

**A meeting of the Environment & Regeneration Committee will be held on Thursday 13 January 2022 at 3pm.**

**Members may attend the meeting in person or via remote online access. Webex joining details will be sent to Members and Officers prior to the meeting. Members are requested to notify Committee Services by 12 noon on Wednesday 12 January 2022 how they intend to access the meeting.**

**In the event of connectivity issues, Members are asked to use the *join by phone* number in the Webex invitation and as noted above.**

**Information relating to the recording of meetings can be found at the end of this notice**

ANNE SINCLAIR  
Interim Head of Legal & Democratic Services

**BUSINESS**

**\*\*Copy to follow**

1. <b>Apologies, Substitutions and Declarations of Interest</b>	<b>Page</b>
<b>PERFORMANCE MANAGEMENT</b>	
2. <b>Environment and Regeneration 2021/22 Revenue &amp; Capital Budget – Period 7 (31 October 2021)</b> Report by Interim Director, Finance & Corporate Governance and Interim Director, Environment & Regeneration	<b>p</b>
3. <b>Environment &amp; Regeneration Capital Programme Progress and Property Related Items</b> Report by Interim Director, Environment & Regeneration	<b>p</b>
4. <b>Environment, Regeneration and Resources Corporate Directorate Improvement Plan Progress Report</b> Report by Interim Director, Environment & Regeneration	<b>p</b>
<b>NEW BUSINESS</b>	
5. <b>General Update</b> ** Report by Interim Director, Environment & Regeneration	<b>p</b>
6. <b>Inverclyde Local Development Plan Update</b> Report by Interim Director, Environment & Regeneration	<b>p</b>
7. <b>Inverclyde Strategic Housing Investment Plan 2022/23 – 2026/27</b> Report by Interim Director, Environment & Regeneration	<b>p</b>

8.	<b>Net Zero Strategy – 2022/25 Capital Programme Implications</b> Report by Interim Director, Environment & Regeneration		p
9. **	<b>Clune Park Update</b> Report by Interim Director, Environment & Regeneration		p
10.	<b>Review of Public Conveniences</b> Report by Interim Director, Environment & Regeneration		p
11.	<b>Implementation of 20mph Speed Limits in Residential Areas</b> Report by Interim Director, Environment & Regeneration		p
12.	<b>Information relating to Pontoons in Inverclyde</b> Report by Interim Service Director, Environment & Regeneration		p
13.	<b>Naming of Boat Ramp Immediately West of Gourock Pier Head – Request by Councillor Crowther</b> Report by Interim Head of Legal & Democratic Services		p
14.	<b>Property Assets Management Report – Public Report on Public Open Space Consultation Relative to Rankin Park, Greenock</b> Report by Interim Director, Environment & Regeneration		p
<p>The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in the paragraphs of Part I of Schedule 7(A) of the Act whose numbers are set out opposite the heading to each item.</p>			
<b>NEW BUSINESS</b>			
15.	<b>Property Assets Management Report – Private Report</b> Report by Interim Director, Environment & Regeneration making recommendations in respect of a number of property assets	<b>Paras 6 &amp; 9</b>	p
16.	<b>Port Glasgow Town Buildings – Lease Variation Caledonian Maritime Assets Limited (CMAL)</b> Report by Interim Director, Environment & Regeneration seeking authority to vary Caledonian Maritime Assets Limited's lease at the Port Glasgow Town Buildings	<b>Paras 6 &amp; 9</b>	p
17. **	<b>Inchgreen Final Business Case</b> Report by Interim Director, Environment & Regeneration providing information in relation to the final business case for Inchgreen	<b>Para 6</b>	p

The reports are available publicly on the Council's website and the minute of the meeting will be submitted to the next standing meeting of the Inverclyde Council. The agenda for the meeting of the Inverclyde Council will be available publicly on the Council's website.

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Enquiries to – **Colin MacDonald** – Tel 01475 712113

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b> 13 January 2022
<b>Report By:</b>	<b>Interim Director, Finance &amp; Corporate Governance and Interim Director, Environment &amp; Regeneration</b>	<b>Report No:</b> FIN/83/21/AP/MT
<b>Contact Officer:</b>	<b>Matt Thomson</b>	<b>Contact No:</b> 01475 712256
<b>Subject:</b>	<b>Environment and Regeneration 2021/22 Revenue &amp; Capital Budget – Period 7 (31 October 2021)</b>	

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the Committee's 2021/22 Revenue Budget and Capital Budget position at period 7 to 31 October 2021.

## 2.0 SUMMARY

- 2.1 The revised 2021/22 revenue budget for Environment and Regeneration is £21,879,000, which excludes Earmarked Reserves.
- 2.2 The latest projection, excluding Earmarked Reserves, is an overspend of £73,000 (0.33%), down £182,000 (0.84%) from last period. Committee should note that there are no Covid-19 costs included in this projection as these are now funded by the Covid Reserve Fund.
- 2.3 The main material variances projected at Period 7 are as follows:
- i. Additional Turnover savings achieved across the Committee totalling £112,000.
  - ii. Underspend on Office Accommodation utilities of £90,000, £39,000 of which is due to one-off credits relating to prior years.
  - iii. Underspend on Office Accommodation rates of £122,000, £92,000 of which is due to one-off credits relating to prior years.
  - i. An under recovery in Cremations and Burial Grounds income of £148,000, which is higher than the under recovery pre COVID 19.
  - iv. Within the waste contracts, an overspend of £42,000 on green waste, mainly due to increased tonnages offset by an overrecovery of Tipping Charges of £42,000.
  - v. An under recovery of Planning Income of £165,000, this is a recurring underrecovery and a budget pressure request is being progressed through the 2022/23 budget process to partially address this. It should be noted this is in addition to a further underrecovery of £135,000 due to the covid pandemic and funded from Covid Reserves.
  - vi. A net under-recovery of Roads Operations Unit Income of £107,000
- 2.4 The Environment & Regeneration capital budget is £41.685m. The budget for 2021/22 is £12.619m, with spend to date of £3.990m equating to 36.95% of projected spend. The current projection is £41.685m which means total projected spend is on budget. The Committee is projecting to spend £10.798m in 2021/22 with net slippage of £1.821m (6.40%) being reported, up £1.013m (8.03%) from the last monitoring period. Appendices 5-7 detail the capital programme. A detailed progress update is reported elsewhere on the agenda.

