
Report To:	The Planning Board	Date:	6th January 2010
Report By:	Head of Planning and Housing	Report No:	09/0189/IC Plan 01/10 Local Application Development
Contact Officer:	David Ashman	Contact No:	01475 712416
Subject:	Construction of theatre at Custom House Place Greenock		

SITE DESCRIPTION

The application site fronts onto Custom House Square, immediately east of the Greenock Custom House and facing the James Watt Waterfront Campus directly across the Square.

PROPOSAL

The applicant proposes to construct a theatre with an associated service yard. The proposed building is rectangular in shape and steps up in height from the River front elevation (10.5 metres) to the south facing rear elevation (18.7 metres). It will be finished largely in a translucent glazing material clad onto a buff sandstone coloured backing. The coloured backing is designed to provide a hue to complement the colour of the masonry on the adjacent Custom House. Clear glazing on the north and part of the west elevation will provide views into and out from the foyer and theatre café. Other finishes on the external walls are to consist of cast stone and render. The “fly tower” to the rear is a significant structure, with the upper level finished with clear translucent glazing to be backlit at night. Indeed, the building will be viewed differently during day and night hours. By day the glazed finish will display the reflective properties whereas at night this will largely give way to the illumination from within the foyer and café and the backlit areas, particularly the fly tower. Steps and an associated disabled ramp will provide the entrance approaches to the building. The main entrance is located on the west elevation fronting Custom House Square. A dedicated turning facility for coaches at the rear service area is shown as part of the proposals.

The building is to incorporate two performance areas. The main auditorium is to contain three tiers of seating accommodating 500 seats. A smaller secondary hall will accommodate 100 patrons. The building also incorporates 4 meeting rooms and a café.

A service yard to the rear of the building will be used for the loading and unloading of equipment for performances and the parking of prop vehicles and theatre staff. There is no dedicated parking provision for patrons other than 8 disabled spaces adjacent to the entrance. A cycle rack will be provided for the parking of bicycles. A turning facility has been provided for coaches. Coaches would then relocate to an area of hardstanding within the adjacent Harbours. Although no dedicated parking is to be provided, there are both on-street and public car parking opportunities within approximately 500 metres of the application site totalling 320 car parking spaces. The applicant is also in discussions with James Watt College over the use of their waterfront campus car park for parking at the weekends and for weekday evening performances (86 parking spaces).

The applicant has provided supporting information to accompany the application in which it is noted that the Arts Guild has been a presence in Greenock since 1946 and hosts a range of arts events from all disciplines including music, drama, dance, comedy, festivals and visual arts. The fabric of the building in which they are presently located in Campbell Street (the former West End Baths) is deteriorating and the theatre cannot continue to operate without considerable investment. A study has concluded that continuing investment in the existing building would not represent a good use of public money. The aim is to construct a purpose built facility that will serve the community for the next century. Funding from Riverside Inverclyde has enabled a relocation from Campbell Street to the Harbours to be considered. A Transport Assessment (TA) has also been submitted addressing parking and vehicular movement issues.

LOCAL PLAN POLICIES

Local Plan Policy SA1 - The Harbours Area, Greenock Town Centre

Inverclyde Council, as Planning Authority, will support the development of sites (*) within The Harbours Area, identified on the Proposals Map as SA1, where it is in accordance with the following mixed use planning policy framework.

