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<b>Report To:</b>	<b>The Planning Board</b>	<b>Date:</b>	<b>6 March 2013</b>
<b>Report By:</b>	<b>Head of Regeneration and Planning</b>	<b>Report No:</b>	<b>12/0212/IC 13/0007/IC Plan 03/13</b>
			<b>Major Application Development</b>
<b>Contact Officer:</b>	<b>David Ashman</b>	<b>Contact No:</b>	<b>01475 712416</b>
<b>Subject:</b>	<b>Public realm and traffic improvement works comprising: the construction of new areas of public open space; pedestrian links and a small boat launch facility; alterations, extensions and improvements to existing car parks at Kempock Street and Pierhead / Railway Station together with associated engineering and reclamation works; the formation of a new single carriageway road to the north of Kempock Street with associated new and altered road junctions and layout at</b>		
	<b>Kempock Street/Shore Street, Gourock</b>		
	<b>and</b>		
	<b>Construction of a car park at</b>		
	<b>Land east of Shore Street (behind the Health Centre), Shore Street, Gourock</b>		

## **SITE DESCRIPTION**

The application sites cover approximately 3.1ha of Gourock Town Centre, comprising Kempock Street, the northern sections of Shore Street and Kempock Place at their connection to Kempock Street, and the Gourock Station and Kempock Street car parks and part of the intervening foreshore. The site also includes the two gap sites between shop units and the public spaces either end of Kempock Street.

## **PROPOSAL**

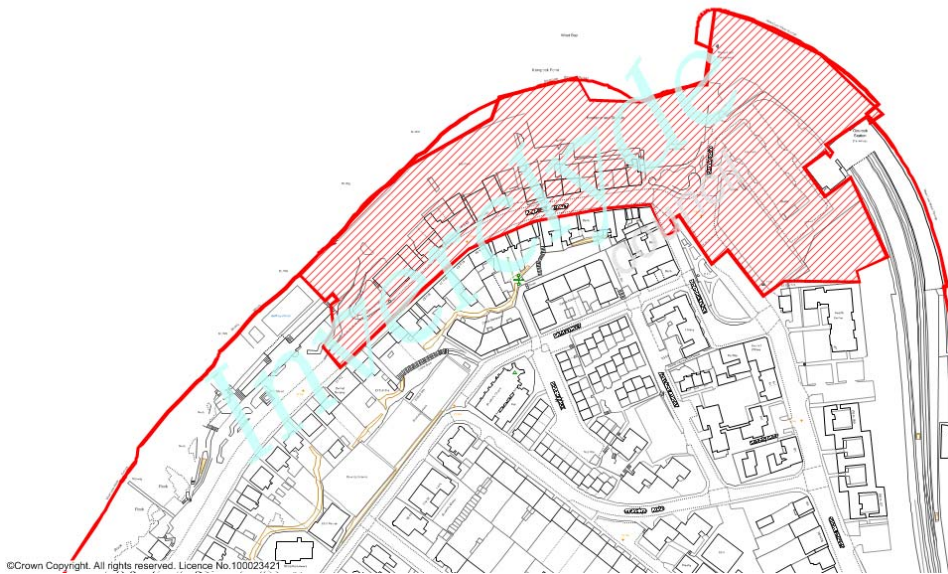
Planning permission is sought for the following:

- A new road connecting with Kempock Street next to the Gourock Pool, running behind the buildings on the north side of Kempock Street to create a dedicated eastbound carriageway, and reconnecting with Kempock Street at its present junction with Shore Street. This will allow Kempock Street to be converted to one-way westbound.
- A new footway and cycle route along the waterfront between the Gourock Pool and Gourock Station.
- The provision of 413-418 car parking spaces, up from the present 337-342 (excluding 47 spaces in the temporary car park at Shore Street) by:
  - Reducing the width and lengthening through land reclamation the existing Kempock Street car park (change from 200 spaces to 166).
  - Formalising car parking on the proposed east bound carriageway (37 spaces).

