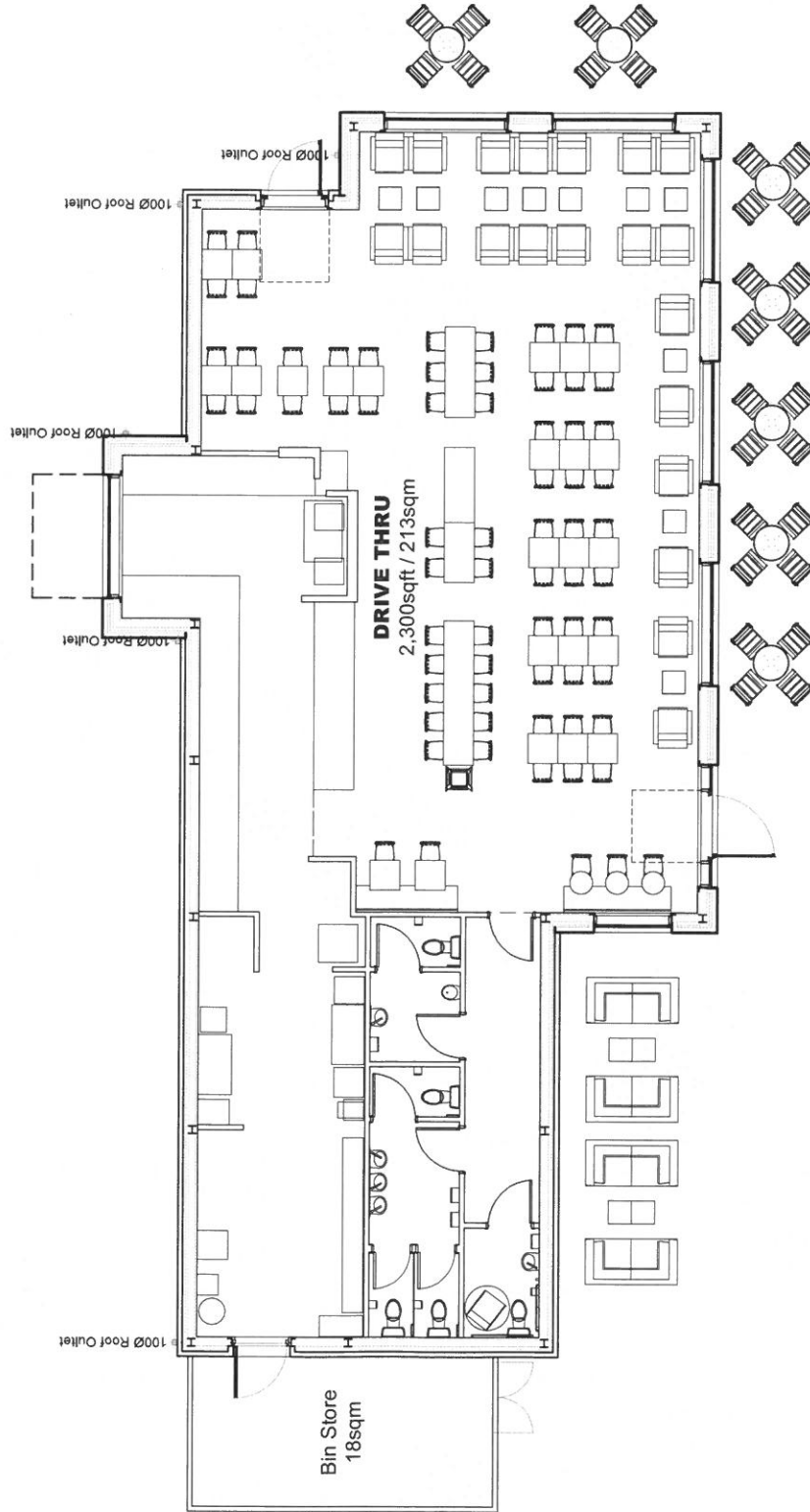
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All details, dimensions and areas are subject to further assessment prior to any works proceeding.

The proposed details illustrated are subject to design development, site investigations, and Statutory Approval (Planning and Building Warrant) and may therefore be amended as the project progresses.



Revisions	UK	GA	12/09/2017
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Status

PLANNING

Client

OCO Westend Ltd.