Land Uses

The following uses will be permitted:

- (a) Residential Flats;
- (b) Non-Residential Institutions (Use Class 10) of a tourist and heritage nature that are related to The Harbours' marine use, location and historical importance;
- (c) Shops (Use Class 1) that are restricted to the servicing of the above tourism, heritage and leisure uses and do not exceed 100 square metres of gross floorspace;
- (d) Food and Drink (Use Class 3) and use as Public House;
- (e) Financial, Professional and other services (Use Class 2);
- (f) Hotel (Use Class 7); and
- (g) Marine-based commercial enterprises, including provision for marina facilities and a potential ferry operator.
- (*) Sites to be confirmed and endorsed through a Masterplan/Development Brief and subject to the approval of the Council

Built Environment and Design

Any scheme will be required to incorporate the following design elements:

- (h) to retain and reinforce the urban setting of this Town Centre area with building and spatial arrangements respecting the existing structures and features of the harbours and providing pedestrian routes and views through and across the sites;
- (i) to achieve the above, enclosures should be minimised and limited to service areas;
- (j) materials, finishes and standards of design should reflect the urban and maritime history of the area;
- (k) traffic-free harbour and dock-side areas, with areas for parking, servicing and traffic circulation strictly limited; and
- (l) the provision of effective pedestrian and cycle routes through the site as part of the Inverclyde Coastal Route.

Access

- (m) Highways access will be from Rue End Street via the existing signal-controlled junction at Virginia Street; and

- (n) the provision of safe and effective pedestrian and cycle routes through the development area and to facilitate unimpeded access to Greenock Central Station.

Local Plan Policy DS1 - Preference for Development on Brownfield Sites

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

Local Plan Policy DS3 - Promotion of the Inverclyde Waterfront

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

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

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

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

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

Local Plan Policy R1- Designated Centres

The following Centres are designated:

1. Town Centres, as defined on the Proposals Map:

- (a) Greenock, subdivided into a 'Central Shopping Area' and 'Outer Mixed/Commercial Area';
- (b) Port Glasgow ;
- (c) Gourock ; and

2. Local Centres, as defined or indicated on the Proposals Map:

- (a) Kilmacolm (defined);
- (b) Dubbs Road, Port Glasgow (defined);
- (c) Sinclair Street, Greenock;
- (d) Belville Street, Greenock;
- (e) Lynedoch Street, Greenock;
- (f) Barrs Cottage (Inverkip Road/ Dunlop Street), Greenock;
- (g) Ravenscraig (Cumberland Walk), Greenock;
- (h) Cardwell Road, Gourock (defined);
- (i) Main Street, Inverkip
- (j) Ardgowan Road, Wemyss Bay
- (k) By Station/Pier, Wemyss Bay

Inverclyde Council, as Planning Authority, will seek to assist urban regeneration and sustainable travel patterns. This will be achieved by encouraging each Centre to serve its own retail and service catchments without detriment to other Centres and to the overall roles of Greenock, Port Glasgow and Gourock as the principal Centres serving the Authority.

Local Plan Policy R2 - Support for Designated Centres

The designated Centres identified in Policy R1 will be protected, enhanced and developed, where resources allow, through a range of initiatives aimed at achieving the following:

- (a) encouraging a diversity of retail, leisure, civic, public administration, office, residential and other uses, of the type which the Council, as Planning Authority, considers to be appropriate to the development of the individual Centres, in order to support their vitality and viability, particularly through mixed use developments and through the use of upper floors of commercial premises;
- (b) identifying and promoting opportunities for new development and for the redevelopment and reuse of existing premises, both within and on the edge of the defined Centres;
- (c) improving the quality of the urban environment through implementing programmes for the improvement of individual properties, the streetscape and open spaces;
- (d) improving accessibility and integration of services by bus, train, ferry and taxi;
- (e) improving accessibility for pedestrians and cyclists through the provision of safe and convenient facilities and routes both into and within the town centres;
- (f) managing provision of freight access and of car, motorcycle and cycle parking for residents, visitors, workers and shoppers in accordance with an approved strategy;
- (g) managing traffic flows to minimise congestion and pollution and to give priority to the disabled, pedestrians, cyclists, public transport and service vehicles; and
- (h) developing Town Centre Action Plans in partnership with other agencies.