- Formalising car parking on Kempock Street (remaining at 25 to 30 spaces).
- Redesigning and extending the Gourcock Station car park (up from 112 to 173 spaces).
- A new public space at Pierhead.
- A small boat launch facility at Pierhead, with provision for the offloading of small boats/canoes from vehicles.
- Foreshore defences consisting of rock armour and gabion walls.
- The redesign of the areas of public spaces at each end of Kempock Street.

As a “major” development this proposal was the subject of the full pre-application consultation process. The proposal is supported by air quality, noise impact and vibration assessments, an Environmental Impact Assessment (incorporating a transport assessment) and a design and access statement.

The proposal has been submitted in two applications. Twelve car parking spaces are proposed on a small section of land at Gourcock Station (application 13/007/IC). All other works are included in application 12/0212/IC.



Planning Application 12/0212/IC (above)

Planning Application 13/0007/IC (below)



## LOCAL PLAN POLICIES

### Policy SA4 Central Coastal Gourock

Inverclyde Council, as Planning Authority, will support the development of sites within the Central Coastal Gourock Special Area, identified on the Proposals Map as SA4, subject to an agreed Masterplan. Any Masterplan should take cognisance of the Central Gourock Development Strategy (1999) and the following mixed use planning policy framework.

#### Comprehensive Development

The three key elements of the development framework for this area are the Gourock Pierhead development opportunity site; the public transport interchange; and the Kempock Street Relief Road. The development of all three of these elements will be required to ensure the regeneration of Gourock town centre.

#### Land Uses

The development of Gourock Pierhead will be required to include an integrated transport interchange, the Kempock Street Relief Road, improved highway access to the development opportunity sites and, provision for the Inverclyde Coastal Route. In addition the following uses will be permitted:

- (a) Shops (Use Class 1) for food and non-food retail;
- (b) Food and Drink (Use Class 3) and Public House;
- (c) Hotel (Use Class 7);
- (d) Use as Residential flats; and
- (e) Visitor/Tourist facilities (Use Classes 10 or Class 11).

Development of the Gourock Bay/Admiralty Jetty area will be encouraged by permitting the Following uses:

- (f) Hotel (Use Class 7);
- (g) Use as Residential flats; and
- (h) Sports/Leisure/Tourist facilities (Use Classes 10 or Class 11); and
- (i) Marina and related commercial development, including ancillary retail, restricted to the servicing of the above tourism, leisure and sports facilities.

#### Built Environment and Design

Any scheme will be required to incorporate the following elements:

- (j) the retention and enhancement of views of the Firth of Clyde, the shoreline, loch entrances and hills from both across and within the Pierhead and from the adjacent shores, including open views across Cardwell Bay and Gourock Bay from Cove Road and Battery Park as identified in the 'Gourock Bay/Battery Park Study' 1991;
- (k) the provision of effective and quality pedestrian and cycle routes both through the site and as a waterfront esplanade, linking with Kempock Street, Kempock Place, Shore Street and Cardwell Road and, as part of the proposed Inverclyde Coastal Route, to Ashton Promenade and Cove Road;
- (l) a quality of urban design, detail and materials which reflects and complements the urban character of this prominent coastal location in Gourock Town Centre;
- (m) an attractive area of open space at the Pierhead, possibly as part of a harbour/pier feature; and
- (n) a pedestrian priority and environmental improvement scheme for Kempock Street and Kempock Place.

#### Access

Highways access to the area for vehicles should be from:

- (o) a western access at Albert Road/ Kempock Street as the western end of the Kempock Street Relief Road;
- (p) a northern access at Kempock Street/ Kempock Place/ Station Road, at the eastern end of the Kempock Street Relief Road, to serve the major development opportunity at Gourock

Pierhead;

(q) a central access at John Street/ Shore Street to serve the integrated transport interchange and site; and

(r) a southern access from Tarbet Street to serve the Gourock Bay development area.