Project

Starbucks Drive-Thru
Cartsdyke
Greenock

Title

PROPOSED FLOOR PLAN

Scale	Size	Date	Drawn	Checked
1:100	A3	12/09/2017	VK	GA



Project No.	Drawing No.	Rev.
170218(D)102	-	-



PROPOSED FLOOR PLAN

Notes

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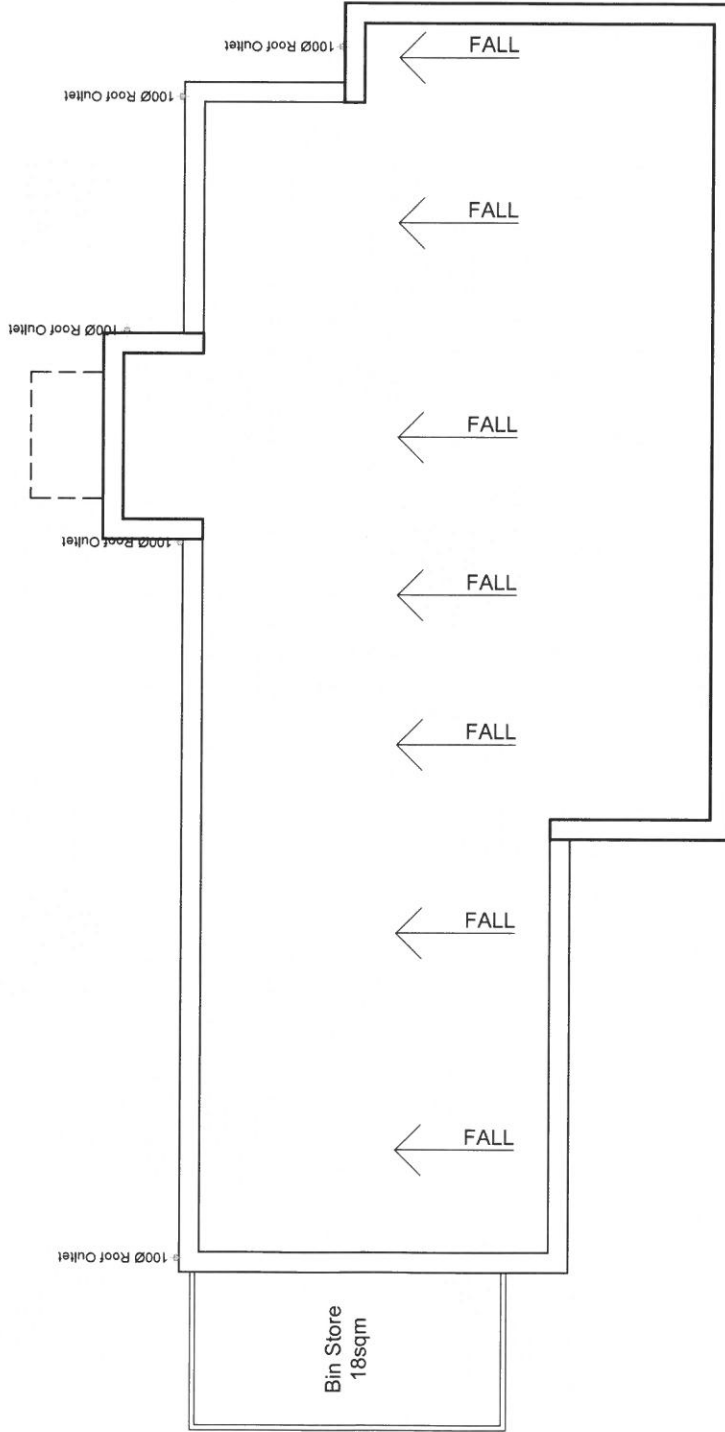


All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect.

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All details, dimensions and areas are subject to further assessment prior to any works proceeding.

The proposed details illustrated are subject to design development, site investigations, and Statutory Approval (Planning and Building Warrant) and may therefore be amended as the project progresses.



Revisions

1	Rev	Issue	By	Date	Checked
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Status

PLANNING

Client

OCO Westend Ltd.