- 2.5 City Deal capital projects are not included in the above Committee figures, the City Deal budget is £24.320m. The current projection for 2021/22 is £6.427m with slippage of £4.023m (38.5%) as a result of delays in the Ocean Terminal and Inverkip. Appendix 8 details the City Deal programme.
- 2.6 Operational Earmarked Reserves for 2021/22 total £4,158,000 of which £1,110,000 is projected to be spent in the current financial year. As detailed in Appendix 4 expenditure of £201,000 (18.11% of projected spend or 47.18% of phased budget) has been incurred to Period 7. Officers are continuing to review Earmarked Reserve spend with a view to ensuring the projected spend is achieved.

### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee notes the current projected overspend for 2021/22 of £73,000 as at 31 October 2021.
- 3.2 It is recommended that the Committee note that the Interim Director and Heads of Service continue to review areas where non-essential spend can be reduced in order to bring the Committee back on budget.
- 3.3 It is recommended that the Committee notes the current position of the 2021/24 Capital Programme and City Deal. The financial progress on the specific projects is detailed in Appendices 5-8 with physical progress reported elsewhere on the Agenda.

**Alan Puckrin**  
Interim Director  
Finance & Corporate Governance

**Stuart Jamieson**  
Interim Director  
Environment & Regeneration

## 4.0 BACKGROUND

- 4.1 The purpose of this report is to advise Members of the current position of the 2021/22 Committee budget and to highlight the main issues contributing to the projected overspend in 2021/22.
- 4.2 The revised 2021/22 budget for Environment and Regeneration, excluding earmarked reserves, is £21,879,000. This is an increase of £205,000 from the approved budget, prior to transfers to earmarked reserves. Appendix 1 gives details of this budget movement.

## 5.0 2021/22 CURRENT POSITION

- 5.1 The current projection for 2021/22 is an overspend of £73,000 (0.33%) which is a reduction in overspend of £182,000 (0.84%) since the Period 5 report.

### 5.2 Regeneration & Planning - £200,000 overspend

The current projected out-turn for Regeneration & Planning is an overspend of £200,000, a reduction in overspend of £14,000 since period 5..

The main issues relating to the current projected overspend for Regeneration & Planning are detailed below and in Appendix 3:

#### (a) Employee Costs

There is a projected overspend of £37,000 in employee costs due to the turnover savings target not being achieved. Last financial year this Service had a number of vacancies which contributed to the overachievement of the turnover savings target, however these have now been filled. There is additional income of £33,000 for a post funded by RI which partially offsets this overspend.

#### (b) Property Costs

There is a projected overspend of £28,000 mainly due to increased Insurance costs of £15,000.

#### (c) Administration Costs

There is a projected overspend of £12,000 in Planning due to ongoing costs associated with reviewing the Local Development Plan (LDP).

#### (d) Payments to Other Bodies

There is a projected underspend of £188,000 mainly due to reduced recharges to Riverside Inverclyde, £23,000, and £173,000 in respect of ESF payments offset by a reduction in Income.

#### (e) Income

There is a projected underrecovery in income of £311,000, mainly due to:

- i. £165,000 shortfall in Planning Income. This is a recurring underrecovery and a budget pressure request is being progressed through the 2022/23 budget process to partially address this. It should be noted this is in addition to a further estimated underrecovery of £135,000 due to the covid pandemic and funded from Covid Reserves.

- ii. £173,000 reduction in ESF grant Income for January to March 2021 previously accrued which will not now be received, this is offset by a corresponding reduction in Payments to Other Bodies.
- iii. £33,000 additional Income from Riverside Inverclyde which partially offsets the increase in Employee costs.

### 5.3 **Property Services - £155,000 underspend**

The current projected out-turn for Property Services is an underspend of £155,000, an increase in underspend of £124,000 since period 5.

The main issues contributing to the current projected overspend for Property Services are detailed below and in Appendix 3:

#### (a) **Employee Costs**

There is a projected underspend of £124,000 in employee costs, due to the following:

- i. A projected underspend in Technical Services of £118,000. This underspend is due to a number of vacant posts where agency staff are now being used to cover until the major capital works are complete and the establishment will be reduced, see 5.3 (d) below.
- ii. Excluding this underspend the Service is reporting net Turnover savings achieved of £6,000.

#### (b) **Property Costs**

There is a projected underspend in Property Costs of £181,000, mainly due to underspends in Office Accommodation utilities totalling £90,000, of which £39,000 relates to one-off credits received for previous years, and Office Accommodation Rates £122,00 of which £92,000 relates to previous years,

#### (c) **Supplies & Services**

There is a projected overspend of £55,000 mainly due to additional sub-contractors costs within Building Services which is offset by additional Income

#### (d) **Administration Costs**

There is a projected overspend of £121,000 within Administration Costs. This is mainly due to an overspend of £120,000 within Technical Services agency staff costs, which is offset by turnover savings per 5.3(a) above.