#### 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 R9 - Gourock Town Centre Development Strategy

Inverclyde Council will seek to secure the improvement of Gourock Town Centre through the implementation of proposals set out in the 'Central Gourock Development Strategy', and any successor strategy, in accordance with Special Area Policy SA4.

### CONSULTATIONS

**Historic Scotland** - Any impacts on the historic environment are not of such significance to warrant an objection.

**Transport Scotland** - If the construction route involves the trunk road, Transport Scotland should be contacted before the start of operations.

**Environment and Forestry Directorate** - No comments to offer on air quality and noise.

**West Of Scotland Archaeology Service** – No objection subject to a condition on a grant of planning permission allowing for a watching brief.

**Marine Scotland** – Any issues will be addressed on submission of a licence under the Marine (Scotland) Act 2010.

**Scottish Natural Heritage** - No objections in principle, but suggested areas to be addressed are 1) The use of a bat method statement, as highlighted within the supporting ecological information (2011), for the demolition of walls or any other feature with cracks and crevices likely to support bats; 2) Site clearance to be completed by end of February to avoid the bird breeding season (March to July inclusive). If site clearance works cannot be complete by this time, nest checks will be required in advance of any construction work; 3) Consideration should be given to the installation of Black Guillemot boxes

**Scottish Environment Protection Agency West** - No objection.

**Network Rail** - No objection, but further liaison is suggested prior to the implementation of any planning permission.

**Scottish Power** - No objection but there is underground apparatus and an operational sub-station within the area of the proposals.

**Scottish Water** - No objection.

**Strathclyde Partnership for Transport** – There are concerns regarding parking on the new eastbound road, which will not assist in the operation of bus services. A "bus boarded" arrangement is preferred to a lay by as it provides some traffic calming and gives buses a clear road ahead after using the stop. It is also advised that additional cycle route signage will be required. A shelter requires to be provided for bus and taxi users.

**Head of Environmental and Commercial Services** – The safety audit, flood risk information, transport assessment and proposed roads, footway and cycleway layout are all acceptable.

Confirmation will be required of the areas within the station car park that are to be maintained by the Council.

**Head of Safer and Inclusive Communities** - Conditions are suggested in respect of Japanese Knotweed, contaminated land, external lighting and times of working related to noise. Advisory notes are suggested in respect of rodent control at sewers, surface water and food and health and safety legislation. The submitted air quality and noise assessments have been accepted.

## **PUBLICITY**

The application was advertised in the Edinburgh Gazette due to the environmental impact assessment and in the Greenock Telegraph due to the environmental impact assessment and as there are no premises on neighbouring land (both 27 July 2012). As a result of changes the application was re-advertised in the Greenock Telegraph (11 January 2013).

## **SITE NOTICES**

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

## **PUBLIC PARTICIPATION**

Application 12/0212/IC was the subject of neighbour notification and press advertisement. Application 13/0007/IC was the subject of neighbour notification. 178 people have made representation in respect of application 12/0212/IC of which 51 object, 124 support and 3 provide observations. Included within the objections noted above are two sets of questionnaires which the lead objector wishes to be regarded as a form of petition. These contain 46 and 17 signatories respectively. No representations were received in respect of application 13/0007/IC.

The points of objection include:

### Traffic issues

- A one-way system will encourage a higher volume of heavy traffic that will by-pass the town centre.
- Traffic levels will increase and vehicle speeds increase as this will become known as a short-cut through the town. This will also be detrimental to the environment.
- There is no evidence of existing traffic congestion nor that the scheme will relieve this.
- There is no evidence that a one-way bypass is required.
- Traffic flow will be reduced by cars manoeuvring into on-street car parking spaces.
- The pedestrian crossings will slow journey times.
- Traffic from the west will have to negotiate a steep incline and s-bend.
- There will be a detrimental impact on pedestrian safety as there are more roads to cross.
- Drivers will speed through the extended car park.
- Double parking will occur on the westbound carriageway as servicing is carried out, completely blocking the road.
- Vehicular access to existing premises has been overlooked.
- Traffic studies were not available for the public to comment upon at public consultation meetings.
- There is a preference for a link road to rear of car park taking all through traffic away from Kempock Street.
- HGVs servicing Amazon should be diverted along the A78 and avoid the A770. This would relieve congestion and therefore eliminate any need for the scheme.
- Left turn access from Castle Brae towards Greenock will be removed.
- A 10-15 seconds improvement in traffic flow does not warrant £4.7M of expenditure.