Project

Starbucks Drive-Thru
Cartsideyke
Greenock

Title

PROPOSED ROOF PLAN

Scale

1:100 A3

Date

12/06/2017

Drawn

VK

Checked

GA



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Project No

170218(D)103

Drawing No

170218(D)103

Rev

-



PROPOSED ROOF PLAN

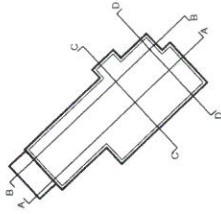
Notes

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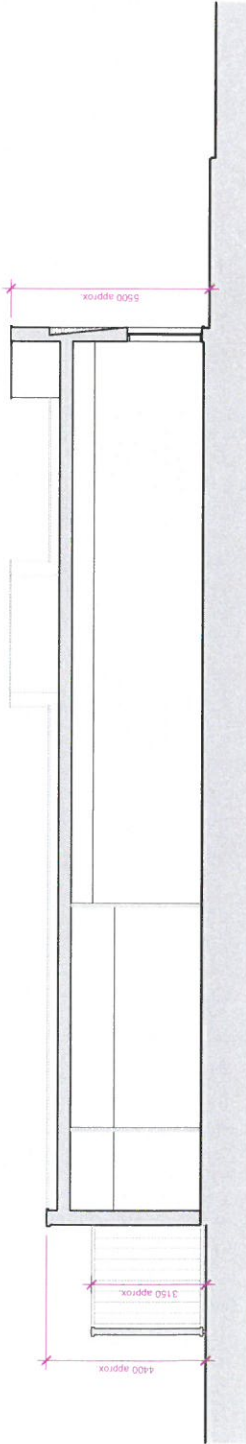
All details, dimensions and areas are subject to further assessment prior to any work proceeding.

The proposed details illustrated are subject to design development, and may therefore be amended as the project progresses. (Building Warrant) and may therefore be amended as the project progresses.

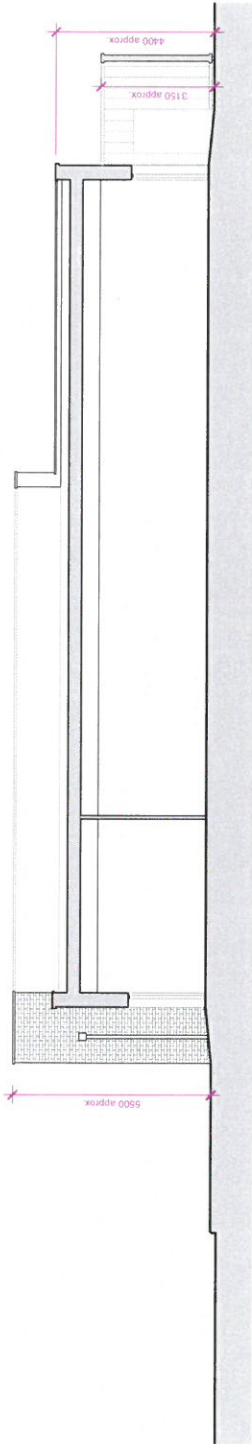


NOTE:

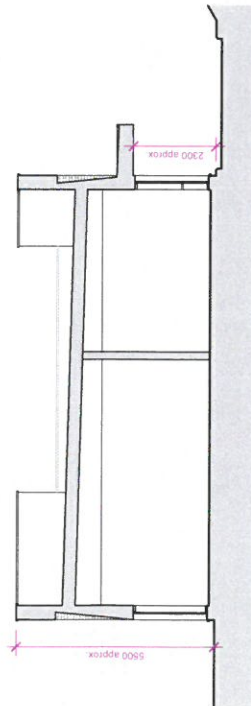
Dimensions taken from top of proposed pavement level and are approximate only.



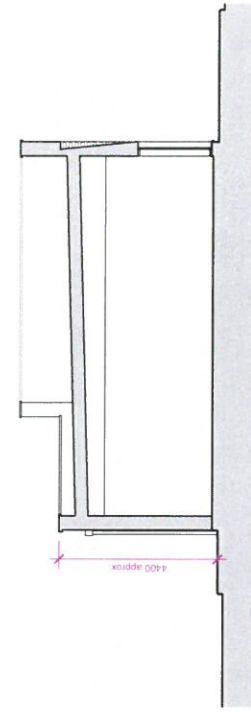
PROPOSED SECTION A-A



PROPOSED SECTION B-B



PROPOSED SECTION C-C



PROPOSED SECTION D-D

First Issue	OK	OK	12/09/17
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Revisions

Shure

PLANNING

Client

OCO Westend Ltd.

