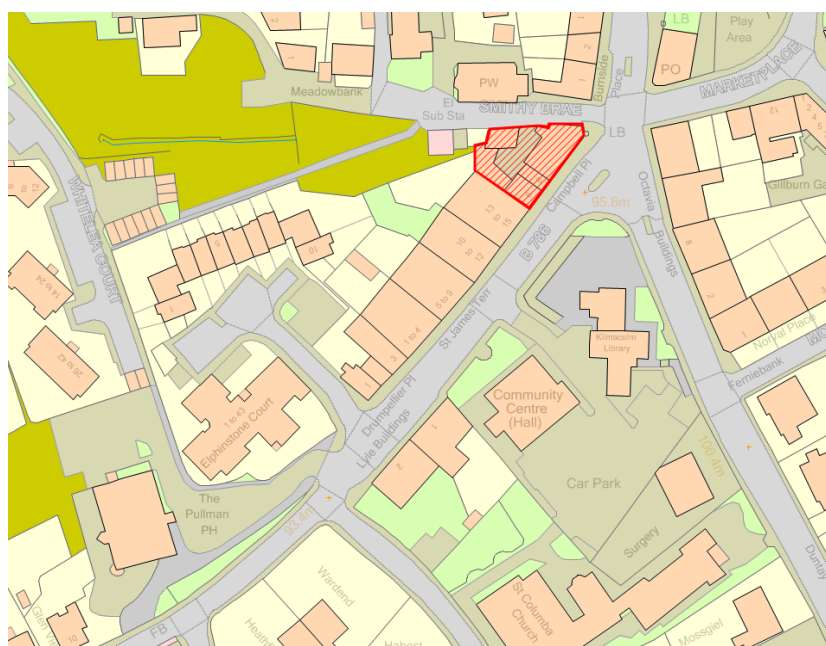


Report To:	The Planning Board	Date:	4 June 2014
Report By:	Head of Regeneration and Planning	Report No:	13/0379/IC Plan 06/14
			Local Application Development
Contact Officer:	David Ashman	Contact No:	01475 712416
Subject:	Demolition and clearance of existing vacant redundant community building and shops and erection of a new building comprising two ground floor retail units, thirteen residential apartments above and ten ancillary basement car parking spaces at The Kilmacolm Institute, Lochwinnoch Road, Kilmacolm		

SITE DESCRIPTION

Located at Kilmacolm Cross, the site is currently occupied by the former Kilmacolm Institute building, two adjacent single storey shops both most recently used as grocers, and a disused garage to the rear that is accessed from Smithy Brae.

There is a range of buildings and land uses in the area. Immediately adjacent on Lochwinnoch Road is a red sandstone three storey row of tenements; a variety of shops and cafes occupy the ground floor while the two upper floor levels are principally in residential use. Directly across Lochwinnoch Road is the new community centre and doctors surgery, while across the road junction on Bridge of Weir Road there is a row of two and a half storey buildings with ground floor retail and business premises and principally residential flats above. Smithy Brae runs to the rear of the application site, across which is sited a café and a church.



PROPOSAL

All buildings are to be demolished and replaced by a three storey building as viewed from Lochwinnoch Road. The ground floor level provides two shop units (retail sales floor area of approximately 279 sq.m and 105 sq.m.). Thirteen two and a one bedroom flat are proposed above, including occupation of the roof space.

When viewed from Smithy Brae the building incorporates on the lower ground floor 10 car parking spaces, cycle and refuse stores, a basement storage area for one of the ground level shops and the entry point for the upper level flats.

Fronting Lochwinnoch Road, the building is finished mainly in fine jointed red ashlar stone with through coloured render, interspersed by four aluminium clad front window bays incorporating Juliet balconies. As the building turns the corner at the junction with Smithy Brae a white render finish is introduced which further diversifies into a wider range of materials on the rear elevation. The rear elevation facing Smithy Brae is finished in a mix of materials including rainscreen cladding, curtain walling, painted rubble whinstone and two variations of coloured render. The roof is finished in grey slate.

