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<b>Report To:</b>	<b>The Planning Board</b>	<b>Date:</b>	<b>6<sup>th</sup> January 2010</b>
<b>Report By:</b>	<b>Head of Planning and Housing</b>	<b>Report No:</b>	<b>09/0182/IC Plan 01/10 Major Application Development</b>
<b>Contact Officer:</b>	<b>David Ashman</b>	<b>Contact No:</b>	<b>01475 712416</b>
<b>Subject:</b>	<b>Mixed use development comprising housing, commercial, business, hotel, marina, landscaped public open space, access roads and off street car parking at James Watt Dock/Garvel Island and Great Harbour Embankment Greenock</b>		

## **SITE DESCRIPTION**

This report considers the redevelopment of the James Watt Dock, Garvel Island and the western section of the Great Harbour Areas of the Greenock Waterfront. The site extends to 40 hectares, of which 19 hectares are dry land, with the balance consisting of the Docks and part of the existing foreshore.

Although parts of the site presently lie in an abandoned state, other parts remain in active use. The Garvel Dry Dock remains operational and the Ministry of Defence utilise the Great Harbour area for servicing and supply purposes via a private company (Serco Denholm). Furthermore, the Great Harbour is also used for the importation of aggregate and there is a ready mix concrete plant located in this area. Two listed buildings, the Titan Crane and the Sugar Warehouse (both Category A) lie within the application site.

## **PROPOSAL**

The applicant seeks planning permission in principle to develop a new neighbourhood and destination point on the waterfront through the creation of housing and employment opportunities (the latter in a range of business and commercial retail ventures) and amenity areas including a significant new public square. Although the proposals are in principle, supporting information has been provided with details of a mix of residential, commercial, business and retail operations as follows:

- 1,007 residential units, to be provided in a range of accommodation, including a mix of town houses and flatted accommodation, principally 2 storeys, with others ranging from 3 to 6 storeys and a single 9 storey tower, and an exclusive plotted development on Garvel Island. The site includes an area at the entrance to the docks proposed to be developed by River Clyde Homes.
- A 100 bed hotel
- 6,500 square metres of retail/business floorspace
- 3,869 square metres of retail/commercial floorspace
- 1,658 square metres of business floorspace
- A marina with associated workshop, sea scouts and sailing training
- A yacht club and associated chandlery
- A visitor centre associated with the Titan Crane

- A mixed use proposal for the Sugar Warehouse, including retail, leisure and residential uses
- An associated landscaping strategy for the environmental improvement of the docks area
- The creation of public realm open spaces including a new public square

The proposals are contained within a masterplan which sets out land use principles and design guidance for further applications. It shows the business, commercial and retail uses, incorporating limited flatted development clustered around the James Watt Dock with a proposed new public square at its eastern end. It is proposed that refurbishment of the Sugar Warehouse will provide retail and leisure space (initially associated with the 2011 Tall Ships event), commercial and business accommodation and residential apartments (parking is to be provided within the building). Access to the site via a road already granted planning permission, separates these from the proposed River Clyde Homes development to the east. At the northern end of the link road, adjacent to the Great Harbour is a proposed hotel. The balance of the site is a mix of residential development and amenity space. A three block flatted development is proposed to the west of the Sugar Warehouse on the south side of the Dock. The most significant area of housing is on Garvel Island, which is to be increased in size with both foreshore reclamation and partial infilling of the Great Harbour. The finger of land that separates the Great Harbour from the River accommodates the private plotted development and a boat storage and repair yard. The masterplan also shows Garvel Dry Dock and James Watt Dock remaining operational with other marine and port uses relocated further eastwards within the Great Harbour. The Titan Crane remains in situ.

## **DEVELOPMENT PLAN POLICIES**

### **Glasgow and the Clyde Valley Joint Structure Plan Policies**

#### Strategic Policy 1 – Strategic Development Locations

Priority shall be given to investment in the following locations, as identified on the Key Diagram and Diagram 4, in order to maximise the scale of urban renewal in particular to support the Metropolitan Flagship Initiatives identified in Joint Policy Commitment 1 and to sustain rural communities:

- (a) Town Centres
- (b) Urban Renewal Areas
- (c) Community Growth Areas
- (d) Rural Investment Areas
- (e) Joint Transport Priorities
- (f) Green Network Priorities

#### Glasgow and the Clyde Valley Green Belt

The Metropolitan Development Strategy requires the continued designation and safeguarding of the Glasgow and the Clyde Valley Green Belt within which there is a presumption against the spread of built up areas and the encroachment of development into the countryside. Local Plans shall define the detailed boundaries and policies to safeguard the Green Belt (as identified on Diagram 9 to take account of the requirements of SPP 21 Green Belts).

#### Strategic Policy 2 – Longer Term Potential for Development

Planning Authorities will assess the potential of the following areas (Schedule 2 and Key Diagram). This shall be based upon the Guiding Principles of Sustainable Development and the criteria in Strategic Policy 9. Any significant proposals for the development of these areas will require to be confirmed in terms of their impact and need through a subsequent Alteration to the Structure Plan.

### Strategic Policy 3 – Strategic Management of Travel Demands

The sustainable development of the Glasgow and Clyde Valley metropolitan area requires that the following range of measures be included in Local Plans and Local Transport Strategies:

- (a) The selection of Sustainable Locations for development which reflect their function and relative transport accessibility, Schedule 3(a)
- (b) Management Plans for Strategic Transportation Corridors Schedule 3(b) and Diagram 11
- (c) Town Centre Transport Action Plans Schedule 3(c)
- (d) Parking Policies setting appropriate maximum standards of provision across the Structure Plan Area, developing Park and Ride facilities and parking control zones.

These considerations will be taken into account in the assessment of development proposals required under Strategic Policy 9C(ii).

### Strategic Policy 4 – Strategic Transport Network

The sustainable development of the Glasgow and Clyde Valley metropolitan area will be supported through the development of the Strategic Transport Network, as identified on Diagram 12 and in Schedule 4.

### Strategic Policy 5 – Competitive Economic Framework

The economic competitiveness of the Glasgow and Clyde Valley Metropolitan area will be supported through:

- (i) Maintaining a minimum 10-year potentially marketable and serviceable land supply;
- (ii) The development (and their safeguarding from inappropriate alternative uses) of the Strategic Economic Locations identified in Categories (a) to (d) below, as identified on Diagram 13;
- (iii) Promoting the economic role of the other key assets identified in Categories (e) to (g) below:

- (a) Schedule 5(a) Strategic Business Centres
- (b) Schedule 5(b) Strategic Industrial and Business Locations
- (c) Schedule 5(c) Core Economic Development Areas
- (d) Schedule 5(d) Safeguarded High Amenity Locations
- (e) Schedule 5(e) Tourism Development Areas
- (f) Schedule 5(f) International Transport Facilities
- (g) Schedule 5(g) University Campuses

### Strategic Policy 6 – Quality of Life and Health of Local Communities

The quality of life and health of the communities of the Glasgow and Clyde Valley area will be supported through the following actions:

- (a) providing and safeguarding local employment opportunities Schedule 6(a);
- (b) providing housing opportunities to meet the requirement for a continuing 5-year effective owner occupied land supply, Schedule 6(b), the need to provide for choice in terms of size and type of housing in each housing market area and the needs for social rented housing identified in Local Plans and Local Housing Strategies;
- (c) the protection, management and enhancement of Town Centres as the preferred locations for retailing and other community focused activities, Schedule 6(c);
- (d) environmental improvement, Schedule 6(d);
- (e) the provision of open space and facilities for Sport and Recreation;
- (f) the provision of an integrated network of waste management facilities.