Project

Starbucks Drive-Thru
 Carlsdyke
 Greenock

Title

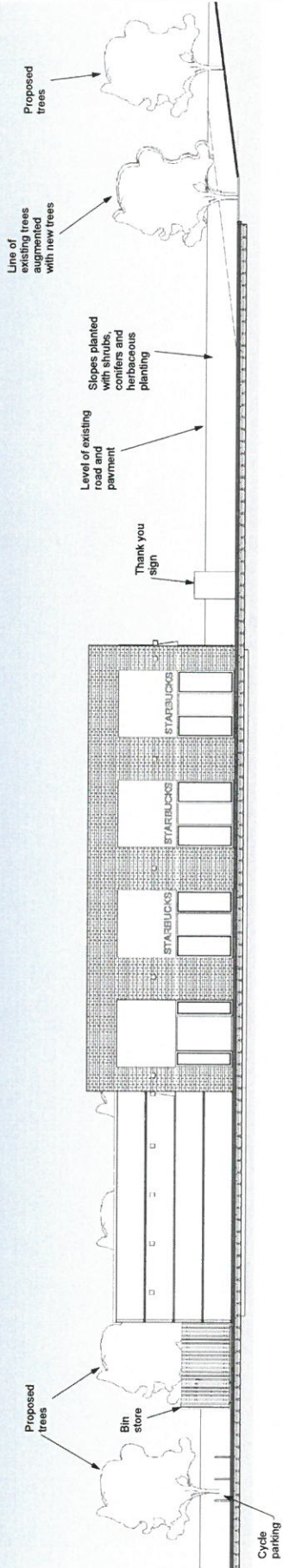
PROPOSED SECTIONS

Scale	Size	Date	Drawn	Checked
1:100	A2	12/09/2017	VK	GA

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Project No.	Drawing No.	Rev.
170218(D)105		-





Project: Proposed Starbucks Drive-thru Greenock

Title	Section A-A
Date	15/11/17
Scale	1:100 @ A1
No.	L02
Job	1897
Issue	01/1
Revision	02
Drawn	GS
Checked	GS

LI WORKSTAGE	0	1	2	3	4	5	6
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TGP LANDSCAPE ARCHITECTS
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 Email: info@tgp.co.uk
 Website: www.tgp.co.uk
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**10. FURTHER REPRESENTATIONS SUBMITTED
FOLLOWING RECEIPT OF NOTICE OF REVIEW**

Rona McGhee

From: jean mcgowan [REDACTED]
Sent: 11 April 2018 17:05
To: Rona McGhee
Subject: STAR BUCKS APPLICATION
Attachments: 20180328_094152_resized_1 (1).jpg; 20180403_111806_resized_2.jpg

DEAR SIR FURTHER TO MY OBJECTION TO STARBUCKS APPLICATION, I HAVE LIVED HERE FOR 12 YEARS SINCE THE OPENING OF OUR ESTATE AND A MEMBER OF THE RESIDENTS COMMITTEE FOR A SIMILAR TIME SO I AM WELL AWARE OF THE PROBLEMS WE HAVE HERE WITH TRAFFIC AND LITTER, AS ARE THE COUNCIL .

THE RESIDENTS COMMITTEE HAVE BEEN INVITED TO SEVERAL MEETINGS WITH, MR JEFF HOULGRAVE OF MARINA PROJECTS ,MR BRIAN LAVALETTE OF PEEL PORT, & GRAEME GALBRAITH MARINA MANAGER WHO KEEP US UPDATED ABOUT THE LATEST DEVELOPMENTS WITHIN THE MARINA . THE LAST MEETING A FEW WEEKS AGO WE WERE SHOWN PLANS FOR THE NEW MARINA OFFICES, A BAR BISTRO, AND SEPARATE RESTAURANT TO BE STARTED THIS YEAR , ALL OF WHICH WILL BE OPEN TO THE GENERAL PUBLIC. STARBUCKS OFFERS NOTHING NEW THAT WE DON,T ALREADY HAVE. WE WILL SOON HAVE FOUR EATING ESTABLISHMENTS IN A AREA NO MORE THAT A MILE SQUARE. STARBUCKS REPRESENTATIVES MUST EXPLAIN TO US WHERE THEY PLAN TO SITE THE PARKING FACILITIES THAT WILL BE NEEDED BY THE HEAVY GOODS VEHICLES,BUSES AND ARTICULATED LORRIES THAT WILL MOST DEFINITELY FORM PART OF THEIR CLIENTELE, ARE THE ROADS DEPARTMENT READY TO POLICE THIS AREA WHEN CHAOS ENSUES AT THE ROUNDABOUT, A FEASIBILITY STUDY IS ESSENTIAL ON TRAFFIC MANAGEMENT, HEAVY GOODS VEHICLES ARE STILL A SERIOUS PROBLEM HERE, THE ATTACHMENTS TAKEN IN THE LAST FEW DAYS ARE A SMALL SAMPLE OF A MUCH BIGGER PROBLEM .