There is no parking provision for the shop units and servicing is proposed from Lochwinnoch Road.

DEVELOPMENT PLAN POLICIES

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

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

Local Plan Policy 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 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 R3 - Town Centre Uses.

The following town centre uses will be directed towards the Central Shopping Area of Greenock, the other two Town Centres (Port Glasgow and Gourock) and the Local Centres:

- (a) Use Class 1 (Shops);
- (b) Use Class 2 (Financial, Professional and other Services);
- (c) Use Class 3 (Food and Drink);
- (d) Use Class 11 (Assembly and Leisure); and
- (e) Related uses such as public houses, hot food take-aways, theatres, amusement arcades and offices for taxis for public hire.

Outside these designated Centres, the above uses will be permitted in principle in the Outer Mixed/Commercial Area around the Central Shopping Area of Greenock Town Centre, according to the specification in Policy R5. Applications for any of the uses listed will be considered subject to the criteria outlined in Policy R10. Proposals for other uses in designated Centres will be considered on their merit.

Local Plan Policy R10 - Assessing Development Proposals for Town Centre Uses.

Any proposal for a development of one or more of the town centre uses identified in Policy R3, or for any other commercial use within a defined centre, will be required to satisfy the criteria listed below:

- (a) for developments on the edge of, or outside, the designated Centres, and retail developments on the edge of, or outside, Greenock's Central Shopping Area, the applicant should have adopted a sequential approach to site selection, including consideration of sites identified under Policy R6;
- (b) the applicant having demonstrated that there is a capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area, or a qualitative deficiency in existing provision;
- (c) the proposal should not have a detrimental effect, including cumulatively, on the vitality and viability of existing Centres;
- (d) the size and format of the development is appropriate to the Centre for which it is proposed;
- (e) the proposed development should be accessible by a choice of means of transport from its forecast catchment, make provision for improved infrastructure where deemed necessary, not result in unacceptable changes in travel patterns and, where required, be supported by the production of a Transport Assessment;
- (f) the proposed development should be to a high standard of design and its scale, siting and relationship to the surrounding townscape and land uses should make a positive contribution to the quality of the urban environment;
- (g) the proposal should not have a detrimental effect on residential amenity or on the amenity and effective operation of existing businesses;
- (h) the proposal should be consistent with other relevant national, Structure Plan and Local Plan policies and guidelines, including any Town Centre Strategy or other relevant initiative which may have been instigated, the Council's Roads Development Guide, 1995 and any other standards; and
- (i) in Greenock Town Centre the proposed development should be consistent with Policies R4 and R5.

Where the proposal includes either a convenience retail development of over 1,000 square metres gross; comparison retail development of over 2,000 square metres gross; or Use Class 11 (Assembly & Leisure) developments that will attract a large number of users, it should be accompanied by a statement of justification addressing the above criteria and the criteria set out in the Structure Plan and NPPG8. At the Council's discretion, applications for development within designated Centres or small-scale development of town centre uses outwith the designated Centres may be exempted from the requirement to be justified against criteria (a)-(d).

PROPOSED LOCAL DEVELOPMENT PLAN POLICIES

Policy SDS5 Development within the Urban Area.

There will be a preference for all appropriate new development to be located on previously used (brownfield) land within the urban settlements, as identified on the Proposals Map.

Policy TCR1- Network of Designated Centres.