## Strategic Policy 9 – Assessment of Development Proposals

In order to accord with the Structure Plan, development proposals will require to satisfy the following criteria. Any proposal which fails to meet these criteria will be regarded as a departure from the development plan and will be required to be justified against the criteria in Strategic Policy 10. These criteria are complementary, and the fulfilment of one criterion does not over-ride the need to satisfy the others.

A That the case for any development which exceeds the thresholds set out in Schedule 9 has been established in the terms of:

- (i) the ten-year marketable land supply for industrial and business development;
- (ii) the assessment of housing proposals (except on urban brownfield sites) against the demand and effective supply of owner occupied housing land in the relevant housing market area, Schedule 6(b)(i), and planned programmed output in the appropriate Sub-market or Housing Market Areas in Schedule 6(b)(ii); or
- (iii) a requirement identified in a local plan (Schedule 6(b)(iii)) for affordable housing as defined and categorised in PAN 74; or
- (iv) the criteria set out in Schedule 6(c)(i) and the requirements identified in Schedule 6(c)(iv); or
- (v) the assessment of aggregate mineral extraction proposals (except extensions to existing workings) against the ten year supply and demand within the Structure Plan Area; or
- (vi) its relationship to the requirements for waste management facilities set out in the Glasgow and Clyde Valley Area Waste Plan.

B That the location of the development is appropriate in terms of the need to:

- (i) safeguard and avoid the diversion or displacement of investment from the development locations identified in Strategic Policies 1, 5, 6 and 8;
- (ii) promote Urban Regeneration by:
  - (a) giving preference to the use of brownfield urban land rather than greenfield land or open space;
  - (b) safeguarding the Glasgow and Clyde Valley Green Belt, Strategic Policy 1;
- (iii) safeguard and promote the vitality and viability of town centres identified in Schedule 1(a) by:
  - (a) locating major office development within or adjoining the Strategic Business Centres identified in Schedule 5(a);
  - (b) taking a sequential approach to proposals for retail, office (Class 2), cultural and leisure development as set out in Schedule 6(c)(ii). ;
- (iv) safeguard the environmental resources listed in Schedule 7 or identified in local plans (including regard to landscape character and quality);
- (v) avoid isolated and sporadic development in the Green Belt and the wider countryside;
- (vi) promote Sustainable Transport by:
  - (a) the application of the Hierarchy of Accessibility as set out in Schedule 3(a)(i);
  - (b) the application of criteria for sustainable locational choices as set out in Schedule 3(a)(ii);
  - (c) the safeguarding of the routes for Strategic Transport Network development proposals (Schedule 4);
- (vii) implement the waste management hierarchy as defined in the National Waste Strategy and priorities identified in the Area Waste Plan;
- (viii) avoid the risk of flooding from all sources throughout the relevant water and drainage catchment area and safeguard the storage capacity of the functional flood plain;
- (ix) avoid negative impact upon Health and Safety;
- (x) contribute to the implementation of the Air Quality Strategy.

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

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

## Land Uses

Site A: James Watt Dock (South Quay), including Sugar Warehouses

- (a) Residential Flats;
- (b) Business (Offices and Light Industry) (Use Class 4);
- (c) Assembly and Leisure (Use Class 11);
- (d) Hotels and Hostels (Use Class 7);
- (e) Residential Institutions (Use Class 8);
- (f) Non-Residential Institutions, including Education (Use Class 10);
- (g) Maritime-based commercial enterprises, including provision for marina berthing facilities; and
- (h) Retail or Food and Drink (Use Classes 1 and 3), where ancillary to any of the above uses.

Site B: Former Kincaids Works (East)

- (i) Residential Flats; and/or
- (j) Other uses supportive of, and compatible with, the redevelopment of James Watt Dock and the Sugar Warehouses.

Site C: Cappielow Football Ground

- (k) Leisure and Recreational use, with the retention of current football ground or
- (l) Uses compatible with the mixed-use designation of Sub Area (b).

Site D: Sinclair Street

- (m) Business, General Industrial or Storage and Distribution (Use Classes 4, 5 or 6) or
- (n) Assembly and Leisure (Use Class 11), where associated with the redevelopment or relocation of Cappielow Football Ground.

[Note (\*) Sites to be confirmed and endorsed through a Masterplan/Development Brief(s) and subject to the approval of the Council]

## Design

- (o) The Council will require the design and finishing of all new buildings in this area, and especially those fronting onto the A8 trunk road, the docksides and the waterfront, to be of a high standard, reflecting the prominence of the development opportunity sites and their importance with regard to the image of Inverclyde as a whole.
- (p) Within James Watt Dock, land should be reserved for the Inverclyde Coastal Route (footpath and cyclepath).

## Access

Access to the development opportunity sites will be achieved from:

- (q) a new junction on the A8 trunk road at the east end of the Sub-Area serving, to the north, the Sugar Warehouses, land to the east of the 'Titan' crane in James Watt Dock (South Quay), and Garvel Island (Sub Areas 'c' and 'h'); and to the south, the Sinclair Street site and Cappielow;
- (r) a western access from James Watt Way, an arm of the Cartsydyke Roundabout, to serve land to the west of the 'Titan' crane in James Watt Dock;
- (s) Ratho Street to access the former Kincaid Works (East); and
- (t) any development will be required to ensure safe and effective pedestrian and cycle routes through the development area and to facilitate unimpeded access to Cartsydyke Station.

## **Inverclyde Local Plan Policies**

### **Local Plan Policy SA2(c) - James Watt Dock (North Quay) and Garvel Island (West)**

Sub Area (c) is identified on the Proposals Map as a 'Major Area of Potential Change' (AO). The following land use options are considered to be acceptable, providing they are supportive of, and complementary to, the redevelopment of the James Watt Dock (South Quay) and Sugar Warehouses, and providing they conform to a Masterplan/ Development Brief, to be agreed in advance by the Council.