## Car Parking

- The number of parking spaces will be reduced.
- There will be car parking problems for local residents during and after construction work.
- The new parking spaces will be unsafe to use compared to those existing.
- The new car parking spaces will be too far from the shops.
- Long stay parking spaces will be lost to on-street parking.
- “Proposed” parking should be deleted from the application plans as it is misleading.

## Economic Issues

- There is no evidence the proposal will stimulate economic growth.
- There is no evidence the development will attract customers to the town centre.
- A one-way system will be detrimental to businesses and will reduce passing trade.
- There will be disruption to businesses during construction.

## Environmental Issues

- Roads and car parking will become visually dominant compared to the current parking arrangements.
- There will be a loss of privacy as occupiers of passing vehicles will be able to see into premises.
- There will be a loss of light due to blinds being lowered to ensure privacy.
- There will be increased noise levels from increased levels of traffic and construction.
- The new road will spread existing late night noise from licenced premises.
- There will be increased air pollution.
- Vibrations from traffic will interfere with business operations and building stability.
- The new road forms a barrier between Kempock Street and the riverside.
- The new road will be vulnerable to flooding.
- There is excessive use of gabion walls.
- There will be a loss of existing landscaping.
- Glare from new street lights will interrupt views.
- There will be implications for bats.

## Accessibility and Mobility Issues

- There is no information on consultations with disabled people.
- Accessibility for disabled people to the shops on Kempock Street will be reduced due to the bus stops being located on the eastbound carriageway. Access at the east end of the new carriageway is via stairs.

## Miscellaneous Issues

- Recycling facilities should not be located within the “blink” areas.
- The boat launch facility is in a bad location with respect to safe use of the river.
- The slipway should be wider.
- The scheme focuses on too narrow a part of Gourrock.
- A better use of the Pierhead area could be made instead of it being a giant car park.
- A series of alternative projects are suggested including a yellow lining scheme, a hotel, spending money on road improvements elsewhere in Gourrock, reinstatement of the Gourrock-Dunoon ferry service and a new landing stage for the Gourrock-Kilcreggan Ferry.
- The design of the project is not in keeping with the character of the town.
- This is an inappropriate use of public funds failing to meet Audit Scotland criteria.
- The proposal is outwith the “requirements” of the Local Plan.

- Work on the vennels is not part of the development.
- There will be difficulty policing two roads.
- Loss of view.

### Procedural Issues

- The pre-application process is flawed as it was in respect of a different proposal.
- There was inadequate public consultation prior to submission of the application.
- No design and access statement has been provided during consultation or the processing of the application.
- The local authority interfered with the design process.

The comments in support of the application include:

- The proposals will enhance a rundown area.
- The proposals will resolve traffic management problems caused by traders unloading during daytime hours (double yellow lines are ignored and double parking occurs).
- The proposals will provide more parking opportunities creating a greater possibility of parking and thus shopping occurring.
- Better public access to the beach is supported.

The neutral comment observed:

- Appropriate land transfer/lease arrangements in respect of land within the application site have still to be agreed. This should be a condition of any planning permission.

### **ASSESSMENT**

The Inverclyde Local Plan identifies the site as being within Gourock Town Centre (Policy R1) and the Central Coastal Gourock Special Area (Policy SA4). Policy SA4 reflects a long standing aim to implement major traffic works in Gourock Town Centre, improve the public space around the Pierhead and upgrade associated pedestrian routes, including a continually accessible waterfront between the railway station and the open air swimming pool. A comprehensive development covering the full area identified by Policy SA4 is unlikely to happen now, however this should not stand in the way of an appropriate planned development that accords with the overriding aims of encouraging improvements in accessibility, the creation of public space, the management of traffic flow and integration of the Pierhead with the rest of the town centre.