MR & MRS MC GOWAN





Rona McGhee

From: Jan Dyer [REDACTED]
Sent: 16 April 2018 14:35
To: Rona McGhee
Subject: Re: (Official) Review Of Decision to Refuse Planning Permission - Erection of Class 3 Drive Thru Coffee Shop and Formation of Associated Car Parking, Landscaping and Site Infrastructure, Land at Cartsdyke Avenue, Greenock (17/0292/IC)

Dear Rona McGee

Apologies for the delay in replying but I've been away.

My original comments opposing this planning application due to the obvious increase in traffic and its associated pressures on James Watt Way are still valid, perhaps even more so as the parking situation in Cartsdyke Avenue and James Watt Way continues to deteriorate. It has been noticed that RBS employees park in Cartsdyke Avenue when their staff car park is full and taxi cabs and HGVs also treat it as a car park when they purchase their takeaways from McDonalds. The Waterfront Residents' Association is constantly reporting to Inverclyde Council on the presence of HGVs and large vehicles such as car transporters whose drivers have driven along James Watt Way not realising it's a no through road (despite the signage), hoping to park and/or turn so they can access McDonalds. This behaviour will undoubtedly apply to Starbucks too as their car park will also not be able to accommodate large commercial vehicles. As stated in my original response, an alternative location on the A8 should be considered where there are no other similar catering establishments. The James Watt Dock Marina development will also include a bistro and hotel with restaurant.

I have no objection to my comments being made available to the public.

Regards
Janet Dyer



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On Wed, Apr 4, 2018 at 8:26 AM, Rona McGhee <Rona.McGhee@inverclyde.gov.uk> wrote:

Classification: Official

Inverclyde Council is in receipt of a notice requesting review of the decision to refuse the above planning application and I note that you submitted representations that were considered as part of the assessment process.

The decision is to be reviewed by Inverclyde Council's Local Review Body. I write to advise you that your representations will be considered by the Local Review Body in the review of the decision. Should you wish to make further comment you may do so to me within 14 days of the date of this email. Should you make further representations, these will be copied to the applicant who will be given the chance to respond.

Your representations and any further representations you submit will form part of the agenda papers for the Local Review Body meeting at which the review of the decision to refuse planning permission is considered. The agenda will be published on the Council's website and hard copies will be available at the Local Review Body meeting. Should you consider that any of the comments contained in your representations, or any further representations you may submit, should be removed prior to publication please notify me within 14 days of the date of this email otherwise I will assume that you have no objection to any of your comments being made publicly available. For your information, I would confirm that signatures will be removed prior to publication.

All information relating to the Review will be available for inspection as follows at the office of the Council's Regeneration and Planning Service, Municipal Buildings, Clyde Square, Greenock during advertised opening hours.

The Local Review Body meets in public and I shall write to you shortly with arrangements should you wish to attend.

Regards,

Rona

Rona McGhee

**Senior Committee Officer
Legal & Property Services
Inverclyde Council**
Municipal Buildings
Clyde Square
Greenock
Inverclyde
PA15 1LX

Phone – 01475 712113

e-mail – rona.mcghee@inverclyde.gov.uk

Inverclyde Council website – www.inverclyde.gov.uk

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**11. LETTER DATED 1 MAY 2018 FROM NORTH
PLANNING & DEVELOPMENT IN RESPONSE TO
FURTHER REPRESENTATIONS**

01 May 2018

Rona McGhee
Senior Committee Officer
Legal & Property Services
Inverclyde Council
Municipal Buildings
Clyde Square
Greenock
Inverclyde
PA15 1LX

Dear Sir / Madam,

Review of Decision to Refuse Planning Permission - Erection of Class 3 Drive Thru Coffee Shop and Formation of Associated Car Parking, Landscaping and Site Infrastructure, Land at Cartsyde Avenue, Greenock (17/0292/IC)

I refer to the above-mentioned application for Review by Inverclyde Local Review Body and further to your email of 19th April 2018 I am writing to respond to the further representations that have been submitted to the Council by Mr & Mrs McGowan and Ms J Dyer.