#### **Land Use Options**

- (a) Housing (Use Class 9) and use as Residential Flats; and/or
- (b) Other uses, including education, compatible with the mixed use designation of Sub Area (b), including outdoor recreational use with ancillary development which exploits the leisure potential of the island resource and setting; or
- (c) Business, general industrial and/or storage or distribution uses (Use Classes 4, 5 or 6), including maritime-related commercial use, will be considered in the short-to-medium term, subject to assessment against other relevant Local Plan policies. Such uses will be granted temporary planning permission with conditions attached.

#### **Access**

Access (subject to feasibility studies and the masterplanning exercise (refer (f) below), would be through:

- (d) the new junction on the A8 trunk road at the east end of Sub-Area (b);
- (e) the construction of a new bridge (on the present site) to access the island; and
- (f) any development will be required to ensure safe and effective pedestrian and cycle routes through the development and to facilitate unimpeded access to Cartsdyke Station.

#### **Other Considerations**

- (g) Subject to the land uses implemented within Sub Area (b) and (c), a more appropriate access to Sub Area (c) may be achieved via Sub Areas (f) and (h).

### **Local Plan Policy - Policy B2 Mixed (Business) Use Areas**

Development proposals, in addition to the preferred Use Classes 4, 5 or 6, that would contribute to permanent employment creation or be clearly supportive of the operation of existing businesses in the area, will be supported in those areas labelled 'B2' within the 'Business and Industrial Areas' identified on the Proposals Map, provided they are not usually associated with Town Centre uses. All such proposals will require to be assessed against the following criteria:

- (a) impact on the character of the area and the operation of established businesses;
- (b) infrastructure, transportation, environmental and design considerations;
- (c) impact on the overall supply of land for business and industry; and
- (d) relevant policies of the Local Plan.

### **Local Plan Policy B10 - Development Proposals for Uses other than Business and Industry Within Business and Industrial Areas**

Development proposals for uses other than business and industry (Use Classes 4,5 and 6) within areas identified on the Proposals Map for locally important business and industry (areas covered by Policies B1 and B2), will be assessed against the following criteria:

- (a) impact on the overall supply of land for business and industry;
- (b) impact on the character of the area and the operation of existing or potential business uses within the area;
- (c) infrastructure, transportation, environmental and design considerations;
- (d) impact on the vitality and viability of existing Town Centres; and
- (e) other relevant Local Plan policies.

#### Local Plan Policy DS1 - Preference for Development on Brownfield Sites

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

#### Local Plan Policy DS3 - Promotion of the Inverclyde Waterfront

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

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

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

#### Local Plan Policy DS6 - Promotion of a Sympathetic Approach to Enhance the Environment of the Coastline

The riparian environment and scenic setting of Inverclyde's developed and undeveloped coastline will be safeguarded by promoting development only where adequate and sustainable sea defences are included in the proposal and where it will enhance, and not detract from, this unique asset.

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

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

#### Local Plan Policy TA2 - Accessibility of Major Developments

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

#### Local Plan Policy TA4 - Managing the Strategic Road Network

Inverclyde Council, as Planning Authority, will seek to manage development that would affect traffic flow on the strategic road network within Inverclyde, so as to allow essential road traffic to undertake journeys as efficiently as possible.

## Local Plan Policy - TA7 Promotion of Walking and Cycling

In order to increase the use of walking and cycling as a means of transport, Inverclyde Council will require that:

- (a) major destinations, including town and local centres, educational establishments, centres of employment and public transport nodes, are accessible and linked by clearly signposted, and well lit and direct footpaths and cycle routes; and
- (b) the needs of cyclists and pedestrians are recognised in new developments and considered in Green Transport Plans.

## Local Plan Policy TA8 - Improving Accessibility

Inverclyde Council, as Planning Authority, will require proposals for major trip-generating developments in areas difficult to access by public transport to be accompanied by a commitment by the developer to introduce and sustain public transport improvements within that area.

## Policy TA12 Impacts on Capacity of Trunk Roads

Where the travel generated by a proposed development results in a significant impact on the flow or safety of traffic on a trunk road, the developer will be expected to mitigate this impact. Such mitigation should initially focus on reducing the private car travel demand of the development, and only after all practicable measures to achieve this have been taken will infrastructure improvements to cope with the additional traffic be considered. Infrastructure improvements to the trunk road will be required to provide 'no net detriment' to flow and safety. Direct access onto the A8(T) or A78(T) from a new development will only be acceptable where:

- (a) it is necessary for a development of major economic benefit to Inverclyde, and where the Scottish Executive and the Council are satisfied that the road will continue to function effectively; or
- (b) it would result in a net improvement to the functioning of the trunk road.

## Local Plan Policy H5 - Housing Development Opportunities

Inverclyde Council, as Planning Authority, will support and encourage residential development on the sites, indicative locations and 'New Neighbourhoods' included in Schedule 7.1 and indicated on the Proposals Map.

## Local Plan Policy H8 - The Character and Amenity of Residential Areas

Proposals for residential development that are acceptable in principle in terms of the Development Strategy of the Local Plan will still be required to satisfy the following development control criteria:

- (a) compatibility with the character and amenity of an area in terms of land use, density, design and materials used;
- (b) visual impact of development on the site and its surroundings;
- (c) landscaping proposals;
- (d) open space proposals (see also Policy H11 and guidance in Policy DC1);
- (e) proposals for the retention of existing landscape or townscape features of value on the site;
- (f) assessment against the Council's Roads Development Guidelines 1995 with regard to road design, parking and traffic safety;
- (g) provision of adequate services; and
- (h) accommodation of, in appropriate cases, the requirements of bus operators regarding road widths, lay-bys and turning areas.



## Local Plan Policy H11 - Residential Development Proposals and Open Space Provision

Inverclyde Council, as Planning Authority, requires developers of new housing to make provision for public open space, play areas and private garden ground, or a comparable financial contribution towards either the provision of, or maintenance and improvement of, existing play equipment in a park or play area in the vicinity of the development, in accordance with the Inverclyde Council Planning Practice Advice Note 3.

## Local Plan Policy HR1 - Designated Environmental Resources and Built Heritage

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

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

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

## Local Plan Policy HR3 - Protection of the Inner Clyde Estuary

Developments adversely affecting the integrity of the Inner Clyde Estuary SPA and Ramsar Site will not be permitted unless there are:

- (a) no alternative solutions; and
- (b) imperative reasons of overriding public interest, including those of a social or economic nature.

## Local Plan Policy HR15 - The Setting of Listed Buildings

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

## Local Plan Policy UT3 - Sustainable Urban Drainage Systems

Inverclyde Council, as Planning Authority, will encourage the inclusion of Sustainable Urban Drainage Systems in appropriate developments, and where included will require agreement to be reached in respect of the continual maintenance of the proposed system prior to planning permission being granted.