Kempock Street

Inverclyde Council is required to grant planning permission for developments that accord with the Inverclyde Local Plan unless material considerations suggest otherwise. While I am satisfied that this proposal seeks to comply with the aims and accords with the principles established in the Local Plan, the details require to be fully assessed. To guide this the three key elements of the proposal



(the construction of a new eastbound carriageway; the redistribution and construction of new parking spaces; and the creation of new public spaces) will be assessed with reference to, as appropriate, the Inverclyde Local Plan, the two policy statements for Scotland on “Designing Places” and “Designing Streets”, the applicant’s supporting information, the consultation responses and public representations. I shall also consider any outstanding issues identified in objections or by consultees that do not fall under these three headings.

#### The proposed eastbound carriageway

A relief road for Kempock Street is identified in Policy SA4, aimed at easing traffic congestion and producing a more pedestrian friendly environment. While this is not a full relief road as Kempock Street remains open for westbound traffic, this proposal requires to be assessed with reference to the impact on vehicular movement, shoppers, traders and residents.

Considering vehicular movement, a transport assessment which examines many of the concerns raised by objectors forms part of the environmental statement. It has been analysed and accepted by the Head of Environmental and Commercial Services. While the one-way system will not in itself result in either increased traffic levels or increased heavy traffic, the new carriageway can make a significant contribution towards reducing the level of vehicular movements on Kempock Street and assisting with the free flow of traffic. Congestion presently occurs due to the narrow road width, compounded by vehicles manoeuvring into parking spaces and on occasion double parking and by delivery vehicles. Although on-street parking on the northern side of the road will remain, the removal of two way traffic will facilitate a freer flow and reduce opportunities for vehicular conflict. Allied to the provision of pedestrian crossings this, overall, will create a more pleasant and safer environment for shoppers. This accords with the Local Plan which states “Through improving the environment of what is effectively the heart of the town centre, the town centre as a whole should benefit”.



Kempock Street car park

Understandably, traders are keen to maximise their visibility and there is concern that the proposed one-way system will divert trade. It is accepted that passing trade is an important factor, so it has to be recognised that traffic management is part of an overall proposal that seeks to make Kempock Street a more attractive environment for shoppers. There will be no impact on the level of parking opportunities on Kempock Street. The works will, however, result in additional town centre car parking opportunities and more pleasant areas of public spaces, so Gourock town centre will be well placed to improve its attraction as a visitor destination. Kempock Street has the potential to become a larger part of that experience as waterfront accessibility is extended into the town centre. All of this is to the benefit of local traders. Indeed, the new carriageway will bring eastbound traffic closer to readily available parking spaces and combined with improved pedestrian links to Gourock Station this may make the area more attractive to customers using more sustainable means of travel. I contrast this with the current situation; a busy traffic flow through Kempock Street, a lower

parking provision that may act as a deterrent to possible passing trade and the current Pierhead which does not contribute to the tourism potential.

Residents on the seaward side of Kempock Street will inevitably be impacted by the proposed eastbound carriageway, but not to the extent that refusal of planning permission is merited. The visual impact of the new carriageway is acknowledged, but I do not consider that passing traffic will unacceptably prejudice privacy or loss of light in rooms. Air quality and noise impact assessments have been submitted. The Head of Safer and Inclusive Communities concurs that there will be no adverse effect on current levels of air quality and that noise will be within acceptable limits. Effects of vibration have also been examined through the submission of a vibration study. It concludes that vibrations experienced by buildings will be within acceptable limits for perceptibility and damage. Vibration from sheet piling operations should, however, be controlled and this matter may be addressed by condition. The potential for glare from the new streetlights will be addressed by the Head of Environmental and Commercial Services in his capacity as Lighting Engineer, including where appropriate the fitting of hoods.



Kempock Street car park

Concerns have been expressed over flooding, which was addressed as part of the environmental statement. I note that the Head of Environmental and Commercial Services in his role as Flooding Officer offers no objection.

