
Report To:	The Planning Board	Date:	2 October 2013
Report By:	Head of Regeneration and Planning	Report No:	13/0227/IC Plan 10/13
			Local Application Development
Contact Officer:	Guy Phillips	Contact No:	01475 712416
Subject:	Construction of a vehicle maintenance facility and offices and the formation of a roads access and parking within the existing depot at 10 Pottery Street, Greenock		

SITE DESCRIPTION

Located in a predominantly industrial and business area, the site is in the north section of the Council's depot at Pottery Street, Greenock.



PROPOSAL

It is proposed to construct an approximately 1600 square metre vehicle maintenance facility containing seven large service bays. The building is single storey with a mezzanine office floor. External finishes are grey wall cladding panels, blue facing brick base course and an aluminium, standing seam roof. Access is via a new roundabout formed on an internal access road. A 41 space car park is also provided. Boundary treatment is 2m high weld mesh fencing. Details of soft landscaping are included with the proposal.

DEVELOPMENT PLAN POLICIES

Local Plan Policy B3 - Strategic Employment Locations

Inverclyde Council, as Planning Authority, will safeguard the following sites/locations within the 'Business and Industrial Areas' identified on the Proposals Map, and will support and encourage proposals for new development (Use Classes 4 & 5) to these areas, where applicable:

- i Faulds Park, Gourock West: development for high amenity business;
- ii Cartsburn (SIBL): development other than for Use Class 4 will only be approved in exceptional circumstances; and
- iii Pottery Street (North)/A8(T) Port Glasgow Road, Greenock (SIBL).

Development proposals will require to be assessed against the following criteria, and other relevant provisions of the Local Plan:

- (a) specific locational requirements;
- (b) suitable alternative locations;
- (c) the need for service provision;
- (d) economic and social benefit;
- (e) impact on the attractiveness of the remainder of the area to business investment, where appropriate; and
- (f) other relevant policies of the Local Plan.

Policy B7 Character and Amenity of Designated Business Areas

Where the principle of business and industrial development is acceptable, development proposals will require to be assessed against, and satisfy, the following criteria:

- (a) car parking, servicing and site access layout and provision that accords with the Council's Roads Development Guidelines 1995;
- (b) the scale, siting and design of buildings will have regard to the immediate townscape and the functioning of adjacent land; and
- (c) site boundary treatment, including landscaping, will have regard to the immediate streetscape and, where appropriate, provide an effective screen to on-site activities.

PROPOSED LOCAL DEVELOPMENT PLAN POLICIES

Policy ECN1: Business and Industrial Areas

(a) - Strategic Economic Locations

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

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

all subject to Policy ECN3.

(b) Local Business and Industrial Areas

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

(c) Economic Mixed Use Areas

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

(d) Business and Industrial Areas with Potential for Change

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

Policy ECN2 Business and Industrial Development Opportunities

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

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

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

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

CONSULTATIONS

Transport Scotland - No objections.

Scottish Environment Protection Agency West - No objections.

Head of Environmental and Commercial Services - No objections subject to the attachment of conditions reserving the submission of details of sustainable urban drainage provisions (SUDS), confirmation that a licence has been received from SEPA and finished floor levels being above 5.0m AOD.

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

PUBLICITY

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

SITE NOTICES

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

PUBLIC PARTICIPATION

No written representations have been received.

ASSESSMENT

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



Policy B3 of the Local Plan locates the site within a strategic employment location and seeks to encourage Class 4 “Business” and Class 5 “General Industrial Uses”. Development proposals require to be assessed against a range of criteria. The relevant criteria in this instance are:

- (a) specific locational requirements. Use as a vehicle maintenance facility falls within Class 5 (General Industrial) use. The site is within the Council’s existing waste depot. As a complementary facility most suitably located away from housing, I consider the use of the site to be appropriate;
- (c) the need for service provision. The provision of service and repair facilities for the Council’s vehicle fleet is a key component of the Council’s service delivery to the public; and
- (f) other relevant policies of the Local Plan. The relevant policy in this instance is B7. It advises that where the principle of development is acceptable, the following criteria require to be met:
 - (a) car parking, servicing and site access layout provision which accords with the Council’s Roads Development Guide. There are no objections to the proposal from the Head of Environmental & Commercial Services;
 - (b) the scale, siting and design of buildings will have regard to the immediate townscape and the functioning of adjacent land. I consider the design of the proposed building to be appropriate to the setting within an industrial area; and
 - (c) site boundary treatment, including landscaping, will have regard to the immediate streetscape and, where appropriate provide an effective screen to on-site activities. I consider the proposed fencing and landscaping to satisfy this requirement.

Policies ECN1 and ECN2 of the proposed Local Development Plan are similar to Policy B3 in looking favourably upon Use Class 5.

Proposed Local Development Plan policy ECN3 has similar criteria to those of Local Plan Policy B7 but adds requirements of compatibility with neighbouring uses and consideration of impact on the overall supply of land for business and industry. As the proposal is for a vehicle maintenance facility within the Council's existing waste depot, I consider the use to be compatible with the area and that there is no loss of land for business and industry.

None of the consulted parties have offered objections to the proposal, and I concur with the conditions and advisory notes recommended by the Head of Safer & Inclusive Communities and the Head of Environmental & Commercial Services.

Overall, I consider that the proposal is in accordance with policies B1 and B7 of the Local Plan and Policies ECN1, ECN2 and ECN3 of the proposed Local Development Plan and that it merits support.

RECOMMENDATION

That the application be granted subject to the following conditions:

Conditions

1. No development shall commence until samples of all external materials have been submitted to and approved in writing by the Planning Authority: development thereafter shall proceed utilising the approved materials unless the Planning Authority gives its prior written approval to any alternatives.
2. 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 shall require approval, in writing, from the Planning Authority prior to implementation.
3. 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.
4. 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.
5. 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.

6. The use of the development shall not commence until the applicant has submitted a completion report for approval, in writing, by the Planning Authority detailing all fill or landscaping material imported onto the site. This report shall contain information of the materials source, volume, intended use and verification of chemical quality (including soil-leachate and organic content etc) with plans delineating placement and thickness.
7. No development shall commence until details of construction phase and permanent Sustainable Urban Drainage System provisions have been submitted to and approved, in writing, by the Planning Authority.
8. No development shall commence until evidence has been submitted that either the Sustainable Urban Drainage System requirements comply with the Controlled Activities Regulations General Binding Rules, or an appropriate licence has been approved by SEPA.
9. The building, hereby approved, shall have a floor level above 5.0m AOD.
10. No development shall commence until a flood risk assessment has been submitted to and approved by the Planning Authority in writing.

Reasons

1. To ensure a choice of finishing materials sympathetic to this part of Greenock.
2. To help arrest the spread of Japanese Knotweed in the interests of environmental protection.
3. To satisfactorily address potential contamination issues in the interests of environmental safety.
4. To provide verification that remediation has been carried out to the Authority's satisfaction.
5. To ensure that all contamination issues are recorded and dealt with appropriately.
6. To protect receptors from the harmful effects of imported contamination.
- 7-10. To prevent harm from flooding.

Stuart Jamieson
Head of Regeneration and Planning

BACKGROUND PAPERS

1. Application form and plans.
2. Inverclyde Local Plan.
3. Inverclyde Local Development Plan.
4. Consultation replies.



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