#### (e) **Income**

There is an over recovery of Income of £27,000 mainly due to an increase in Building Services Income of £40,000 offset by additional sub-contractors costs.

### 5.4 **Environmental & Roads - £181,000 overspend**

The current projected out-turn for Environmental & Roads is an overspend of £181,000, a decrease in overspend of £1,000 since period 5.

The main issues contributing to the current projected overspend for Environmental & Roads are detailed below and in Appendix 3:

(a) Employee Costs

There is a projected underspend of £43,000 in employee costs, due to the following:

- i. Expenditure on an additional Roads Client post of £30,000, which is offset by additional fee income.
- ii. Turnover savings within Roads Operations of £19,000 and Civic Amenities £46,000 which are offset by additional agency costs.
- iii. Additional Turnover savings achieved and reduced overtime across the Service of £8,000.

(b) Property Costs

There is a projected underspend of £37,000 in Property Costs mainly due to an underspend in Rates, £19,000 and Hire of Skips, £27,000 and other minor underspends partially offset by an overspend of £37,000 on Parking electricity for electric charging points. This is partially offset by additional income of £12,000 for electric vehicle charging.

(c) Supplies & Services

There is a projected overspend in Supplies & Services of £208,000, made up as follows:

- i. Rechargeable expenditure within Roads Client of £101,000, which is offset by additional income.
- ii. There is a projected overspend in Vehicle Maintenance materials and subcontractors of £73,000, which is offset by additional recharge income.
- iii. An overspend of £38,000 on the Purchase of Bins partially offset by an underspend of £16,000 in purchase of Plastic Sacks

(d) Transportation & Plant

Transportation & Plant is projected to overspend by £36,000, mainly due to an overspend on non-routine maintenance across the client services.

(e) Administration Costs

There is a projected overspend of £63,000 in Administration costs mainly due to a projected overspend on Roads Operations agency costs of £25,000 and Civic Amenities agency costs of £37,000 offset by reduced employee costs.

(f) Payments to Other Bodies

Payments to Other Bodies is projected to overspend by £20,000 mainly as a result of increased Green Waste payments of £42,000 partially offset by a decrease in Food Waste payments of £25,000.

(g) Income

There is a projected over recovery in income of £56,000. The main variances are as follows:

- ii. An over recovery of Roads Client capital recharge income of £30,000 which is offset by additional employee costs.
- iii. An over recovery in Roads Client rechargeable income, in line with increased costs per 5.4(c)(i) above, of £106,000.
- iv. Additional Roads Client Fees & Charges of £41,000.



- v. An under recovery in Roads Operations recharge income of £106,000 This is offset by a reduction in costs, per 5.4(c)(ii). The level of income generated by Roads Operations Unit will be monitored closely during the year and any issues included in future reports to the Committee. In the longer term reductions in the Capital Programme will have an impact on the income of both the Client and the Operations Unit, any net cost of the impact of this will be addressed as part of the budget process.
- vi. An under recovery of Cremations income of £118,000. This is higher than the under recovery pre COVID 19, Officers continue to monitor income levels.
- vii. An under recovery of Burial Grounds Income of £53,000.
- viii. Projected over recoveries across various waste lines (scrap metal, tipping charges and clothing bank income) totalling £72,000 partially offset by a projected under recovery of green waste permit income of £22,000.
- ix. An over recovery in Vehicle Maintenance non routine maintenance income of £73,000. This is offset by additional materials and sub contractor costs, per 5.4(c)(iii) above.

#### **5.5 Public Protection & Recovery - £18,000 underspend**

The current projected out-turn for Public Protection & Recovery is an underspend of £18,000, a reduction in spend of £43,000 since period 5.

The main issues contributing to the current projected overspend for Public Protection & Recovery are detailed below and in Appendix 3:

##### **(a) Employee Costs**

There is a projected overspend of £45,000 in employee costs mainly due to costs associated with retaining a Head of Service to coordinate the Council's response to, and recovery from, the pandemic. There is an underspend under the Corporate Director budget which offsets this.

##### **(b) Income**

There is a projected over recovery in income of £58,000, mainly due to a projected £20,000 over recovery in HEEPs income.

#### **5.6 Corporate Director - £135,000 underspend**

The Corporate Director budget is currently projecting to out-turn £135,000 under budget. This underspend is offset by spend, mainly within Public Protection & Recovery in line with the Council's interim management arrangements, agreed at full Council on 29<sup>th</sup> October 2020.

### **6.0 2021/24 CURRENT CAPITAL POSITION**

- 6.1 The Environment & Regeneration capital budget is £41.685m. The budget for 2021/22 is £12.619m, with spend to date of £3.990m equating to 36.95% of projected spend. The current projection over 2021/24 is £41.685m which means total projected spend is on budget.
- 6.2 The Committee is projecting to spend £10.798m in 2021/22 with net slippage of £1.821m (14.43%) being reported. This is an increase in slippage of £1.013m (8.03%) from the base position and is mainly due to advancement within the Cemetery Development (£0.125m) and Minor Works (£0.316m), offset by slippage in the SPT projects (£0.214m), Spaces for People (£0.310m), Flooding Strategy (£0.226m), Cremator Development (£0.252m), Babylon Demolition (£0.180m), Ivy House Replacement (£0.254m), Waterfront Leisure Centre

Lifecycle Works (£0.160m) and Boglestone Community Centre Roof (£0.120m). Appendices 5-7 detail the capital programme.