Overall, I am satisfied that the proposed eastbound carriageway and resultant one-way road system will have a beneficial impact on traffic congestion, will have an acceptable impact on residential amenity, and as part of the overall redevelopment proposal can positively impact on the retailing potential and attractiveness to shoppers and visitors. This accords with the aim of the relief road in improving the Kempock Street shopping environment.

### Car Parking

Car parking provision is a major element of the proposal, essential to residents, station users as part of the park and ride facility, traders and visitors to the town centre. Key to my consideration is the increase in car parking. While it is noted that this figure will include chargeable spaces, upon completion of the project the number of presently free spaces, not including the current temporary car park, will increase from 230 to 269. Additional parking is to the overall benefit of all town centre users and while most additional parking spaces are to be provided close to the railway station, the most remote new parking space is only approximately 175 metres from the nearest shop. I consider this to be within reasonable walking distance. Clearly managing car parking is key to the sustainability of the town centre during construction. This may be closely controlled by planning conditions and it should be noted that the temporary car park is intended to help counter the loss of some existing car parking opportunities as the proposed development proceeds. As with any

building project, some disruption is inevitable but this would not alone justify refusal of planning permission. The proposed development has also taken into account issues related to disability. The plans show specifically reserved disabled car parking spaces on Kempock Street, on the new carriageway close to the footway connecting to the shops, and within the car parks.

Without setting and landscaping car parking areas can be stark and unattractive as is currently evident at both Kempock Street and Gourrock Station car parks. The proposed changes to the Gourrock Station car park are significant. When matured peripheral planting aims to direct the line of vision when approaching Kempock Street from Shore Street towards the Clyde, screening much of the car park. The new station building is also given proper focus, with an avenue of trees acting to direct pedestrians to its entrance while at the same time visually breaking up the extent of car parking. Directly adjacent to the Pierhead public space, mounding screens and softens the impact of much of the car park.



12 car parking spaces (application 13/0007/IC)

The more exposed Kempock Street car park has limited planting and screening potential, but hedge and shrub planting along its edge with the proposed eastbound carriageway helps to soften the appearance.

I am satisfied that the treatment of car parking areas will enhance the overall quality of the urban environment, as is the aim of the Local Plan. Maintenance arrangements for the car parking spaces may be the subject of conditions.

### Public spaces

Attractive areas of public space are vital to the success of the project. It is important that appropriate provision is made for pedestrian and cycle access between Gourrock Pool and Gourrock Station, that the Pierhead becomes a destination in its own right, and that as the new road is put in place incidental open spaces are quality landscaped. These are all key aims of the Local Plan.

The seawall between Gourrock Pool and the Pierhead, including areas of reclamation, requires to be functional. A consequence is the use of appropriately finished gabions. Their use has been rationalised during the processing of the application and they are now concentrated on the northern riverfront edge as a sea wall. Their location and extent is now considered acceptable. The pedestrian and cycle route itself is clearly defined and, through the use of surfacing materials, links through to the Pierhead. The Pierhead benefits from fantastic views across the Firth of Clyde, with a high grass mound presenting potential in fine weather for relaxing. Access will also be created to the small area of foreshore for informal use (including river access for small craft). The location and detail of the slipway have been subject to consultation with the Inverclyde Local Access Forum which requested that access to the river be incorporated. This has been addressed in the submitted drawings.

The linkage of public spaces to transport nodes and the encouragement that this gives to walking and cycling all encourage sustainable movements, in accordance with the Scottish Government's policy document *Designing Streets*.

Some existing landscaping will be reduced in size as a result of the proposal, most notably the area adjacent to Cleats Bar which was recently the subject of a landscaping scheme. The sculpture will be retained and relocated. When the proposed development is considered as a whole the loss of part of this small landscaped area and the adjustment to other areas does not outweigh the positive streetscape benefits to be gained from the development.