The following hierarchy of centres are designated as locations where a range of town centre uses will be appropriate in order to support the role and function of the particular centre, as well as their vitality and viability:

Strategic Town Centre:

- (a) Greenock, subdivided into a 'Central Area' and 'Outer Area'

Town Centres:

- (a) Port Glasgow
- (b) Gourock

Local Centres:

- (a) The Cross, Kilmacolm
- (b) Dubbs Road, Port Glasgow
- (c) Sinclair Street, Greenock
- (d) Lynedoch Street, Greenock
- (e) Barrs Cottage (Inverkip Road and Dunlop Street), Greenock
- (f) Cumberland Walk, Greenock (proposed redevelopment)
- (g) Cardwell Road, Gourock
- (h) Kip Park, Inverkip
- (i) Ardgowan Road, Wemyss Bay

Policy TCR3 -Town Centre Uses

The following town centre uses will be directed to the Central Area of Greenock Town Centre, Port Glasgow and Gourock Town Centres and the Local Centres, subject to Policy TCR7:

- (a) Use Class 1 (Shops);
- (b) Use Class 2 (Financial, Professional and other Services);
- (c) Use Class 3 (Food and Drink);
- (d) Use Class 11 (Assembly and Leisure); and
- (e) related uses such as public houses, hot food take-aways, theatres, amusement arcades and offices for taxis for public hire.

Policy TCR7 - Assessing Development Proposals for Town Centre Uses

To assist the protection, enhancement and development of the designated Centres, all proposals for the development of town centre uses identified in Policy TCR3, or for any other commercial uses within a designated centre, will require to satisfy the following criteria:

- (a) the size of the development is appropriate to the centre for which it is proposed;
- (b) it is of a high standard of design;
- (c) it has an acceptable impact on traffic management and must not adversely impact on road safety and adjacent and/or nearby land uses;
- (d) it does not have a detrimental effect on amenity or the effective operation of existing businesses;
- (e) it is consistent with any Town Centre Strategy or other relevant initiative; and
- (f) has regard to Supplementary Guidance on Planning Application Advice.

Proposals for town centre uses outwith the designated Centres, unless they are small scale development to meet local needs that are subject to Policy TCR10, must also demonstrate:

- (g) that no appropriate sequentially preferable site exists;

- (h) that there is capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area;
- (i) that there will be no detrimental impact, including cumulatively, on the viability and vitality of the designated Centres (Policy TCR1); and
- (j) in the case of temporary street markets, the operation will be for a maximum of 13 days in any 12 month period.

Proposals for retail and leisure development over 2,500 square metres outwith the designated town centres and that are not in accordance with the Development Plan should be accompanied by a retail impact analysis, as should any town centre proposal that the Council considers likely to have a potentially detrimental impact on the vitality and viability of the designated Centres. At the Council's discretion, applications for small-scale development of town centre uses outwith the designated Centres may be exempted from the requirement to be justified against criteria (g) - (i).

Policy HER3 - Proposed New and Amended Conservation Areas.

The Council proposes to progress with the designation of the following new and amended conservation areas, as shown on the Proposals Map, in order to safeguard their architectural and/or historic character from inappropriate development:

- (1) The Cross, Kilmacolm (new);
- (2) West Bay, Gourock (new);
- (3) Kempock Street/Shore Street, Gourock (new); and
- (4) Inverkip (amended).

CONSULTATIONS

Head of Environmental and Commercial Services - Insufficient parking spaces have been provided and complaints over parking in the area have previously been received. The application should be refused on the grounds it does not comply with the Guidelines and will result in an increased demand for on-road parking. Loading would have to take place either within parking bays, on double yellow lines or as double parking. The site is close to a junction and a pedestrian island. HGVs serving the shop could obscure pedestrian visibility of oncoming vehicles. The application should also be refused on the grounds that the proposal will be detrimental to vehicular and pedestrian safety. Flood risk issues have been largely addressed.

Head of Safer and Inclusive Communities - No objection subject to conditions in respect of Japanese Knotweed, contaminated land, waste storage arrangements, and lighting and noise assessment. Advisory notes are also suggested relating to site drainage, construction and other regulations. The consultation reply notes that several Class 3 uses are in the adjoining block and although not posing an issue at present could be problematic in the future if operations change.

Scottish Water - No objection subject to a series of advisory notes.

PUBLICITY

The application was advertised in the Greenock Telegraph on 17th January 2014 as there are no premises on neighbouring land.