- 6.3 City Deal projects are not included in the above Committee figures, the City Deal budget is £24.320m. The current projection for 2021/22 is £6.427m with slippage of £4.023m (38.50%) as a result of delays in the Ocean Terminal and Inverkip. Appendix 8 shows the financial position of the City Deal programme.

## 7.0 EARMARKED RESERVES

- 7.1 Appendix 4 gives an update on the operational Earmarked Reserves, ie excluding strategic funding models such as RI funding, AMP and Vehicle Replacement Programme. Spend to date on these operational Earmarked Reserves is 47.18% of phased budget (18.11% of projected spend). Officers are continuing to review Earmarked Reserve spend with a view to ensuring the projected spend is achieved.

## 8.0 VIREMENTS

- 8.1 There are no virement requests in this report.

## 9.0 IMPLICATIONS

### 9.1 Finance

All finance implications are discussed in detail within the report above.

#### Financial Implications:

##### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
N/A					

##### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
N/A					

### 9.2 Legal

There are no specific legal implications arising from this report.

### 9.3 Human Resources

There are no specific human resources implications arising from this report.

### 9.4 Equalities

- (a) Has an Equality Impact Assessment been carried out?

YES (see attached appendix)

X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required
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(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
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X	NO
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(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
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X	NO
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**9.5 Repopulation**

There are no repopulation issues within this report.

**10.0 CONSULTATIONS**

10.1 The report has been jointly prepared by the Interim Director Environment & Regeneration and the Interim Director Finance & Corporate Governance.

**11.0 LIST OF BACKGROUND PAPERS**

11.1 There are no background papers relating to this report.

**Environment & Regeneration Budget Movement - 2021/22****PERIOD 7: 1st April 2021 - 31st October 2021**

Service	Approved Budget		Movements			Revised Budget
	2021/22 £000	Inflation £000	Virement £000	Supplementary Budgets £000	Transferred to EMR £000	2021/22 £000
Regeneration & Planning	3,506				(345)	3,161
Property Services	2,003		74			2,077
Roads & Environmental	13,314	175	(44)			13,445
Public Protection & Recovery	3,043					3,043
Corporate Director	152					152
<b>Totals</b>	<b>22,018</b>	<b>175</b>	<b>30</b>	<b>0</b>	<b>(345)</b>	<b>21,879</b>

**Movement Details**

£000

External ResourcesInflation

Dry Mixed Recyclate Contract - Inflation

175

175Virements

Restructure within ER&amp;R directorate - virement

39

Facilities Management - virement

1

Post transferred to CSC

(10)

30Supplementary Budgets0205

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTSUBJECTIVE ANALYSISPERIOD 7: 1st April 2021 - 31st October 2021

Subjective Heading	Approved Budget 2021/22 £000	Revised Budget 2021/22 £000	Projected Out-turn 2021/22 £000	Projected Over/(Under) Spend	Percentage Variance %
Employee Costs	16,359	16,388	16,157	(231)	-1.41%
Property Costs	3,763	3,764	3,574	(190)	-5.05%
Supplies & Services	4,198	4,206	4,480	274	6.51%
Transport & Plant Costs	2,333	2,333	2,362	29	1.24%
Administration Costs	503	503	699	196	38.98%
Payments to Other Bodies	9,325	9,493	9,333	(160)	-1.69%
Other Expenditure	377	377	362	(15)	-3.98%
Income	(14,839)	(14,839)	(14,669)	170	-1.15%
<b>TOTAL NET EXPENDITURE</b>	<b>22,018</b>	<b>22,224</b>	<b>22,297</b>	<b>73</b>	<b>0.33%</b>
Transfer to Earmarked Reserves *	0	(345)	(345)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>22,018</b>	<b>21,879</b>	<b>21,952</b>	<b>73</b>	<b>0.33%</b>

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTOBJECTIVE ANALYSISPERIOD 7: 1st April 2021 - 31st October 2021

Objective Heading	Approved Budget 2021/22 £000	Revised Budget 2021/22 £000	Projected Out-turn 2021/22 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	3,506	3,506	3,706	200	5.70%
Property Services	2,003	2,077	1,922	(155)	-7.46%
Roads & Environmental	13,314	13,445	13,626	181	1.35%
Public Protection & Recovery	3,043	3,043	3,025	(18)	-0.59%
Corporate Director	152	152	17	(135)	-88.81%
<b>TOTAL NET EXPENDITURE</b>	<b>22,018</b>	<b>22,224</b>	<b>22,297</b>	<b>73</b>	<b>0.33%</b>
Transfer to Earmarked Reserves *	0	(345)	(345)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>22,018</b>	<b>21,879</b>	<b>21,952</b>	<b>73</b>	<b>0.33%</b>

\* Per Appendix 3: New funding transferred to earmarked reserves during 2021/22

Earmarked Reserves	Approved Reserves 2021/22 £000	Revised Reserves 2021/22 £000	2021/22 Budget £000	Projected Spend 2021/22 £000	Projected Carry Forward £000
Earmarked Reserves	(4,045)	(4,158)	5,112	(1,110)	(3,048)
CFCR	4,045	4,158	426	1,110	3,048
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>5,538</b>	<b>0</b>	<b>0</b>