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

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

- (G) CLARENCE STREET MIXED-USE AREA:
 - Use Class 2 (Financial, Professional and Other Services);
 - Use Class 3 (Food and Drink);
 - Use Class 10 (Community Uses);
 - Use Class 11 (Assembly and Leisure); and
 - Related uses, including public house, hot food take away or taxi office, and the sale of motor vehicles.
- (H) WEST END OFFICE AND CIVIC AREA and
- (I) SIR MICHAEL STREET/KING STREET RESIDENTIAL AREA
 - Use Class 2 (Financial, Professional and Other Services);
 - Use Class 10 (Community Uses); and
 - Use Class 11 (Assembly and Leisure).

- (J) DELLINGBURN STREET/RUE END STREET
Area fully developed for Class 1 Use (Shops).
No further opportunities. Intensification of current retail use would not be appropriate.
- (L) WATERFRONT: EDUCATION AND LEISURE AREA
Use Class 8 (Residential Institutions), if halls of residence associated with James Watt College;
Use Class 10 (Community Uses); and
Use Class 11 (Assembly and Leisure).
- (K) THE HARBOURS AREA *
Use Class 9 (Residential Flats)
Use Classes 1, 10 or 11, where related or ancillary to tourism or to maritime-based leisure or commercial enterprises;
Use Class 2 (Financial, Professional and Other Services);
Use Class 3 (Food and Drink); and
Use as a public house
- (L) WATERFRONT: EDUCATION AND LEISURE AREA
Use Class 8 (Residential Institutions), if halls of residence associated with James Watt College;
Use Class 10 (Community Uses); and
Use Class 11 (Assembly and Leisure).

Local Plan Policy HR1 - Designated Environmental Resources and Built Heritage

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

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

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

Local Plan Policy HR15 - The Setting of Listed Buildings

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

Local Plan Policy TA1 - Promotion of Sustainable Transport

Inverclyde Council, through the policies of this Plan, will support the development of an integrated transport system and encourage the use of sustainable forms of transport to help reduce the use of the private car and the movement of freight by road.

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 - 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.

CONSULTATIONS

The Theatres Trust - Suggest that an independent peer review exercise be undertaken regarding the technical design and spatial configuration of the theatre. The theatre should be designed with signage incorporated into the design. The lack of car parking provision is of concern with respect to the impact on patronage of the theatre.

Historic Scotland – No objections

Transport Scotland - No objections

Architecture And Design Scotland – No comments offered.

Head Of Environmental Services – Concerns regarding potential for flooding have been addressed. The conclusions of the Transport Assessment that parking generated by the theatre can be accommodated on-street and in public car parks, and that coach manoeuvring can be accommodated within the site are accepted.

Scottish Environment Protection Agency - No objections subject to the Council, as flooding authority being satisfied over freeboard.

PUBLICITY

The application was advertised in the Greenock Telegraph on 7th August 2009 as a potential bad neighbour development.

The application was advertised in the Greenock Telegraph on 17th July 2009 as development affecting the setting of a Listed Buildings, as there are no premises on neighbouring land and as a departure from the Local Plan.

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. Four letters of objection have been received from 3 objectors. The points of objection may be summarised as follows:

- 1) The proposal is contrary to policies SA1, DS5, DS7, HR1, HR15, TA1, TA2, TA6, TA7, TA9 and R10 of the Local Plan and requires referral to the Scottish Ministers.
- 2) It will have a negative impact on the setting of the Custom House due to its close proximity and greater height than the Custom House.
- 3) The design is unacceptable.
- 4) The building should have upwards of 140 car parking spaces.
- 5) Inadequate drop off provision has been made for buses and coaches.
- 6) Inadequate provision has been made for loading/unloading by articulated lorries.
- 7) The transport assessment is flawed in its assessment and does not take into account the impact of custom from outwith the local area, overemphasises the contribution of public transport, makes assumptions over the use of private car parks which are regulated. On-street parking in the vicinity of the theatre will result which will interrupt traffic flow especially around the Custom House.
- 8) Not all landowners have been notified (the complication being caused by the “river bed” areas within the application site).
- 9) Concerns over flooding levels.
- 10) Loss of opportunity to permanently display a sea going vessel.