SITE NOTICES

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

PUBLIC PARTICIPATION

The application has been the subject of 12 representations, including from the Kilmacolm Community Council and the Kilmacolm Civic Trust. There is general support for the principle of redevelopment and for the building as it is considered that the appearance of the site presently detracts from the centre of Kilmacolm deterring passing trade, and that the condition of the former shop units is attracting vermin. Reservations are expressed, however, on the detail and operation of the proposal. The points of concern may be summarised as follows:

Building detailing

- Dressed rather than cast stone should be used on the finishes.
- The finishing materials on the walls and roof generally should match the adjacent tenements.
- The Juliet balconies facing the Cross may become visually unseemly with the storage of items. They are not sympathetic to the existing adjacent tenements and should be deleted.
- The roof space accommodation should be deleted from the proposal as this is untypical of Kilmacolm; alternatively roof windows should only be entertained on the Smithy Brae elevation.
- The white coloured finish to the building “turn” at Smithy Brae is inconsistent with the rest of the building. The windows in this part should be changed to a more traditional shape and finish.
- There is too much glazing on the shop windows.
- There are concerns over how the new building will connect to the existing tenement.

Parking, access, vehicular and delivery issues

- There is insufficient parking provision, consequently the total number of flats should be reduced.
- The reduction in the number of flats would allow two parking spaces for the proposed shop units.
- Servicing provision is unacceptable and will result in further congestion.
- Delivery times should be limited to minimise disruption.
- Visibility for cars exiting Smithy Brae will be compromised by delivery vehicles servicing the shops.
- The opportunity should be taken from the development to improve the quality of footway surfacing.
- There should be a footway provided on the Smithy Brae frontage.

Miscellaneous issues

- The flats should be for sale, not rent.
- If the proposal has a negative impact on the village there is concern over falling property values.
- Concern is expressed over safety and access for nearby residents during demolition.
- The letter box to the front of the existing building should be retained.
- The proposal is likely to cause disruption during construction and there should be a schedule for the works to limit the period of construction.
- There is support for the removal of the free-standing cctv mast and camera.
- The proposal could be set against the affordable unit provision identified in the proposed Local Development Plan for Smithy Brae.

ASSESSMENT

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

The application site is located within Kilmacolm village centre under Policy R1 of the Local Plan and the equivalent Policy TCR1 of the proposed Local Development Plan. As the proposal involves redevelopment of a previously developed site it is supported in principle by Policies DS1 of the Local Plan and SDS5 of the proposed Local Development Plan. The proposed mix of uses of Class 1 retail and residential is supported in principle by Policies R2 and R3 of the Local Plan and the equivalent Policy TCR3 of the proposed Local Development Plan. Notwithstanding the acceptability of redevelopment and the land uses proposed, the relevant criteria of Policy R10 of the Local Plan require to be assessed to determine the acceptability of the detail:

- (e) As the site is located in the village centre with immediate access to local facilities and is adjacent to a public bus route, the development presents no accessibility issues. This is a small scale infill development that does not justify the provision of improved infrastructure or, indeed, the submission of a Transport Assessment.
- (f) I consider the proposal to be a high quality design in accord with Local Plan Policy DS5. The building scale relates to the adjoining tenements and it follows a similar footprint to the existing buildings. The use of colours acknowledges the surrounding townscape, with the Lochwinnoch Road elevation reflecting the adjacent tenement and the turn at the junction with Smithy Brae using the white finish of the adjacent building on Port Glasgow Road. The character of Smithy Brae is somewhat different, allowing a mix of materials on the rear of the building to add visual interest.



Whilst noting the desire expressed in representation that facing materials match those adjacent, this is not an essential of successful townscape. Indeed, Kilmacolm Cross, which is a proposed conservation area in the Council's proposed Local Development Plan, achieves much of its visual attractiveness from the mix of building scales, colours, materials and ages presently evident.