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2021 - 31st October 2021**

<u>Out Turn</u> <u>2020/21</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2021/22</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Oct-21</u> <u>£000</u>	<u>Projection</u> <u>2021/22</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	<b>REGENERATION &amp; PLANNING</b>							
33	Riverside Inverclyde	Employee Costs	0	0	18	33	33	
							<b>33</b>	
0	ESF Expenditure	PTOB	0	0	0	(173)	(173)	
							<b>(173)</b>	
(33)	Riverside Inverclyde	Income	0	0	0	(33)	(33)	
(438)	Planning Income	Income	(735)	(429)	(220)	(570)	165	(22.45)%
0	ESF Funding	Income	0	0	0	173	173	
							<b>305</b>	
	<b>PROPERTY SERVICES</b>							
180	School Estate Team	Employee Costs	166	89	101	190	24	14.46%
770	Technical Services	Employee Costs	893	479	400	775	(118)	(13.21)%
933	Building Services	Employee Costs	959	515	482	928	(31)	(3.23)%
							<b>(125)</b>	
34	Office Accommodation - Water	Property Costs	66	66	17	37	(29)	(43.94)%
210	Office Accommodation - Electricity	Property Costs	227	133	51	167	(60)	(26.43)%
407	Office Accommodation - Rates	Property Costs	415	415	293	293	(122)	(29.40)%
							<b>(211)</b>	
393	Building Services	Supplies and Services	220	128	241	260	40	18.18%
							<b>40</b>	
149	Technical Services	Administration	0	0	69	120	120	
							<b>120</b>	
(811)	Building Services	Income	(603)	(352)	(114)	(643)	(40)	6.63%
							<b>(40)</b>	

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTMATERIAL VARIANCESPERIOD 7: 1st April 2021 - 31st October 2021

<u>Out Turn</u> <u>2020/21</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2021/22</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Oct-21</u> <u>£000</u>	<u>Projection</u> <u>2021/22</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	<b>ROADS &amp; ENVIRONMENTAL</b>							
22	Roads Client	Employee Costs	0	0	16	56	56	
5,480	Environmental - Front Line	Employee Costs	5,626	3,142	3,090	5,495	(131)	(2.33)%
1,267	Environmental - Management	Employee Costs	1,280			1,315	35	2.73%
							<b>(40)</b>	
27	Roads Parking	Property Costs	9	4	21	46	37	411.11%
47	Grounds Maintenance - Hire of skips	Property Costs	74	43	24	47	(27)	(36.49)%
							<b>10</b>	
73	Roads Client - Design Rechargeable	Supplies & Services	0	0	89	89	89	#DIV/0!
199	Vehicles - Materials	Supplies & Services	185	108	136	220	35	18.92%
65	Waste Strategy - purchase of Bins	Supplies & Services	43	25	81	81	38	88.37%
							<b>162</b>	
323	Client Services - Non Routine Vehicle Maintenance	Transport & Plant Costs	240	140	121	267	27	11.25%
286	Roads Operations - External Hires	Transport & Plant Costs	286	114	175	255	(31)	(10.84)%
69	Roads Operations - Non Routine	Transport & Plant Costs	23	14	37	44	21	91.30%
							<b>17</b>	
25	Roads Operations Unit - Agency Costs	Administration	0	0	2	35	35	
35	Transfer Station - Agency Costs	Administration	0	0	27	27	27	
							<b>62</b>	
123	Waste Strategy - Green Waste	PTOB	80	64	98	122	42	52.50%
44	Food Waste Disposal	PTOB	60	31	17	35	(25)	(41.67)%
							<b>17</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2021 - 31st October 2021**

<u>Out Turn</u> <u>2020/21</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2021/22</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Oct-21</u> <u>£000</u>	<u>Projection</u> <u>2021/22</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
(70)	Design Rechargeable - Recoveries	Income	0	0	(68)	(89)	(89)	#DIV/0!
(30)	Roads Client - Income from Capital	Income	0	0	0	(30)	(30)	#DIV/0!
(231)	Roads Client - Sales Fees and Charges	Income	(227)	(144)	(192)	(268)	(41)	18.06%
(2,256)	Roads Operations Unit - Schedule of Rates	Income	(2,256)	(916)	(983)	(2,120)	136	(6.03)%
(26)	Roads Operations Unit - NCI	Income	(26)	(11)	(20)	(56)	(30)	115.38%
(256)	Burials - Interment Income	Income	(254)	(142)	(102)	(224)	30	(11.81)%
(706)	Crematorium - Income	Income	(740)	(362)	(269)	(622)	118	(15.95)%
(269)	Vehicles - Non Routine Maintenance Income	Income	(140)	(81)	(127)	(175)	(35)	25.00%
(32)	Income Recoveries (Scrap Metal / Batteries)	Income	(31)	(18)	(36)	(53)	(22)	70.97%
(304)	Recharges - Tipping Charges	Income	(292)	(170)	(180)	(333)	(41)	14.04%
(321)	Green Waste Permits	Income	(370)	(370)	(348)	(348)	22	(5.95)%
							<b>18</b>	
	<b>PUBLIC PROTECTION &amp; RECOVERY</b>							
2,505	Public Protection Overall	Employee Costs	2,644	1,420	1,352	2,689	45	1.70%
							<b>45</b>	
(105)	Public Protection HEEPS	Income	(20)	(12)	(20)	(40)	(20)	100.00%
							<b>(20)</b>	
	<b>CORPORATE DIRECTOR</b>							
140	Corporate Director	Employee Costs	146	78	0	0	(146)	(100.00)%
							<b>(146)</b>	
<b>Total Material Variances</b>							<b>74</b>	



EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Environment & Regeneration

Project	Total Funding	Phased Budget To Period 7	Actual To Period 7	Projected Spend	Amount to be Earmarked for 2022/23 & Beyond	Lead Officer Update
	2021/22 £000	2021/22 £000	2021/22 £000	2021/22 £000	£000	
Renewal of Clune Park Area	2,434	40	74	180	2,254	One off revenue costs associated with the Clune Park project. An update is included elsewhere on the agenda.
Youth Employment	353	156	57	353	0	Continuing the graduate and Modern Apprentice programmes with places both within and outwith the Council. Recruitment ongoing.
Repopulating/Promoting Inverclyde/ Group Action Plan	265	50	25	265	0	Action plan under review.
Employability Initiatives	649	120	19	100	549	Contracts to local organisations and individuals for employability. £300k for general employability and £300k Business development start up grants to support local companies. £300k agreed to fund Jobs Recovery Plan.
Town and Village Centre Environmental Improvements	16	10	16	16	0	Complete
Repaint and carry out essential repairs to the Comet	41	0	0	20	21	Further feasibility studies being informed through Comet Working Group.
Climate Change	300	50	3	100	200	Council properties, private properties (potentially insulation grants), policy development around sustainable transport. Consultation report approved at E&R Oct 21.
Resilience & Insurance Claims - Black Start Equipment	23	0	0	23	0	Awaiting updated costs from IT. Full spend anticipated.
Roadside Trees	54	0	7	30	24	Site works delayed due to supplier and inventory issues for tree survey. Also due to nesting season from March 2022 we may not achieve full spend on site works by the end of financial year and works will carry over until late Summer 2022.
Roads Assessments due to parking prohibitions contained in the Transport Scotland Act 2019.	23	0	0	23	0	Undertake Roads Assessments for new Transport Act.
<b>Total Category C to E</b>	<b>4,158</b>	<b>426</b>	<b>201</b>	<b>1,110</b>	<b>3,048</b>	

## COMMITTEE: ENVIRONMENT &amp; REGENERATION

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/21	Approved Budget 2021/22	Revised Est 2021/22	Actual to 30/10/21	Est 2022/23	Est 2023/24	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<b>Roads &amp; Environmental Services</b>								
<b>Roads</b>								
<u>Core Programme</u>								
Cycling, Walking & Safer Streets	406		406	406	161	0	0	0
SPT	575		789	575	312	0	0	0
Spaces for People	168		478	168	84	0	0	0
Flooding Strategy - Future Schemes	1,426	250	326	100	21	626	450	0
Kirn Drive Passing Places	200	8	15	15	0	0	20	157
Drumshantie Road Carpark	80	-	80	80	0	0	0	0
Former St Ninians School Site	75	-	75	30	0	45	0	0
Feasibility Studies	90	-	90	45	0	45	0	0
Complete on Site	8	-	8	8	0	0	0	0
<b>Roads - Core Total</b>	<b>3,028</b>	<b>258</b>	<b>2,267</b>	<b>1,427</b>	<b>578</b>	<b>716</b>	<b>470</b>	<b>157</b>
<u>Roads Asset Management Plan</u>								
Carriageways	6,512		1,562	1,612	969	2,500	2,400	0
Footways	614		314	314	34	300	0	0
Structures	344		94	94	52	250	0	0
Lighting	1,065		415	265	62	800	0	0
Other Assets	333		183	183	60	150	0	0
Staff Costs	730		360	394	368	336	0	0
<b>Roads Asset Management Plan Total</b>	<b>9,598</b>	<b>0</b>	<b>2,928</b>	<b>2,862</b>	<b>1,545</b>	<b>4,336</b>	<b>2,400</b>	<b>0</b>
<b>Roads Total</b>	<b>12,626</b>	<b>258</b>	<b>5,195</b>	<b>4,289</b>	<b>2,123</b>	<b>5,052</b>	<b>2,870</b>	<b>157</b>
<b>Environmental Services</b>								
Cemetery Development	1,600	218	480	605	82	745	32	0
Cremator Replacement	1,650	111	496	244	31	1,263	32	0
Zero Waste Fund	184		64	64	9	60	60	0
Vehicles Replacement Programme	1,751		105	150	129	466	1,135	0
Dog Park	20	-	20	20	0	0	0	0
Murdieston/Thom Dam Area	25	-	25	25	16	0	0	0
Overton Play Park surrounds	40	-	40	40	11	0	0	0
Play Area Strategy	406		376	376	21	30	0	0
Play Areas complete on Site	10	-	10	10	8	0	0	0
Barr's Brae Steps	40	-	40	40	0	0	0	0
Nature Restoration Fund	88		88	88	0			
Park, Cemeteries & Open Spaces AMP	659		118	79	67	380	200	0
<b>Environmental Services</b>	<b>6,473</b>	<b>329</b>	<b>1,862</b>	<b>1,741</b>	<b>374</b>	<b>2,944</b>	<b>1,459</b>	<b>0</b>
<b>ROADS &amp; ENVIRONMENT TOTAL</b>	<b>19,099</b>	<b>587</b>	<b>7,057</b>	<b>6,030</b>	<b>2,497</b>	<b>7,996</b>	<b>4,329</b>	<b>157</b>