ASSESSMENT

The material considerations in determination of this application are the Local Plan, National Planning Policy and Guidance, the consultee responses, the letters of objection and the supporting information provided by the applicant. With respect to National Planning Policy and Guidance, of most relevance is the Scottish Historic Environment Policy (SHEP) and the associated appendices from the former Memorandum of Guidance on Listed Buildings and Conservation Areas, Scottish Planning Policy (SPP) 7 “Planning and Flooding”, SPP 17 “Planning for Transport”, SPP 23 “Planning and the Historic Environment”, Planning Advice Note (PAN) 68 “Design Statements”, PAN 69 “Planning and Building Standards Advice on Flooding”, PAN 75 “Planning for Transport”.

The first Local Plan policy to be addressed is SA1, which identifies appropriate uses for this site. A theatre is not included within the list of identified uses and the proposal therefore constitutes a departure from this policy. It follows that it is also a departure from policy DS3 (in respect of the development framework identified by policy SA1) and R5 (which repeats the uses identified in policy SA1). Policy SA1 was developed through the Local Plan review to encourage the regeneration of the Harbours Area based upon a masterplan/development brief. A masterplan/development brief was prepared and accepted by the Council as part of a previous outline planning permission for the Harbours Area, which has now lapsed. I consider that the essential questions to be answered are whether or not the development of a theatre would adversely prejudice the desire of the Council to see a regeneration of the Harbours Area and how a departure from policy SA1 would sit with the other relevant policies of the Local Plan.

Development of the site complies with the aim of policy DS1 (development of brownfield land). Policy DS5 requires assessment of building design. The design of any building to be located adjacent to the Custom House requires careful consideration due to the significant historical and architectural merits of the Custom House and its setting. The Custom House is an architectural representative of its era and I consider that it would be a mistake to try to clone the design. A building therefore has to be designed which will have a positive relationship with the Custom House, complementing it while showing due deference.

The design and massing of the building is dictated, to an extent, by its function and, in particular, the need for a fly tower to support operation of the stage area. The shape of the building,

rectangular in nature, is not out of the ordinary. The proposed building does, however, create a unique and, in my opinion, positive architectural response to the Custom House and, together with the flats associated with the James Watt Campus, frames the Custom House.

The use of highly reflective facing materials is crucial to the visual relationship. On redevelopment of the Greenock Harbours the principle viewpoint will be along the waterfront and, from the western approach, the Custom House will be reflected onto the western façade of the building facing the Square. Such a phenomenon will also be experienced on approach along Customhouse Place. Reflection is obviously influenced by the level of daylight and sunlight in that the greater the light the more reflective the walls of the proposed building will be. When less reflective, I consider the base colour behind the glazed cladding becomes very important and, from trials with various colours, I consider that a buff sandstone colour is appropriate. This will give the building a baseline colour which will help it blend in with the base colour of the Custom House. Long distance views are limited to the eastern approach along Main Street/Rue End Street. As development proceeds around the Harbours such views will become largely obscured.

The other design consideration is the relative height of the proposed theatre and the Custom House. From the Square, the theatre is subservient to the Custom House. The fly tower does, however, extend above the side walls of the Custom House. When dark I do not consider that this will be an issue and, indeed, the backlighting of the tower will provide an element of animation thus performing a positive function. During daylight hours, however, the theatre fly tower will be more prominent from certain angles. I am comforted in the knowledge that such views will be limited due to the screening effect of existing buildings from the most common vantage points. I conclude, however, that as the use of more translucent glazing on the fly tower will help to avoid attention being drawn to the tower during daylight hours and as Historic Scotland do not regard this as an issue, this element is acceptable.