The use of materials to complement rather than precisely match those used on more historical buildings is wholly appropriate, and the successful incorporation of a building into the townscape recognises the surroundings; the change of materials and colour as the building turns into Smithy Brae does that, seeking to acknowledge the adjacent coffee shop on Port Glasgow Road.

It is also appropriate that the building reflects the era of construction. The incorporation of detailing, such as the glass balconies, aluminium clad bays and the generally greater use of glazing on the shopfronts are reflective of more contemporary elements and make this a modern building, but the scale and use of colours and selected materials combine to contribute to and recognise the successful historic townscape. This is a technique used successfully on the new community centre buildings opposite.

It is not for the planning process to control the use of balconies, and in assessing the design, the incorporation of attic development does not detrimentally impact on the Lochwinnoch Road frontage; the aim is to complement, not copy the existing adjacent tenements. Overall, I consider that the proposal makes a positive contribution to the quality of the urban environment and, on this basis I conclude that the proposal accords with the aims of Policy HER3 of the proposed Local Development Plan, in that a conservation area designation does not prohibit new development but requires that development is appropriate in terms of design and setting.

- (g) The application site is in the village centre where there is a mix of commercial and residential uses. This development accords with the pattern of uses. Putting aside the previously addressed issues of design, the key impact relates to traffic matters; parking provision and shop servicing.

Kilmacolm village centre is a scene of continuous activity with on-street and off-street parking opportunities well used throughout the day. Until recently, two shops within the application site continued to trade and would have contributed to the demand for customer parking and servicing operations. The proposal has to be seen in this context. I consider that the proposed shop units are of such a size that they will continue to serve mostly local convenience shopping trade. The activity likely to be generated by these units is of a level that should be accommodated by the existing parking opportunities.

While it is not for the planning application process to take account of the potential actions of others in ignoring traffic regulations, it is noted that servicing of the existing retail and other businesses in the vicinity can involve vehicles double parking for short intervals. I also note the crossing island on Lochwinnoch Road forms a pinch point close to the junction with Port Glasgow Road and Bridge of Weir Road and that any goods vehicle parking close to the junction could cause unnecessary obstruction to vehicles on Lochwinnoch Road and hinder exit from Smithy Brae. Such conflicts are typical of historical village and town centres which do not have the luxury of dedicated servicing provision. Observations have shown that traffic in the village centre responds to the circumstances and the accident level is low. The applicant has also provided a service plan which illustrates that any period of disruption will be limited in duration.

Bearing in mind the shop units which formerly operated on the site, I have to consider whether the net increase in servicing that the development may bring will be so detrimental to road safety as to merit refusal of the application. I also have to consider that a balance has to be struck between protecting the amenity and operation of existing businesses and supporting the development of new opportunities that ultimately help to secure the long term vitality and viability of the village centre. It is my consideration that the new shop units have the potential to create some temporary issues for motorists during servicing, more particularly that of the larger of the two units, but that it is the type of temporary disruption that is presently experienced and which does not, overall, adversely affect the functioning of the village centre.

It is also acknowledged that the level of parking provision for the flats is less than the Roads Development Guide. Nevertheless, this is a village centre location and, as noted above, is serviced by public transport. Furthermore, there are off-street parking opportunities in the vicinity which are available.

On this basis, I would conclude that neither parking nor servicing associated with the proposed development would unacceptably impact on the amenity and effective operation of existing businesses. As a village centre location, the expectations of residential amenity and parking are somewhat more limited and I do not consider that the proposal would adversely impact those expectations to the extent that refusal of the application would be justified on this basis.

Overall, I conclude that the proposal can be supported with reference to the relevant criteria in Policy R10 of the Local Plan. Policy TCR7 of the proposed Local Development Plan sets out similar criteria to Policy R10.

I am satisfied that the proposal accords with the Local Plan and the proposed Local Development Plan. It remains to be considered, however, whether or not there are any material considerations which suggest that planning permission should not be granted.