## COMMITTEE: ENVIRONMENT &amp; REGENERATION

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/21	Approved Budget 2021/22	Revised Est. 2021/22	Actual to 30/10/21	Est 2022/23	Est 2023/24	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<b>Regeneration and Planning</b>								
<u>Core Regeneration:</u>								
Port Glasgow Town Centre Regeneration	1,960	1,418	39	39	14	503	0	0
Central Gourock	150	130	20	20	0	0	0	0
T&VC - West Blackhall Street	1,612	125	2	2	0	1,485	0	0
T&VC - Lyle Fountain	130	14	116	82	54	34	0	0
T&VC - Jamaica Street Car Park	250	149	101	101	5	0	0	0
T&VC - Babylon Purchase & Demolition	680	280	400	220	8	180	0	0
T&VC - Other	835	279	372	356	0	200	0	0
Place Based Funding	675		675	675	0			
<b>Core Regeneration Total</b>	<b>6,292</b>	<b>2,395</b>	<b>1,725</b>	<b>1,495</b>	<b>81</b>	<b>2,402</b>	<b>0</b>	<b>0</b>
<u>Public Protection:</u>								
Scheme of Assistance	2,496		708	650	470	1,113	733	0
Clune Park Regeneration	2,000	639	27	27	7	1,334	0	0
Public Space CCTV	201	186	15	15	0	0	0	0
<b>Public Protection Total</b>	<b>4,697</b>	<b>825</b>	<b>750</b>	<b>692</b>	<b>477</b>	<b>2,447</b>	<b>733</b>	<b>0</b>
<b>Regeneration Services Total</b>	<b>10,989</b>	<b>3,220</b>	<b>2,475</b>	<b>2,187</b>	<b>558</b>	<b>4,849</b>	<b>733</b>	<b>0</b>

## COMMITTEE: ENVIRONMENT &amp; REGENERATION

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/21	Approved Budget 2021/22	Revised Est 2021/22	Actual to 30/10/21	Est 2022/23	Est 2023/24	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<b>Property Assets</b>								
<b>Core Property Assets</b>								
General Provision	4,077	-	129	0	0	2,077	2,000	0
Additional Covid pressure allowance - General	129	-	0	0	0	129	0	0
Feasibility Studies	270	162	18	8	0	100	0	0
Greenock Municipal Buildings - Window Replacement	300	268	32	15	3	17	0	0
Greenock Municipal Buildings - Clyde Square Re-roofing	1,265	318	897	897	421	50	0	0
Greenock Municipal Buildings - Air Handling	100	8	87	40	4	52	0	0
Greenock Cemetery _ Ivy House Replacement	500	131	354	100	6	269	0	0
Waterfront Leisure Centre Lifecycle Works	1,278	1,018	210	50	11	210	0	0
Boglestone Community Centre Roof	570	30	520	400	19	140	0	0
Various Garages/Stores Replacement	120		0	28	6	92		
Caladh House Remedial Works	70		0	65	8	5		
Sea Walls/Retaining Walls	100	-	15	30	10	70	0	0
Customhouse Square - Risk/DDA Works	300	13	247	212	53	75	0	0
Watt Institute - Risk/DDA Works	100	5	90	10	5	85	0	0
<b>Minor Works</b>								
Farms	30		9	5	0	25	0	0
Minor Demolitions	40		18	40	4	0	0	0
Inverclyde Leisure Properties	200		14	150	58	50	0	0
General Works	200		19	175	122	25	0	0
Design & Pre-Contract	31		31	31	15	0	0	0
Reservoirs	85		59	65	64	20	0	0
<b>Statutory Duty Works</b>								
Electrical	50		21	30	6	20	0	0
Lightning Protection	10		9	3	0	7	0	0
Lifts	10		0	10	3	0	0	0
Water	45		20	45	35	0	0	0
Gas	11		1	5	0	6	0	0
Asbestos	80		55	20	10	60	0	0
Fire Risk	62		37	30	27	32	0	0
DDA/Equality	185		95	10	7	175	0	0
Capital Works on Former Tied Houses	600	227	0	7	7	69	90	207
Complete on Site Allocation	197		63	63	31	134	0	0
<b>Core Property Assets Total</b>	<b>11,015</b>	<b>2,180</b>	<b>3,050</b>	<b>2,544</b>	<b>935</b>	<b>3,994</b>	<b>2,090</b>	<b>207</b>
<b>Asset Management Plan:</b>								
Depot Demolitions - Balance	105	-	0	0	0	105	0	0
Kirn Drive Civic Amenity Site / Craigmuschat Recycling Facility	360	123	37	37	0	200	0	0
AMP Complete on site	84		0	0	0	84	0	0
Additional Covid pressure allowance - AMP	33	-	0	0	0	33	0	0
<b>Asset Management Plan Total</b>	<b>582</b>	<b>123</b>	<b>37</b>	<b>37</b>	<b>0</b>	<b>422</b>	<b>0</b>	<b>0</b>
<b>Property Assets Total</b>	<b>11,597</b>	<b>2,303</b>	<b>3,087</b>	<b>2,581</b>	<b>935</b>	<b>4,416</b>	<b>2,090</b>	<b>207</b>



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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV008/22/SJ</b>
<b>Contact Officer:</b>	<b>Stuart Jamieson</b>	<b>Contact No:</b>	<b>01475 712764</b>
<b>Subject:</b>	<b>Environment &amp; Regeneration Capital Programme Progress and Property Related Items</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of the report is to update the Committee in respect of the status of the projects within the 2021/24 Environment & Regeneration Capital Programme.

## 2.0 SUMMARY

- 2.1 This report advises the Committee in respect of the progress of the projects within the Environment & Regeneration Capital Programme incorporating Roads and Environmental Services, Regeneration and Planning, Property and City Deal.
- 2.2 The report also addresses other Property related activity in relation to the regular review of the property condition surveys and prioritisation of available funding to address raising / maintaining the core condition of the Council's assets.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee:
- Notes the current position of the 2021/24 Capital Programme and the progress on the specific projects;
  - Notes the on-going work in respect of the further identification of priority projects relating to core asset condition and allocation of funds from 2022/23 Core Property budget.