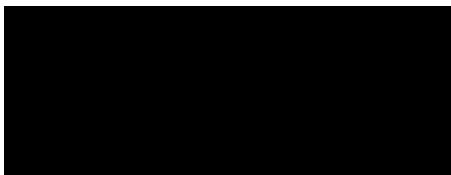
These two further representations restate objections to the application proposals particularly on transportation issues, including parking, and having considered the comments that are made I would respond as follows:

- The application proposals comply with the Council parking standards and the parking provision will therefore be adequate to support the proposed coffee shop use
- Inverclyde Council Roads Dept and Transport Scotland raise no objection to the proposed development with regards to transportation matters, including parking provision, access, impact on the surrounding road network etc
- The application is supported by a Traffic Impact Assessment, which demonstrates that the proposals meet requirements and that the use will operate without adverse impact on the surrounding road network
- Transportation and parking matters are not referenced in any of the Reasons for Refusal of planning permission

The further representations also refer to existing issues with regards to parking associated with the nearby McDonalds restaurant and RBS offices, and that there is no need for the proposed coffee shop use. These matters are unrelated and not material to the consideration of the planning application that is now subject of the application for Review.

I trust that these comments are of assistance and that these will be duly considered alongside all other previous submissions.

Yours sincerely



David Campbell MRTPI
Director
North Planning & Development

david@northplan.co.uk

T. 0141 212 2627

**12. SUGGESTED CONDITIONS SHOULD PLANNING
PERMISSION BE GRANTED ON REVIEW**

ERECTION OF CLASS 3 DRIVE THRU COFFEE SHOP AND FORMATION OF ASSOCIATED CAR PARKING, LANDSCAPING AND SITE INFRASTRUCTURE, LAND AT CARTSDYKE AVENUE, GREENOCK (17/0292/IC)

Suggested conditions should planning permission be granted on review

Conditions:

1. That prior to their use, samples of all facing materials shall be submitted to and approved in writing by the Planning Authority. The approved materials shall thereafter be used unless a variation is approved in writing by the Planning Authority.
2. That all parking and manoeuvring areas shall be surfaced to final wearing course materials, to be approved in writing by the Planning Authority, prior to the drive thru restaurant hereby permitted being brought into use.
3. That the approved landscaping scheme shall be implemented in full prior to the drive thru restaurant hereby permitted being brought into use.
4. That any planting approved in terms of condition 3 above that dies, is removed, becomes diseased or is damaged within 5 years of planting shall be replaced by a similar size and species within the next planting season.
5. That prior to the commencement of development details of the management and maintenance of the approved landscaping in terms of condition 3 above shall be submitted to and approved in writing by the Planning Authority.
6. That prior to the start of development, details of a survey for the presence of Japanese Knotweed shall be submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt, this shall contain a methodology and treatment statement where any is found. Development shall not proceed until appropriate control measures are implemented. Any significant variation to the treatment methodology shall be submitted for approval in writing by the Planning Authority prior to implementation.
7. 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.
8. That before the development hereby permitted is operational 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 be 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.

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 and amendments to the Remediation Scheme shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority.
10. The proposed totem sign to the south of the development (further from the roundabout at Cartdyke Avenue) is to be omitted.
11. The proposed totem sign to the east of the development is to be re-located to a point near to the access to Cartdyke Avenue.
12. That prior to the commencement of development confirmation of connection to Scottish Water's Network shall be submitted for approval.
13. That all surface water during and after development is to be maintained within the site boundary.
14. That drainage details shall be submitted to and approved in writing by the Planning Authority prior to work starting on site.
15. That prior to the commencement of development the applicant shall submit details of the surface treatment of the adjacent "future development site" 1 and 2 for the approval of the Planning Authority and shall complete the approved treatment prior to the approved drive thru restaurant being brought into use.

Reasons:

1. To ensure the acceptability of these materials.
2. In the interests of vehicular and pedestrian safety.
3. In the interests of visual amenity.
4. To ensure retention of the approved landscaping scheme in the interests of visual amenity.
5. To ensure retention of the approved landscaping scheme in the interests of visual amenity.
6. To help arrest the spread of Japanese Knotweed in the interests of environmental protection.
7. To satisfactorily address potential contamination issues in the interests of human health and environmental safety.
8. 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.
9. To ensure that all contamination issues are recorded and dealt with appropriately.

10. To minimise the distraction to drivers on the trunk road and to avoid distraction from the existing road sign and any possible queuing traffic for the roundabout.
11. To indicate more clearly the route to take to access the development.
12. To confirm suitable drainage connections can be provided.
13. To prevent flooding of adjacent land, in the interests of public safety.
14. To prevent flooding of adjacent land, in the interests of public safety.
15. In the interests of visual amenity.