Considering the consultation replies not yet addressed, most of the issues raised by the Head of Safer and Inclusive Communities can be resolved by conditions or advisory notes on a grant of planning permission. Although I note concerns over the future development of existing hot food related businesses in the vicinity and their possible impact on future residents, the application has to be considered on its merits at present. I note the Head of Environmental and Commercial Services is generally satisfied over matters related to drainage, although confirmation of final levels in the immediate vicinity of the lower ground floor parking area would be appropriate to ensure the parking spaces located therein are always usable. This matter may be addressed by condition.

Turning to the comments made under public representations that have not yet been addressed, I note concerns on how the proposed new building will connect to the existing tenement, on the control of demolition and safety and on accessibility during construction; these are matters not addressed as part of a planning assessment and will be considered under separate legislation. Although as part of this application the applicant proposes to provide a new narrow footway on Smithy Brae to the pedestrian entrance to the building, improvement of the other footways in the vicinity, the positioning of the letter box and the cctv support pole are outwith the applicant's control and therefore not material to consideration of the merits of the application.

I can also advise that retention of cctv is required in the interests of the safety and security of pedestrians, it is not within the Council's powers to set timescales for the completion of construction projects, there has been no indication from the applicant as to whether the flats are for sale or rent, and that perceptions of property values are not material considerations.

I therefore conclude that there are no material considerations which suggest that planning permission should not be granted, although I consider that some matters require to be controlled by conditions.

RECOMMENDATION

That the application be granted subject to the following conditions:-

1. That prior to their use, samples of all facing materials shall be submitted to and approved in writing by the Planning Authority.
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 will require subsequent approval by the Planning Authority prior to development starting on site.

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. This may be incorporated as part of a ground condition report and should include an appraisal of options.
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. That the applicant shall submit to the Planning Authority a detailed specification of the containers to be used to store waste materials and recyclable materials produced on the premises as well as specific details of the areas where such containers are to be located. The retail use of the development shall not commence until the above details are approved in writing by the Planning Authority and the equipment and any structural changes in place.
8. That the applicant shall submit to the Planning Authority a detailed specification of the containers to be used to store waste materials and recyclable materials produced on the premises as well as specific details of the areas where such containers are to be located. The use of the residential accommodation shall not commence until the above details are approved in writing by the Planning Authority and the equipment and any structural changes in place.
9. All external lighting on the application site should comply with the Scottish Government Guidance Note "Controlling Light Pollution and Reducing Lighting Energy Consumption".
10. A Noise Impact Assessment requires to be carried out in terms of PAN 1/2011. The report must contain where necessary, proposals to reduce noise levels within the housing.
11. 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.
12. Prior to commencement of construction of the building hereby permitted, final details of post-construction levels on and immediately adjacent to Smithy Brae shall be submitted to and approved in writing by the Planning Authority.

13. That the parking spaces within the building shall be completed and ready for use prior to occupation of any of the permitted flats.

Reasons

1. To ensure that the facing materials are appropriate in terms of finish and colour and reflect the location of the site within a proposed conservation area.
2. To help arrest the potential 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 Planning 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 & 8. To protect the amenity of the immediate area, prevent the creation of nuisance due to odours, insects, rodents or birds.
9. To protect the amenity of the immediate area, the creation of nuisance due to light pollution and to support the reduction of energy consumption.
10. To protect the amenity of occupiers of premises from unreasonable noise and vibration levels.
11. To control runoff from the site to reduce the risk of flooding.
12. To ensure that post-construction levels are adequate to ensure surface water does not penetrate into the lower level of the building.
13. To ensure the provision of the proposed parking spaces.

Stuart Jamieson
Head of Regeneration and Planning

BACKGROUND PAPERS

1. Application form and plans.
2. Applicant's supporting information.
3. Inverclyde Local Plan.
4. The proposed Inverclyde Local Development Plan.
5. Consultation replies.
6. Letters of representation.



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