## Local Plan Policy UT4 - Reducing Flood Risk

Inverclyde Council will seek to reduce the risk of the flooding of non-agricultural areas by resisting development on functional flood plains. Where development is proposed for an area considered to be at risk from flooding, the Council will:

- (a) require the preparation of a Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA);

- (b) seek the incorporation of flood prevention measures able to cope with, as a minimum, a 1 in 200 year rainfall event, depending on the type of development proposed, taking into consideration predicted climate change and sea level changes in the period to 2050, or justification as to why this standard of protection is not required;
- (c) consult with SEPA where development is likely to result in a material increase in the number of buildings at risk from flooding; and
- (d) require Clyde waterfront and coastal development to be protected against coastal flooding to a level of 5 metres above the ordnance datum.

Flood prevention measures and sea defences should not increase the risk flooding elsewhere or have an adverse impact on the natural or built environment. For planning permission to be granted, the Council will require agreement to be reached in respect of the continual maintenance of flood prevention infrastructure and sea defences associated with the proposed development

#### Local Plan Policy LR8 - Inverclyde Coastal Route

Inverclyde Council supports and will seek to complete the Inverclyde Coastal Route (footpath and cycleway), as part of the 'core path network' throughout Inverclyde. Developers will be required to make appropriate provision in submitting planning applications, particularly in the four coastal Special Development Areas, identified in the Plan.

#### Local Plan Policy LR10 - The Promotion and Provision of Tourist Facilities

The provision of new or improved tourist facilities which offer social, economic and physical benefits to the area, will be supported provided that proposals meet the following criteria:

- (a) there is no significant adverse impact on the natural environment and/or built heritage;
- (b) a high standard of design is achieved;
- (c) there is accessibility by public transport; and
- (d) there is no conflict with other Local Plan policies.

#### Local Plan Policy LR12 - Water-Based Sports

Provision of recreational facilities for water-based sports will be supported providing that:

- (a) there is no significant detrimental impact on the environment of the coastal zone in terms of visual amenity and noise;
- (b) there is no significant adverse impact on the natural environmental and/or built heritage;
- (c) there is no irreconcilable conflict with other recreational pursuits;
- (d) associated facilities on land do not create traffic congestion and impact on road safety;
- (e) a high standard of design is achieved; and
- (f) there is no conflict with other Local Plan policies.

#### Local Plan Policy LR13 - Tourist Accommodation

Proposals for the establishment of hotels, guest houses and bed and breakfast accommodation will be supported providing that:

- (a) there is no adverse impact on the amenity of adjoining properties and land uses;
- (b) a high standard of design can be achieved in terms of appearance, access and sufficient parking;
- (c) there is no unacceptable additional traffic generation; and
- (d) there is no conflict with other Local Plan policies.

## CONSULTATIONS

**Scottish Executive** - No comments are offered.

**Acting Director Of Education** - Existing schools can absorb the expected numbers assuming that the development is phased.

**Amey Infrastructure** – No objections subject to conditions being imposed in respect of the timing of the introduction of traffic signalling at the junction of the development site with the A8, the timing of improvements to the Cartdyke Roundabout and the approval of a Travel Plan. Some footnotes will require to be appended to any permission.

**West Of Scotland Archaeology Service** - Condition to be attached to any planning permission regarding an archaeological mitigation strategy to include both protective and/or mitigative actions during development.

**Architecture and Design Scotland** - Generally supportive of the proposal but concerns remain on some aspects as follows: the internal roundabout is regarded as too large; the issue of enclosure of the proposed James Watt Square still remains to be satisfactorily addressed; the relationship between the water's edge and the development is still to be satisfactorily addressed; the design potential of the "perch" has not been fully exploited; landscape strategy has yet to be fully developed; clarification over the role of car parking in the development is yet to be established.

**Biodiversity Officer** - Appropriate mitigation is required for impacts on biodiversity. A series of conditions are suggested to cover biodiversity interests.

**Historic Scotland** - No objections. It is suggested that development be controlled by phasing to prioritise the regeneration of the Sugar Warehouse and any necessary repairs to the Titan Crane.

**Strathclyde Police HQ** - Interim response. Detailed response to follow.

**Head Of Environmental Services** - Seeks a condition in respect of maintenance liability in respect of permeable paving.

**Head Of Safer Communities** - Standard contaminated land conditions should be applied.

**Scottish Gas Networks** - Conditions suggested regarding protection of pipelines near to the site entrance.

**Scottish Power** - No objections.

**Scottish Environment Protection Agency West** - Conditions to be imposed on planning permission in respect of minimum floor levels for buildings (5.0 metres above Ordnance Datum), roads (4.5 metres AOD), and a separate Flood Risk Assessment to be carried out at the Sugar Warehouse.

**Scottish Natural Heritage** - No objection in principle but concerns are expressed over the adequacy of the data presented in the Environmental Statement regarding impact on European Protected Species, especially bats. SNH request an additional survey for bats and otters during the May to August period immediately prior to work taking place or possibly a bat hibernation survey. Various other conditions in respect of site clearance are suggested.

**Scottish Water** - No objections.

## **PUBLICITY**

The application was advertised in the Edinburgh Gazette on 11th September 2009 due to the environmental impact assessment.

The application was advertised in the Greenock Telegraph on 24th July 2009 due to the environmental impact assessment, as there are no premises on neighbouring land and as the development affects the setting of two listed buildings.

## **SITE NOTICES**

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

## **PUBLIC PARTICIPATION**

The application was the subject of press advertisement and neighbour notification. Three comments were received. The comments may be summarised as follows:

- 1) Black Guillemot nesting may be disturbed. An artificial wall could be built as compensation.
- 2) A public access slipway should be provided to encourage watersports.

## **SUMMARY OF ENVIRONMENTAL STATEMENT**

The Environmental Statement is a fully considered assessment of the environmental implications of the proposal. I summarise the assessment as follows:

Coastal Processes and Flooding: there will only be a minor influence on water currents and sediment transport. The main source of flood risk is considered to be from coastal flooding. The finished floor levels of buildings (5.0 metres AOD) and the road levels (4.5 metres AOD) will provide adequate freeboard to manage the effects of critical wave action.

Transportation: the operation of the local road network will remain within capacity. Proximity to both a train station and bus routes makes public transport a viable mode of travel. The creation of pedestrian routes and extension of the National Cycle Network into the site will encourage the most sustainable modes of travel.

Air Quality: the main issues will be dust emissions during the construction phase and vehicle exhaust emissions from traffic generated by the development. Modelling has indicated that traffic emissions will be insignificant. A dust management plan is to be developed although prevailing wind and precipitation levels suggest that this will not be a significant problem to any receptors.

Noise: the issues considered were possible mitigation of existing background noise and noise resulting from the development. A noise assessment study has concluded that the A8 is the main source of noise. Most residential development is to be located remote from the A8. The design of those residences nearest to the A8 will be carefully considered and mitigated through construction detail and insulation/glazing requirements. There is also the potential for short term noise during construction, as per any building site and a noise management plan is to be developed. Longer term noise generated by the development is not considered to be an issue.