Overall I consider that the proposal and the associated design statement has addressed PAN68 and will have an acceptable impact upon the built heritage. It therefore accords with policy DS5. It follows that the proposal also accords with policies HR1 and HR15. I consider that the relevant advice and guidance within the SHEP and, more particularly, the former Memorandum of Guidance on Listed Buildings and Conservation Areas appendices has also been addressed. The proposed development has no adverse implications when considered in the context of SPP23.

As this is a new leisure related development proposal, is accessible to pedestrians and by a range of means of transport, I consider that it accords with policy R2. Policy R1 locates the development site within Greenock Town Centre and I consider that locating such a development within the town centre and using available pedestrian and cycle infrastructure ensures accordance with policy TA7. I also note the provision of cycle racks in this respect.

With respect to policy TA2, a Transport Assessment was submitted. The application site is within Greenock Town Centre and is accessible by a range of means of transport. Rue End Street, within less than 2 minutes walking distance carries a range of bus services both local and longer range in nature. Greenock Central railway station is only 5 minutes walk from the application site. Existing pedestrian links are well established. The Head of Environmental Services is satisfied that the site is accessible by the full range of sustainable transport modes. Given the town centre location it is inappropriate to insist on parking provision if there is a range of other parking facilities available for use. In this respect I note that within approximately 500 metres walking distance there are a total of 320 car parking spaces both in dedicated public car parks and on-street. 500 metres is considered to be a reasonable walking distance (I note that Planning Advice Note 75 regards 1600 metres as a maximum threshold for walking). I appreciate that these spaces are not available exclusively for the use of theatre patrons but the busy period for these spaces is during the working day. During the evening, when most performances will be taking place, the spaces are largely not used. The Roads Development Guidelines suggest that, if considered in isolation, 120 car parking spaces should be provided for a development of this nature. On this basis, the Head of Environmental Services is satisfied that there are adequate public car parking opportunities within reasonable walking distance of the theatre for those choosing to use private transport.

“Drop off” circulatory movements, including those by coaches, have been addressed in the TA. As coach manoeuvring can be accommodated within the site this addresses a potential concern. The Head of Environmental Services has not raised concerns over the manoeuvring of cars for the purposes of dropping-off patrons. I am satisfied that the relevant guidance and advice within SPP17 and PAN75 have been addressed.

Turning to the other material considerations, although extensive in nature I am satisfied that the aims of National Planning Policy and guidance are not compromised by this proposal. With respect to consultee responses, I note SEPA’s response and confirm that the Head of Environmental Services is satisfied on freeboard issues. I therefore consider that SPP7 and PAN69 have been satisfactorily addressed. The remaining comments by the Theatres Trust relate to matters internal to the building which will have no bearing on external appearance.

Many of the points of objection have been addressed in the above policy discussion. With respect to those outstanding matters I would comment as follows. Although the proposal has been noted as a departure from the Local Plan I consider that the nature of the departure is not of significance. Although a theatre is not identified as a supported use in policy SA1, I note that Class 11 uses are supported where they are related or ancillary to tourism. Class 11 uses include cinemas and concert halls. I am of the opinion that the impact of a theatre would have little difference to that of cinemas and concert halls and has the potential, although perhaps not the primary intent, to boost tourism. On this basis I do not consider the departure to be of significance and, therefore, do not see a need to refer the proposal to the Scottish Ministers. The consideration that the proposal is contrary to policies DS7 and TA1 is based on a view that the transport implications of the proposed development have not been properly assessed. The TA, which has been the subject of close scrutiny, addresses this point. Policy TA9 refers to developer contributions for major trip-generating developments. I do not regard the scale of the development as sufficient to generate such a response and as such policy TA9 is not relevant in this instance. Turning to policy R10 this is an assessment policy designed to address the impact of commercial uses. By its very nature I do not regard the Arts Guild to be a “commercial” operation and therefore do not consider policy R10 to be relevant.