Pierhead

### Other Issues

A number of objections relate to perceived inadequacies of the pre-application consultation process and Council involvement in the design. As the key funder the Council's involvement is fundamental. It is normal practice at both at pre-application stage and during consideration of an application for officers to advise and seek to add value to proposals. I am satisfied, from the documentary evidence, that the correct statutory pre-application consultation process has been followed.

The potential impact on bats was raised in consultation with Scottish Natural Heritage. The likelihood of bats being disturbed is not significant as no properties which may be used for roosting will be demolished. Roosting of bats outwith buildings is considered unlikely but a method statement in respect of disturbance to walls should be followed. This matter may be addressed by condition.

With reference to the request for public shelters for bus and taxi passengers, the plans indicate shelters at bus stops. The taxi rank is immediately adjacent to the entrance to Gourrock Station which provides shelter.

Various other issues raised by objectors are not valid material considerations. These include alterations to existing vehicular accesses from the current Council car park (a legal matter), control over the route taken by HGVs servicing the Amazon depot, a preference for a full Kempock Street by-pass, the nature of car parking spaces, expenditure justification under Audit Scotland criteria, policing issues, land transfer/lease agreements, loss of view and non-inclusion of the vennels in the proposal.

## Summary

In reaching a conclusion, I appreciate that for those who live and work in the town centre the implementation of this proposal will be a period of considerable change. Nevertheless, I have considered the proposal in the context of the overall aim of Policy SA4 and found the applications combined to be beneficial in ensuring the regeneration of Gourock town centre as proposed by the Inverclyde Local Plan. In particular I note that the applications accord with Policy SA4 in seeking a comprehensive development, including:

- (i) linking Gourock Station and Pierhead to Kempock Street,
- (ii) a partial relief road,
- (iii) greater connectivity,
- (iv) improving the pedestrian environment in Kempock Street,
- (v) enhancing pedestrian and cycle routes,
- (vi) retaining and enhancing views of the Firth of Clyde,
- (vii) providing an attractive open space at Pierhead; and
- (viii) facilitating water access for small craft,

all within a design and layout that follows the principles established in the Government's policy statements for Scotland on "Designing Places" and "Designing Streets".

## **RECOMMENDATION**

That planning application 12/0212/IC be granted subject to the following conditions:

### Conditions

1. That prior to the start of development, details of a survey for the presence of Japanese Knotweed shall be submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt, this shall contain a methodology and treatment statement where any is found. Development shall not proceed until treatment is completed as per the methodology and treatment statement. Any variation to the treatment methodologies will require subsequent approval by the Planning Authority prior to development starting on site.
2. That the development shall not commence until an environmental investigation and 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.
3. 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 be limited to) a collation of verification/validation certificates, analysis information, remediation lifespan, maintenance/aftercare information and details of imported/dispensed/reused materials relevant to the site.
4. That the presence of any previously unrecorded contamination or variation to reported ground conditions that becomes evident during site works shall be brought to the attention of the Planning Authority 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.

5. 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.
6. All external lighting on the application site should comply with the Scottish Government Guidance Note "Controlling Light Pollution and Reducing Lighting Energy Consumption".
7. That no development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.
8. 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.
9. That a bat method statement, as detailed in the Environmental Statement, shall be employed for the demolition of walls or any other feature with cracks and crevices likely to support bats.
10. That site clearance be completed by the end of February in any one calendar year to avoid the bird breeding season (March to July inclusive). In the event that clearance works cannot be completed within this timeframe, nest checks shall be carried out in advance of any construction work.
11. That prior to the commencement of works, details shall be provided of investigations to provide Black Guillemot nesting opportunities. In the event that opportunities are identified these shall be implemented following the completion of construction.
12. That any vibration impact from sheet piling during the construction phase shall be limited to 5mm/sec for continuous piling. Methods for determining measurement shall be submitted to and approved by the Planning Authority prior to commencement of construction.
13. That full details of the landscaping scheme hereby permitted shall be submitted to and approved in writing by the Planning Authority prior to the start of development and shall include details of the location, number, variety and size of trees and shrubs; details of the phasing of all planting; and details of the maintenance and management regime.
14. That samples of the materials to be used on areas of hard landscaping, including the gabion baskets and the rock armour revetment, shall be submitted to and approved by the Planning Authority prior to their use.
15. That details of the maintenance of all hard landscaping areas shall be submitted to and approved in writing by the Planning Authority prior to the commencement of development.
16. That prior to the start of development, full details of drainage from the roads and car parking areas shall be submitted to and approved in writing by the Planning Authority.