Archaeology: There are two Category "A" structures within the site and 24 other sites of cultural heritage (of varying importance from those of "Regional Importance", such as James Watt Dock and the Garvel Graving Dock to those of "Local Importance", such as the east and west jetties). Impacts on these are not considered to be of a major magnitude. Impact on the setting of the Titan Crane and the Sugar Warehouse is considered to be minor. Mitigation is to be the subject of a full investigation and recording of archaeological features and structures prior to alteration as well as archaeological monitoring of any ground works.

Ecological Assessment: Although mainly industrial in nature there are areas of scrub, woodland and grassland. There are also nearby protected areas (SPA and SSSI). Some habitat loss is inevitable but the significance of impacts ranges from low to moderate. Mitigation measures are identified such as the timing of works, exclusion zones and the creation of replacement habitats.

Landscape and Visual Impact Assessment: Individual elements of the development will be visible from the wider area but the potential to create an attractive waterfront, including the removal of derelict buildings and environmentally improving vacant industrial land is considered to be of positive benefit to landscape and visual amenity.

Economic and Social Effects: The proposed development is assessed to be of positive benefit in the creation of short term (construction) and longer term employment opportunities, promotion of the replacement of a depleted housing stock stemming the outflow of population, creating a tourist destination (utilisation of the Titan Crane and the creation of coastal walks), providing water based recreation facilities and restoring a Category A Listed Building.

In summary, the Environmental Assessment concludes that the proposed development will have a positive impact on the environment with appropriate mitigation possible for any potential adverse impacts.

## **ASSESSMENT**

The material considerations in determination of this application are the Development Plan (consisting of the Glasgow and the Clyde Valley Joint Structure Plan and the Inverclyde Local Plan), National Planning Policy and Advice, the consultee responses, the letters of representation and the supporting information provided by the applicant including the Environmental Statement.

With respect to National Planning Policy, of relevance is “Scottish Planning Policy” (SPP), SPP2 “Economic Development”, SPP3 “Planning for Homes”, SPP7 “Planning and Flooding”, SPP8 “Town Centres and Retailing”, SPP17 “Planning and Transport”, National Planning Policy Guideline (NPPG) 14 “Natural Heritage”, SPP23 “Planning and the Historic Environment” and the Scottish Historic Environment Policy (SHEP) with the associated appendices from the former Memorandum of Guidance on Listed Buildings and Conservation Areas.

Relevant National Planning Advice is provided in the form of Planning Advice Notes (PANs). The following PANs are of relevance: PAN 33 “Development of Contaminated Land”, PAN42 “Archaeology”, PAN44 “Fitting New Housing into the Landscape”, PAN 56 “Planning and Noise”, PAN 60 “Planning for Natural Heritage”, PAN 61 “Sustainable Urban Drainage Systems”, PAN 65 “Planning and Open Space”, PAN 67 “Housing Quality”, PAN 68 “Design Statements”, PAN69 “Planning and Building Standards on Flooding”, PAN 75 “Planning for Transport”, PAN 76 “New Residential Streets”, PAN 77 “Designing Safer Places”, PAN 78 “Inclusive Design”, PAN 79 “Water and Drainage”, PAN 84 “Reducing Carbon Emissions in New Development”.

The first issue to be considered is compliance with the Development Plan. As the Inverclyde Waterfront forms part of the Metropolitan Flagship Initiative and is identified as an “Urban Renewal Area” within a Schedule to Structure Plan Policy SP1 the proposal, in general terms, accords with policy. Furthermore, Greenock/Port Glasgow is identified in Schedule 2 to Structure Plan Policy SP2 as an area with longer term potential for development, aiming to integrate it into the Central Conurbation Housing Market Area. In the short to medium term, needs are to be met within urban renewal areas before urban expansion is considered. The proposal is supportive of this policy. With respect to Structure Plan Policies SPs 3 and 4, the application site is in a sustainable location, integrating land use and transportation due to proximity to the trunk road, bus networks and a railway station. A cycle path will be developed through the site as part of a National Cycle Network. The proposed business elements comply with Structure Plan Policy SP 5. The creation of employment opportunities, new housing and the proposed environmental improvements all accord with Structure Plan Policy SP 6. Finally, I am satisfied that the proposal accords fully with the development criteria specified in Structure Plan Policy SP9. In summary, this proposal accords with the Glasgow and the Clyde Valley Joint Structure Plan.

Moving to the Inverclyde Local Plan, the key policies are SA2(b) and SA2(c), which identify appropriate land uses for the application site. The proposed uses accord with these policies and the masterplan design framework documentation submitted sets out appropriate guidance for

subsequent applications. Access to the site has already been addressed by the earlier planning permission for the development of a new junction on the trunk road.

Turning to other relevant policies, as the proposal will see redevelopment of a brownfield site it is supportive of policy DS1. Directing development to the waterfront, as this proposal will achieve, is in support of policy DS3. The proximity of the development to a choice of means of transport supports policies DS7 and TA2.

Full compliance with policy B2 has not strictly been achieved as the area on the north bank of the Great Harbour will accommodate the new plotted private housing development. The area is identified for business, general industry and storage/distribution in policy B2. The hotel will create employment and sits comfortably with the aims of this policy. The proposed residential element is not so readily accommodated by policy B2 and reference needs to be made to policy B10 (development proposals for uses other than business and industry within business and industrial areas). I am satisfied that the overall supply of land for business and industry would not be significantly adversely affected by the development of the housing for two reasons: firstly, there is a recognised oversupply of such land and the B2 land identified is not of highly marketable value and, secondly, the existing Ministry of Defence related business is to be relocated elsewhere within the local area as a result of the proposal, rather than lost. Hence, although compliance with policy B2 has not fully been achieved policy B10 provides a reasonable justification for a departure from the policy in this instance.

With respect to the other relevant Local Plan policies, I am satisfied that the design guidelines facilitate quality in new building and landscaping (policy DS5). The existing sea defences have been assessed as adequate for the protection of the coastline. New development will take place at a level above any expected 1:200 year flooding event (policies DS6 and UT4). Although some waterfront reclamation is involved I am satisfied that it is of such a relatively small scale that the integrity of the Inner Clyde Estuary SPA and Ramsar site will not be adversely affected, thus achieving compliance with policy HR3.

The impact of development on the trunk road has been assessed via a transport assessment and the findings accepted (policies TA4 and TA12), subject to the imposition of appropriate conditions. The landscaping and footway network to be developed within the site is designed to encourage pedestrian activity with appropriate connections to the trunk road (policy TA7). The provision of pedestrian connections to the trunk road and the design of the already approved access road to encourage entry by public bus services will improve accessibility to the site thus encouraging the use of sustainable methods of transport (policy TA8). Indeed, extension of the Inverclyde coastal route with the provision of a cycle path through the site is noted (policy LR8). The development will see fulfilment of an identified housing development opportunity (policy H5) and analysis of the proposed masterplan suggests that housing should be accommodated without detriment to the amenity of the future residents and within an appropriate landscaping framework (policies H8 and H11). Further analysis will have to be carried out at the detailed design stage in respect of screening from existing maritime operations, particularly the Garvel Dry Dock (policy H8).

