
Report To:	The Planning Board	Date:	7 August 2013
Report By:	Head of Regeneration and Planning	Report No:	13/0035/IC Plan 08/13
Contact Officer:	Guy Phillips	Contact No:	01475 712422
Subject:	Proposed residential development (in principle) at Land off Lithgow Way, Port Glasgow		

SITE DESCRIPTION

The site, which extends to approximately 0.58ha, is north of Lithgow Way immediately east of the junction with Iron Way, Port Glasgow. To the north-west is a recently completed play area. Housing lies opposite on Lithgow Way and Iron Way.



PROPOSAL

The applicant seeks permission for the principle of residential development on the site.

DEVELOPMENT PLAN POLICIES

Policy SA2(j)(1) Kingston Basin and Environs

Sub Area (j)(1) 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 conform to a Masterplan/ Development Brief, to be agreed in advance by the Council.

Land Use Options

- (a) Business use, general industrial and/or storage or distribution, including Marine-related commercial use (Use Classes 4, 5 or 6); or
- (b) Housing (Use Class 9) and use as Residential Flats.

Access

- (c) An eastern access to the area will be provided for vehicles from a new roundabout on the realigned A8 trunk road;
- (d) A western access for vehicles from the A8 trunk road in the vicinity of the existing junction at Bogston will serve not only this area but also Sub Areas (g) and (i) this junction is identified as a 'trunk road improvement' in the Plan (Policy TA11, Schedule 5.1); and
- (e) Any development will be required to ensure safe and effective pedestrian and cycle routes through the development area and to facilitate unimpeded access to Bogston Station.

Additional Considerations

- (f) Any development will be required to include provision for the Inverclyde Coastal Route, allowing for any specific operational requirements of retained business and/or dock areas;
- (g) Building lines will be required to be set back sufficiently from the principal thoroughfares, and in particular the realigned A8 trunk road, to allow the incorporation of landscaped strips; and
- (h) The design and materials proposed for elevations that are visible from the A8 trunk road will be required to reflect the importance of the strategic route.

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.

PROPOSED LOCAL DEVELOPMENT PLAN POLICIES

Policy RES3 - Residential Development Opportunities

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

Policy TRA2 - Sustainable Access

New major trip-generating developments will be directed to locations accessible by walking, cycling and public transport, and developers will be required to submit a transport assessment and a travel plan, if appropriate. Such developments will be required to recognise the needs of cyclists and pedestrians as well as access to public transport routes and hubs, and have regard to the Council's Core Paths Plan, where appropriate. Where development occurs which makes it necessary to close Core Paths and other safeguarded routes, provision of an alternative route will be required.

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

Policy ENV3 - Safeguarding and Enhancing the Green Network

Inverclyde Council will support, safeguard and where practicable, enhance Green Network links in accordance with Supplementary Guidance on the Green Network.

The provision of the Green Network should be a core component of any master plan or Local Development Framework. Where development proposals would encroach upon or undermine the green network, alternative routes and green space will be expected to be provided or enabled. The Council will also seek to complete the following Green Network links as shown on the Proposals Map:

- (a) Custom House Quay, Greenock - Clyde Muirshiel Regional Park
- (b) Victoria Harbour, Greenock - Clyde Muirshiel Regional Park
- (c) Coronation Park, Port Glasgow - Clyde Muirshiel Regional Park
- (d) Spango Valley (Valley Park) - Clyde Muirshiel Regional Park.

CONSULTATIONS

Head of Environmental and Commercial Services - No objections subject to the road design and off street parking being in accordance with the Council's Roads Development Guide. A flood risk assessment and drainage layout should be submitted for approval along with confirmation of SEPA's and Scottish Water's acceptance.

Head of Safer and Inclusive Communities - No objections subject to conditions to control the spread of Japanese Knotweed and potential ground contamination and advisory notes on waste storage, external lighting, construction noise, CDM Regulations and seagulls.

Transport Scotland - No objections

Scottish Environment Protection Agency West - No objections subject to a condition reserving the design of a sustainable urban drainage system.

PUBLICITY

The application was the subject of neighbour notification and was advertised in the Greenock Telegraph.

SITE NOTICES

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

PUBLIC PARTICIPATION

Twenty seven written representations have been received; twenty four objections, one in conditional support, one expressing concern but not objecting and one making comment.

The objectors are concerned that:

- road safety would be adversely affected. There is a play park adjacent to the site.
- there shall be additional traffic noise.
- the area shall be over-crowded.
- the houses may be of a different design to those in the area.
- existing residents paid a premium for waterfront views which shall be spoiled.
- residents were advised that no houses would be built on the site.
- there are brownfield sites elsewhere in Port Glasgow which should be developed.

- Port Glasgow residents shall lose an attractive addition to the public coastal pathway, interrupting the band of green space between Inchgreen Dry-Dock and the roundabout at the Tesco supermarket.
- property values shall be adversely affected.
- wildlife shall be impacted. There may be a loss of ecological habitats.
- the site suffers from water-logging.
- there shall be a loss of morning light to the front of properties on Lithgow Way.
- the proposed housing may be for social tenants.
- finishing materials should match those of existing houses.
- property sales in the area are slow.

The letter of support offers no objection if a footpath is provided along the waterfront, the letter of concern questions the access arrangements, while the letter making comment advises that the proposal is supported if houses are mortgaged, but opposed if rented or social. This latter point is not a determining factor in my assessment of the application.