Drop off provision is regarded as satisfactory by the Head of Environmental Services. I note that he is also satisfied over the turning provision for articulated vehicles and coaches within the site. With respect to those areas of the TA not already addressed, the theatre is designed to principally serve the local area. Whilst there may be some custom from outwith Inverclyde, I am satisfied that the range of transport opportunities provides sustainable transport choice to any non-local patrons. I consider the correct balance between private and public transport has been addressed and that the aforementioned public car parking facilities, within reasonable walking distance, reduce any inevitability of on-street parking in the vicinity of the theatre. Ownership statements are made by the applicant. It is possible that other consents in respect of riverbed works may be required but these are covered by other legislation. Finally, although an opportunity to display a sea going vessel may be lost, in the absence of a specific vessel this is hypothetical and the application cannot be refused on this basis.

Hence, I consider that there are no material considerations outwith the Local Plan that suggest that planning permission should not be granted. Returning to the Local Plan, I note that the proposal is contrary to some policies but is supported by others. In reaching a judgment on the application I am swayed by the positive benefits it will bring in terms of initiating redevelopment of the Harbours Area, ensuring the retention of the Arts Guild within Greenock as an integral part of the town’s culture and the positive design statement on regeneration that the building will make. I am also influenced by the fact that it will occupy a relatively small part of the Harbours and will not, by the nature of its use, compromise the regeneration of the wider area and frustrate the aims of policies SA1. Hence, although a departure from the Local Plan I consider that planning permission should be granted.

RECOMMENDATION

That the application be granted subject to the following conditions:

Conditions

1. That the development to which this permission relates must be begun within 3 years from the date of this permission.
2. That for the avoidance of doubt, permission is not hereby granted for the signage shown on the approved plans.
3. That the disabled parking spaces and cycle racks shown on the approved plans shall be provided before the theatre is brought into use.
4. That the turning facilities forming part of the application site shall be provided prior to the theatre being brought into use and shall, thereafter, be kept free of obstructions.
5. That prior to the start of development, a maintenance scheme addressing a cleaning programme for the exterior of the building, including the cladding, shall be submitted to and approved, in writing, by the Planning Authority. On the completion of construction of the theatre the approved scheme shall be brought into use.
6. That before development starts, full details of a soft landscaping scheme, accompanied by a management and maintenance schedule, shall be submitted to and approved in writing by the Planning Authority. It shall include numbers, density and maturity of all trees and shrubs.
7. That the landscaping scheme approved in terms of condition 6 above shall be implemented in full during the first planting season after the construction of the theatre has commenced.
8. That prior to the start of development, full details shall be provided of the galvanised steel fence and associated sliding gate.
9. That prior to the start of development colour samples of the backing for the glazed cladding shall be submitted to and approved in writing by the Planning Authority.