Although no permission would be granted for buildings at this stage I am satisfied that the masterplan provides an appropriate setting for the Sugar Warehouse and the Titan Crane. It is therefore important that subsequent developments follow the design guidelines (policy HR15). I am also satisfied that provided development follows the masterplan guidelines there will be no adverse impact on the built heritage resources within the site, thus complying with policy HR1. Finally, the Head of Environmental Services is satisfied that drainage and flooding issues have been addressed in the supporting information submitted by the applicant. The use of appropriate conditions, however, will be important for the satisfactory development of the site (policies UT3 and UT4). The provision of a hotel and the tourist potential involved in development of the Titan Crane and the marina is supported by policy LR10. The marina, in particular, may be regarded as supportive of policy LR12 in the development of water-based sports. The hotel, specifically, is supported by policy LR13.

I conclude, overall, that the proposal accords with the principles established in the Development Plan. It remains to be considered, however, if there are any material considerations which indicate that planning permission in principle should not be granted. Although extensive in nature, I am satisfied that the proposal accords with the relevant aspects of National Planning Policy and Guidance as set out above. I have to note, however, that some matters of detail, such as the appearance of buildings including detailed design and finishing materials, cannot be fully assessed until the subsequent detailed applications are submitted.

With respect to the responses to consultation or issues not previously addressed in the policy assessment, I note the comments of the Acting Director of Education. The applicant has indicated that the site is to be developed in phases although due to present economic conditions it is not possible to be certain over the precise length of the construction programme. It will clearly be over several years, however, and the Acting Director of Education is satisfied that there are no adverse consequences for local school rolls.

Architecture and Design Scotland (A+DS) were consulted prior to submission of the application and during the processing period. The layout submitted by the applicant was partly in response to earlier comments from A+DS and their more recent comments are generally supportive. I appreciate their concerns relating to the impact of the access road, particularly the roundabout at its northern end, but recognise that it requires to be of the scale proposed in order to accommodate anticipated vehicular movements. The enclosure of the square between the Sugar Warehouse and the commercial/residential buildings on the north side of James Watt Dock is identified as a concern by A+DS due to an identified possible channelling effect of the buildings on the prevailing wind. I do not share these concerns as the prevailing wind is south westerly whereas the James Watt Dock axis is aligned northwest to south east. The proposed Square will have an open aspect but will also contain a shelter along its length to help protect pedestrian movements during inclement weather. The relationship between the water's edge and development is clear with footways and board walks to be developed as part of the proposals to increase accessibility to the waterfront. The design potential of the "Perch" (the description given to the elongated eastwards extension of Garvel Island) will be fully realised during the detailed application stage and the applicant, responding to A+DS concerns, has produced revised design guidance explaining the concept for this part of the development. I consider, that the landscape strategy has been largely developed although more detailed plans would have to be prepared to accompany a later detailed application. The role of car parking is set out in the design guidelines. Where possible, it is to be accommodated within or below buildings, including within the lower levels of the Sugar Warehouse and integral garage provision within townhouses. Some outdoor car parking is inevitable within the site, such as at the proposed hotel. In these areas the soft landscaping strategy will be of paramount importance. In summary, I note and appreciate A+DS comments, and I am of the view that they have been appropriately considered.

With respect to SEPA's comments, conditions can be imposed on ground floor levels for buildings and freeboard levels for roads within the site (except for the access road, which has already been consented). Ordinarily it is not appropriate to impose a condition for a Flood Risk Assessment as this matter should be addressed before planning permission is granted. As for the Sugar Warehouse, which is the only building on the site that is to remain, a flood risk strategy may be made the subject of a condition at this stage.

The comments by SNH over the timing of wildlife surveys is also problematic as the implications of the relevant European Directive are that this matter should be addressed prior to planning permission being granted and not to use conditions to address the issue. The applicant has carried out such surveys already, largely to SNH's satisfaction. SNH's comments relate to a re-survey immediately prior to works taking place. On this basis I consider it reasonable that an advisory note can be appended bringing this to the attention of the applicant.

I note the request by the Head of Environmental Services that a condition be imposed with respect to maintenance of permeable paving. This is intended to ensure that the porosity of this type of surface is maintained in the interests of drainage across the site. I am satisfied that a general

condition in respect of the submission of a maintenance regime across the site will be sufficient to address this concern.

There are no other issues raised by consultees that require comment and none of those raised suggest that planning permission in principle should not be granted.

Turning to the points of representation that have not already been addressed, I am concerned that construction of a wall may be an incongruous feature and could attract interest to black guillemots which may cause further disturbance. Nevertheless, mitigation of disturbance of this species is an important issue and I favour the approach proposed by the Biodiversity Officer and suggest conditions be used to address this. With respect to the provision of a public access slipway, I would have some safety reservations over this but, nevertheless, consider that it is an issue that should be investigated. The encouragement of watersports accords with condition LR12 of the Local Plan. I would again suggest the use of a condition.

The supporting information, including the Environmental Statement, provided by the applicant has, in my opinion, fully explained the proposals and addressed the implications of these for the environment.

## **RECOMMENDATION**

1. This permission is granted under the provisions of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 on an application for planning permission in principle and further approval of the Council or of the Scottish Ministers on appeal shall be required with respect to the under mentioned matters hereby reserved before any development is commenced:
  - a. the siting, design and external appearance of any building(s) to which the planning permission or the application relates;
  - b. details of the access arrangements;
  - c. details of landscaping of the site, including play provision.
2. In the case of matters specified by conditions application for approval must be made before:
  - a. the expiration of 3 years from the date of the grant of planning permission in principle; or
  - b. the expiration of 6 months from the date on which an earlier application for such approval was refused; or
  - c. the expiration of 6 months from the date on which an appeal against such refusal was dismissed; whichever is the latest; and provided only one such application may be made in the case after the expiration of the three year period mentioned in the sub paragraph (a) above.
3. That the development to which this permission relates must be begun not later than the expiration of 3 years from the date of this permission or within 2 years from the final approval of matters specified by conditions, whichever is the later.
4. That development on the site shall follow the general guidance, including phasing, contained within the approved Masterplan Design Statement, dated July 2009 and the Design Guidelines, dated October 2009.
5. That prior to development commencing on site a detailed phasing plan, expanding upon the phasing plan within the Masterplan Design Statement, shall be submitted to and approved in writing by the Planning Authority and shall take account of the following:
  - the provision of roads, footways and footpaths (including the boardwalks) within the site relative to residential, business, commercial and retail developments;
  - the new built development construction programme relative to the development proposals



for the Sugar Warehouse and the Titan Crane;

- the provision of the extension to the National Cycle Route through the site;
- the development of all soft landscaping within the site relative to built development;
- the development of all hard landscaping within the site relative to built development, including the public square between the Sugar Warehouse and the new built development;
- the provision of lighting throughout the site;
- the provision of safety barriers around the docks and harbour.