## Reasons

1. To help arrest the potential spread of Japanese Knotweed in the interests of environmental protection.
2. To satisfactorily address potential contamination issued in the interests of environmental safety.
3. To provide verification that remediation has been carried out to the Planning Authority's satisfaction.
4. To ensure that all contamination issues are recorded and dealt with appropriately.
5. To protect receptors from the harmful effects of imported contamination.
6. To protect the amenity of the immediate area, the creation of nuisance due to light pollution and to support the reduction of energy consumption.
7. In the interests of antiquity.
8. To control runoff from the site to reduce the risk of flooding.
9. To help ensure no injuries to bats, in the interests of ecology.
10. In the interests of ecology.
11. In the interests of ecology.
12. In the interests of the amenity of nearby residents and businesses.
13. To ensure the provision of an adequate landscaping scheme.
14. To ensure the provision of an adequate landscaping scheme.
15. To ensure that the areas of hard landscaping are adequately maintained in the interests of amenity.
16. To ensure the adequacy of drainage arrangements to prevent flooding.

That planning application 13/0007/IC be granted subject to the following conditions:

## Conditions

1. That prior to the start of development, details of a survey for the presence of Japanese Knotweed shall be submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt, this shall contain a methodology and treatment statement where any is found. Development shall not proceed until treatment is completed as per the methodology and treatment statement. Any variation to the treatment methodologies will require subsequent approval by the Planning Authority prior to development starting on site.
2. That the development shall not commence until an environmental investigation and 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.

3. 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 be limited to) a collation of verification/validation certificates, analysis information, remediation lifespan, maintenance/aftercare information and details of imported/disposed/reused materials relevant to the site.
4. That the presence of any previously unrecorded contamination or variation to reported ground conditions that becomes evident during site works shall be brought to the attention of the Planning Authority 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.
5. 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.
6. All external lighting on the application site should comply with the Scottish Government Guidance Note "Controlling Light Pollution and Reducing Lighting Energy Consumption".
7. That no development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.
8. 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.
9. That samples of the materials to be used on the hard landscaping shall be submitted to and approved by the Planning Authority prior to their use.
10. That details of the maintenance of all hard landscaping areas shall be submitted to and approved in writing by the Planning Authority prior to the commencement of development.
11. That prior to the start of development, full details of drainage from the roads and car parking areas shall be submitted to and approved in writing by the Planning Authority.

#### Reasons

1. To help arrest the potential spread of Japanese Knotweed in the interests of environmental protection.



2. To satisfactorily address potential contamination issued in the interests of environmental safety.
3. To provide verification that remediation has been carried out to the Planning Authority's satisfaction.
4. To ensure that all contamination issues are recorded and dealt with appropriately.
5. To protect receptors from the harmful effects of imported contamination.
6. To protect the amenity of the immediate area, the creation of nuisance due to light pollution and to support the reduction of energy consumption.
7. In the interests of antiquity.
8. To control runoff from the site to reduce the risk of flooding.
9. To ensure the provision of an adequate landscaping scheme.
10. To ensure that the areas of hard landscaping are adequately maintained in the interests of amenity.
11. To ensure the adequacy of drainage arrangements to prevent flooding.

Stuart Jamieson  
Head of Regeneration and Planning

## BACKGROUND PAPERS

1. Application forms and plans.
2. Applicant's supporting information.
3. Inverclyde Local Plan.
4. Designing Places.
5. Designing Streets.
6. Consultee replies.
7. Representations.



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