Reasons

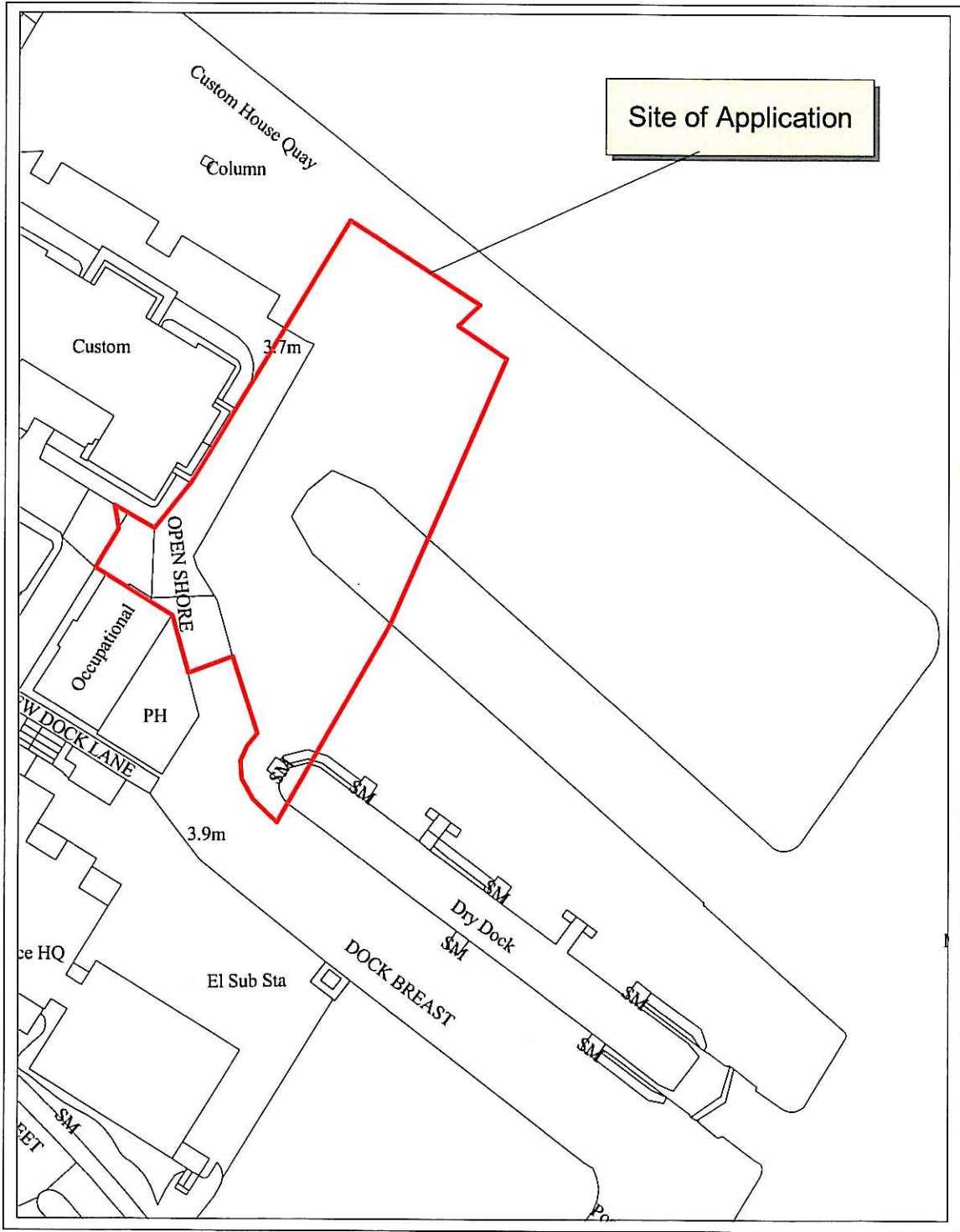
1. To comply with Section 58 of the Town and Country Planning (Scotland) Act 1997.
2. Insufficient detail has been provided confirm that the signage is acceptable.
3. To ensure the provision of these facilities prior to the theatre being brought into use.
4. To ensure that vehicles can enter and leave the site in forward gear, in the interests of traffic safety.
5. To ensure that the reflective properties of the building are maintained in the interests of visual amenity and to preserve the setting of the Custom House..
6. To fully explain the illustrative planting shown on the approved plans and retain the planting thereafter in the interests of visual amenity.
7. To ensure provision of the approved scheme within a reasonable timescale.

8. To allow assessment of their visual appearance.
9. To ensure that the correct base colour is achieved to reflect the setting of the Custom House.

F. K WILLIAMSON
Head of Planning and Housing

BACKGROUND PAPERS

1. Application form and plans
2. Applicant's design statement
3. Applicant's Transport Assessment
4. Inverclyde Local Plan
5. The Scottish Historic Environment Policy and the appendices of the former Memorandum of Guidance on Listed Buildings and Conservation Areas.
6. SPPs 7, 17, 23.
7. PANs 68, 69, 75.
8. Consultee responses.
9. Letters of representation.



Drawing No. 09/0189/IC
 Custom House Place, Greenock
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