6. That the development shall not commence until a risk assessment, including any necessary remediation strategy with timescale for implementation, of all pollutant linkages has been submitted to and approved, in writing by the Planning Authority. The investigations and assessment shall be site-specific and completed in accordance with acceptable codes of practice. The remediation strategy shall include verification/validation methodologies. This may be incorporated as part of a ground condition report and should include an appraisal of options.
7. That on completion of remediation and verification/validation works and prior to the site being occupied, the developer shall submit a Completion Report for approval, in writing by the Planning Authority, confirming that the works have been carried out in accordance with the remediation strategy. This report shall demonstrate that no pollutant linkages remain or are likely to occur and include (but not limited to) a collation of verification/validation certificates, analysis information, remediation lifespan, maintenance/aftercare information and details of imported/disposed/reused materials relevant to the site.
8. That the presence of any previously unrecorded contamination or variation to reported ground conditions that becomes evident during site works shall be brought to the attention of the planning authority within one week. Consequential amendments to the Remediation Strategy shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority.
9. That no material shall be imported onto the site until written details of the source of the imported material has been submitted for approval, in writing by the Planning Authority. The details which shall be submitted no later than four weeks prior to the material being imported onto the site shall include; The source of the imported material, any potential source(s) of contamination within 50 metres of the source of the material to be imported and verification analysis information. The material must not be imported on to the site until written approval has first been received from the Planning Authority. The material from the source agreed only shall be imported in strict accordance with these agreed details.
10. That prior to the commencement of development the developer shall submit for the approval of the Planning Authority an archaeological mitigation strategy to include both protective and/or mitigative actions as may be required by the Planning Authority. Thereafter the developer shall ensure that the approved archaeological mitigation strategy is fully implemented and that any required archaeological mitigative works are carried out in agreement with the West of Scotland Archaeology Service on behalf of the Planning Authority, and in accordance with a Written Scheme of Investigation which has been approved in advance by the Planning Authority.
11. That clearance of vegetation shall be undertaken outwith the breeding season (March to August).
12. That prior to any works being carried out to harbour walls during the Black Guillemot nesting period (early March to early August) a detailed mitigation plan shall be submitted to and approved in writing by the Planning Authority. It will detail the measures to be taken to displace the birds prior to breeding, and the provision of alternative nesting sites. Where possible, disused pipes suitable for Black Guillemot nesting will be retained.

13. That at least 30 nest boxes for Black Guillemots will be provided throughout the development on harbour walls where nesting will not directly interfere with mooring activities.
14. That in the event that bats are identified during demolition and construction, works shall stop and Scottish Natural Heritage shall be consulted for advice.
15. That 100m<sup>2</sup> of new hedgerows and shrub habitat will be created by planting native scrub/shrub species, to be approved in writing by the Planning Authority prior to their use, on the green spaces within the finished development.
16. That details of all planting and sowing mixes for landscaped areas shall be submitted to and approved in writing by the Planning Authority, in consultation with Scottish Natural Heritage, prior to their use.
17. That finished floor levels within the application site shall be set at or above 5.0 metres above Ordnance Datum.
18. That road levels within the application site shall be set at or above 4.5 metres above Ordnance Datum.
19. That any future applications for development/conversion of the Sugar Warehouse shall be accompanied by a detailed Flood Risk Assessment to determine flood management and mitigation options.
20. That prior to the start of development a dust management plan shall be submitted to and approved in writing by the Planning Authority. The plan shall thereafter be adhered to during development of the site.
21. That prior to the commencement of development a noise management plan shall be submitted to and approved in writing by the Planning Authority. Thereafter the approved plan shall be implemented in full.
22. That prior to the commencement of development full details shall be submitted of the lighting scheme for the development.
23. That all surface water drainage from the site shall be treated in accordance with the principles of the Sustainable Urban Drainage Systems Manual (C697) (CIRIA 2007). Before development commences, details shall be submitted to and approved in writing by the Planning Authority of the maintenance regime for the water detention areas.
24. That prior to development commencing, full details shall be submitted to and approved in writing of all foreshore reclamation including the waterfront interface treatment to be used. Thereafter the approved treatment shall be implemented in full prior to the commencement of any construction work on adjacent new build development.
25. That notwithstanding condition 5 above, the roads and footways leading to each dwelling or business/commercial/retail unit hereby permitted shall be completed to sealed basecourse level prior to the unit being occupied or brought into use.
26. That prior to the commencement of construction, the distributor road and traffic signals permitted by planning permission 09/0039/IC shall be constructed and in place.
27. That any of the trees, areas of grass or planted shrubs approved as part of the landscaping scheme that die, become diseased, are damaged or removed within 5 years of planting shall be replaced with others of a similar size and species within the following planting season.

28. That details of the maintenance and management programme for all areas of soft and hard landscaping within the development shall be submitted to and approved in writing by the Planning Authority prior to the start of development. The programme shall commence upon the start of development.
29. That prior to the start of development possible locations for the provision of a public access slipway shall be investigated and incorporated into a revised masterplan should a suitable access point(s) be found.
30. That prior to occupation of any part of the development hereby permitted, a traffic signal controlled junction to the site from the A8(T) shall be constructed in accordance with Dougall Baillie Associates Drawing Number 08002/1200/101 Traffic Signals. The traffic signal controlled junction shall be implemented to the satisfaction of the Local Authority, in consultation with Transport Scotland - Trunk Road Network Management Directorate and will incorporate the existing A8(T) East Hamilton Street/ Sinclair Street priority junction, pedestrian crossing facilities and queue detection.
31. That prior to occupation of the development, the approved mitigation measures for the A8(T) Cartsdyke Roundabout junction, generally as indicated in Dougall Baillie Associates Drawing Number 08002-SK-33, shall be implemented to the satisfaction of the Local Authority, in consultation with Transport Scotland - Trunk Road Network Management Directorate.
32. That prior to the occupation of any development on site, a comprehensive Travel Plan that sets out proposals for reducing the dependency on the private car shall be submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland - Trunk Road Network Management Directorate.