ASSESSMENT

The material considerations in the determination of this planning application are The Local Plan, the proposed Local Development Plan, and the planning history of the site, the consultation responses and the written representations.

In June 2005, outline planning permission was granted for the redevelopment of the former Scott Lithgow and Kingston shipyard. The masterplan accompanying the permission indicates the application site to be developed for a public house. Since then permissions have been granted for residential development with 319 units complete and a further 46 under construction. A waterfront park has also been constructed.



While the masterplan envisages commercial development on the application site, Policy SA2(j)(1) of the Local Plan confirms that residential development is an acceptable use within the former Kingston shipyard. The availability of other development sites in Port Glasgow does not preclude planning permission in principle being granted for this site. This is reinforced by Policy RES3 of the proposed Local Development Plan which encourages and supports residential development.

Importantly, this proposal does not prejudice the key waterfront access aspect of the Masterplan and as required by Local Plan policy LR8 and proposed Local Development Plan policies TRA” and ENV3. Presently the Inverclyde Coastal Route is incomplete in this location with a link remaining to be completed around the north east of the application site. Development of the application site

does not preclude completion of the footpath, and with the land to support the link under the control of the applicant I consider it appropriate to attach a condition requiring the completion of the path. Overall, while the commercial development envisaged by the masterplan was to complement residential development, the principle of developing this site for residential purposes complies with both the Inverclyde Local Plan and the proposed Local Development Plan and the wider intent of the masterplan allowing waterfront access is not compromised.

Addressing the consultation responses, I have no objections to the conditions relating to the control the spread of Japanese Knotweed, potential ground contamination and the design of a sustainable urban drainage system, and to advisory notes on waste storage, external lighting, construction noise, CDM Regulations and seagulls as recommended by SEPA and the Head of Safer and Inclusive Communities. The Head of Environmental & Commercial Services offers no objections on road safety grounds but requests the submission of a flood risk assessment and drainage layout, both of which may be submitted as a reserved matter.

In response to outstanding objections not previously addressed in my assessment, density of development, house design, finishing materials, daylighting and drainage are all matters that would be considered when a subsequent detailed layout and design is submitted. This application will also be the subject of neighbour notification. While I note representations on the impact on otters and bats, these issues were addressed to the satisfaction of Scottish Natural Heritage when outline planning permission was granted for the wider development area.

RECOMMENDATION

That the application be granted subject to the following conditions:

1. Development shall not commence until an application for approval of matters specified in conditions is submitted to and approved in writing by the Planning Authority in respect of the siting, design and appearance of:
 - (a) All buildings.
 - (b) All roads, footpaths and parking layouts.
 - (c) All areas of open space and landscaping.
 - (d) All walls, fences and gates.

Development shall thereafter be carried out in accordance with the approved matters unless agreed in writing by the Planning Authority.

2. No houses on the site shall be occupied until the coastal footpath and associate landscaping to the north east of the site approved under planning permission IC/08/007 has been completed.
3. 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. 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.
4. The development shall not start until an environmental investigation and risk assessment of all pollutant linkages, including any necessary remediation strategy with timescale for implementation, 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.

5. On completion of remediation and verification/validation works the developer shall submit in writing to the Planning Authority a Completion Report 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. Prior to the site being occupied approval in writing from the Planning Authority must be received
6. 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.
7. No fill or landscaping material shall be imported onto the site until written details of the source and intended reuse of the imported materials has been submitted for approval in writing by the Planning Authority. The report shall characterise the chemical quality (including soil-leachate and organic content etc), volume and source of the imported materials with corresponding cross-sections and plans indicating spatial distribution and depth/thickness of material placement within the development site. The material from the source agreed only shall be imported in strict accordance with these agreed details.
8. Development shall not commence until a flood risk assessment and drainage layout, including a surface water management scheme, have been submitted to and approved by the Planning Authority in consultation with SEPA. Development shall thereafter be carried out in accordance with the approved matters unless agreed in writing by the Planning Authority.
9. All houses shall have a minimum finished floor level above ordnance datum in compliance with that identified in the approved flood risk management scheme.

Reasons

1. To ensure the development reflects the design and character of nearby housing.
2. To ensure the completion of the Inverclyde Coastal Route in accordance with Local Plan policy LR8 and proposed Local Development Plan policies TRA2 and ENV3..
3. To help arrest the spread of Japanese Knotweed in the interests of environmental protection.
4. To satisfactorily address potential contamination issues in the interests of environmental safety.
5. To provide verification that remediation has been carried out to the Authority's satisfaction.
6. To ensure that all contamination issues are recorded and dealt with appropriately.
7. To protect receptors from the harmful effects of imported contamination.
8. To prevent harm from flooding and to comply with the requirements of SEPA.
9. To prevent harm from flooding and to comply with the requirements of SEPA.

Stuart Jamieson
Head of Regeneration and Planning

BACKGROUND PAPERS

1. Planning application forms and plan.
2. Inverclyde Local Plan.
3. Proposed Local Development Plan.

4. Consultation responses.
5. Written representations.



Crown Copyright. All rights reserved
(1000023421) 2010

Ordnance Survey maps, and maps created from Ordnance Survey material are subject to Crown copyright. Information on Ordnance Survey map licensing can be found on their website <http://www.ordnancesurvey.co.uk/oswebsite>