#### Reasons

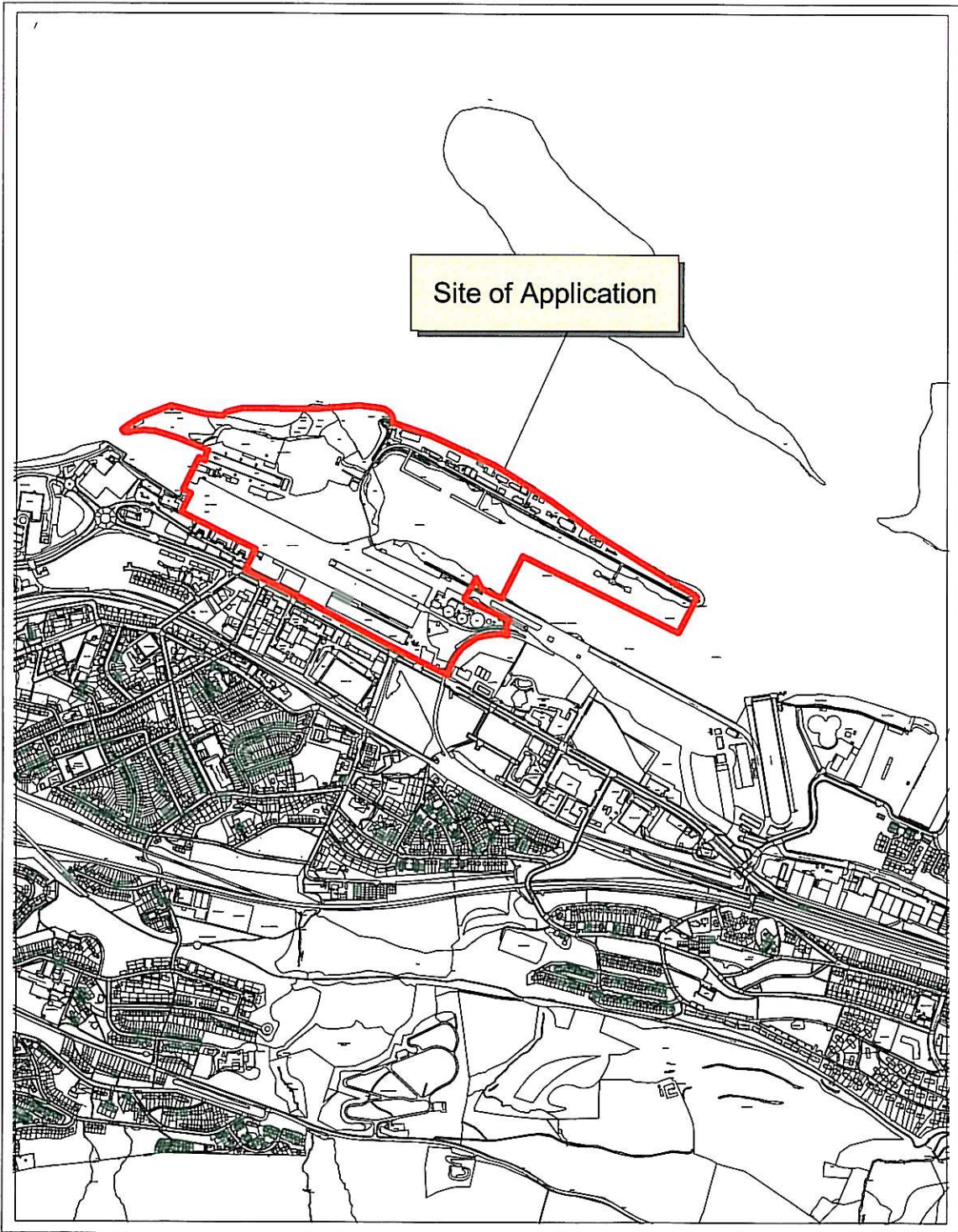
1. To comply with Section 59 of the Town and Country Planning (Scotland) Act 1997.
2. To comply with Section 59 of the Town and Country Planning (Scotland) Act 1997.
3. To comply with Section 59 of the Town and Country Planning (Scotland) Act 1997.
4. To ensure continuity in development of the site, to ensure an appropriate design, layout and environment is achieved, to control massing in the interests of visual amenity, to protect the setting of the Sugar Warehouse and the Titan Crane, and to draw an appropriate relationship between the residential and business, commercial and retail components of the development.
5. To ensure that development proceeds in a manner conducive to public safety, in the interests of the built heritage, to secure planning gain from the proposed development.
6. To satisfactorily address potential contamination issues in the interests of environmental safety.
7. To provide verification that remediation has been carried out to the authority's satisfaction
8. To ensure that all contamination issues are recorded and dealt with appropriately.
9. To protect receptors from the harmful effects of imported contamination.
10. in the interests of antiquity.

11. In the interests of wildlife and to ensure works are not in breach of the Wildlife and Countryside Act 1981.
12. To protect the interests of wildlife and to ensure works are not in breach of the Wildlife and Countryside Act 1981.
13. in the interests of wildlife conservation.
14. To ensure works are not in breach of the Conservation (Natural Habitats etc) Regulations 1994.
15. To provide replacement habitat for nesting birds.
16. To ensure that an appropriate native ecology is developed.
17. To prevent flooding of the floors of properties.
18. To prevent flooding of roads and restriction of access.
19. To protect future occupants of the Sugar Warehouse from potential flooding.
20. in the interests of the amenity future residents of the development and neighbouring properties.
21. in the interests of future residents of the development and adjacent proprietors.
22. in the interests of public safety.
23. To control runoff from the site to reduce the risk of flooding.
24. In the interests of conservation due to interact with the marine environment and to protect public safety at the land/waterfront interface.
25. In the interests of vehicular and pedestrian safety.
26. To ensure ease of access to the site and the free flow of traffic on the adjacent A8 trunk road in the interests of traffic safety.
27. To ensure the integrity of the approved landscaping scheme in the interests of visual amenity.
28. To ensure that the visual amenity of the development is retained.
29. To encourage the development of watersports.
30. To maintain safety for both the trunk road traffic and the traffic moving to and from the development, to ensure that the standard of access layout complies with the current standards to ensure the safety of the traffic on the trunk road is not be diminished.
31. To minimise interference with the safety and free flow of the traffic on the trunk road.
32. To be consistent with the requirements of SPP17 and PAN 75.

F. K WILLIAMSON  
Head of Planning and Housing

## BACKGROUND PAPERS

1. Application Form and Plans
2. Applicant's Masterplan Design Statement
3. Glasgow and the Clyde Valley Joint Structure Plan
4. Inverclyde Local Plan
5. Scottish Historic Environment Policy and the associated former Memorandum of Guidance on Listed Buildings and Conservation Areas appendices
6. The Scottish Planning Policy and SPPs 2, 3, 7, 8, 17 and 23
7. NPPG 14
8. PANs 33, 42, 44, 56, 60, 61, 65, 67, 68, 69, 75, 76, 77, 78, 79 and 84
9. Consultation responses.



Drawing No. 09/0182/IC  
James Watt Dock, Garvel Island and  
Great Harbour Embankment, Greenock  
Drawn by: IAC  
Date: 08:12:09