**Stuart Jamieson**  
**Interim Director,**  
**Environment & Regeneration**

## 4.0 BACKGROUND

- 4.1 This report shows the current position of the approved Environment & Regeneration Capital programme reflecting the allocation of resources approved by Inverclyde Council on 18<sup>th</sup> March 2021. This effectively continued the previously approved 2020/23 Capital Programme to 2021/24. In addition to the core annual allocations funding was approved to continue the RAMP and for the Open Spaces AMP for the period.
- 4.2 The report also addresses an update in respect of the additional projects being considered from the 2022/23 Core Property Allocation from the regular review of the property condition surveys and prioritisation of the available funding to address raising / maintaining the core condition of the Council's assets.

## 5.0 ROADS AND ENVIRONMENTAL SERVICES

### Core Programme

- 5.1 **Cycling, Walking & Safer Streets:** Additional cycling projects through East India Harbour Greenock and at Mirren's Shore Port Glasgow are currently at design stage.
- 5.2 **SPT:** The William Street pedestrian crossing is complete, the removal of the existing crossing at Cross Shore Street has been programmed to be completed early January 2022. The design for West Blackhall Street town centre project is complete with a funding bid submitted to Sustrans for consideration. The installation of the signalised junction at Grey Place and West Blackhall Street is programmed to commence in early 2022. Works to link the traffic signals on the A770 is ongoing and nearing completion which includes the new MOVA technology system. Upgrade works to existing signalised pedestrian crossings to comply with the Disability Discrimination Act are ongoing.
- 5.3 **Spaces for People:** Monitoring of traffic flows, pedestrian's and cycle usage is ongoing on the Battery Park to Greenock Town Centre cycle lanes. A members briefing session was held on this on the 13<sup>th</sup> December 2021.
- 5.4 **Flood Risk Management (Central Greenock):** Works to clear debris from the Eastern Line of Falls is ongoing.
- 5.5 **Flood Risk Management (Flood Risk Management Plan):** The Glen Mosston, Kilmacolm design works are complete. SEPA have approved the licence application and discussions are ongoing with land owners regarding the project. The Gotter Water project design is complete. All these projects have been paused at present by the Scottish Government until funding arrangements are agreed.
- 5.6 **Drumshantie Road Car Park:** Main construction now complete with height restriction barrier to follow. The car park is now able to be used.
- 5.7 **Former St Ninian's School Site:** The Contamination Land Officer has reviewed the contamination levels within the site. A capping layer is required to allow planting of bedding plants and trees to develop a community garden. The extent of capping is being determined.

### Roads Asset Management Plan

- 5.8 **Carriageways:** 17 of the 20 carriageway resurfacing schemes are now complete which includes 2 additional schemes. 17 of 20 large patching schemes are also complete which includes 2 additional schemes. Remaining schemes programmed to be completed by end of March 2022.
- 5.9 **Footways:** 4 of the 18 footway resurfacing schemes are complete with remaining schemes programmed to be completed by the end of March 2022. 2 of the 6 large footway patching schemes are also complete.

- 5.10 **Structures:** Principal Inspections of Bridges and Structures and safety improvement works are ongoing.
- 5.11 **Street Lighting:** Street lighting project design is going through final stages with procurement of units and installation to follow.

### **Environmental Services**

- 5.12 **Cemetery Development:** Works commenced on the Knocknairshill Cemetery Extension project on Monday 8 November 2021 with completion programmed for July 2022. The Contractor is progressing the general site strip and ground works with preparation on-going for drainage attenuation works.
- 5.13 **Cremator Replacement:** The letter of acceptance has been issued for phase 1 and the cremator supplier is now engaging with the project design team to progress the design for the phase 2 works and the alteration of the building to suit the cremators.
- 5.14 **Vehicle Replacement Programme:** Budget for 2021/22 is £105k. It is anticipated that the full amount will be delivered in this financial year.
- 5.15 **Play Areas:** A report identifying 6 priority play areas in 2021/22 and 2022/23 has been approved by committee. Tenders have been evaluated and the successful tendered notified. Installation will commence early in the new year.
- 5.16 **Nature Restoration Fund:** The Council has been awarded funding of £88k from the Scottish Government for re-wilding and biodiversity projects. Plans to carry out habitat restoration, path improvements and tree planting at Clyde Muirshiel have been developed and will be shared with Elected Members. Path improvements will be carried out as weather conditions allow before the end of financial year and planting will commence in Spring.

## **6.0 REGENERATION AND PLANNING**

### **Core Regeneration**

- 6.1 **Town & Village Centres - West Blackhall Street:** Designs are now complete and have been submitted to Sustrans to commence their review for funding award. Tender documents are close to completion and it is anticipated procurement will commence before the end of the calendar year.
- 6.2 **Town & Village Centres - Lyle Fountain:** The main fountain re-assembly has now been completed with the final restored components to be returned and assembled by mid-December. The final water and electrical works have been delayed due to the availability of key materials with full completion anticipated early in the new year.
- 6.3 **Town & Village Centres - Jamaica Street Car Park:** Consultation is progressing with Scottish Water regarding approval of the drainage design proposals for the car park prior to construction phase.
- 6.4 **Town & Village Centres - Former Babylon Building Demolition:** The May 2021 Committee approved the allocation of £400k from the Town & Village Centres funds to progress the demolition of the former Babylon building. Tenders have been returned and evaluated with formal acceptance imminent. Planning consent has now been received and liaison is on-going in respect of necessary permissions from available adjacent property owners. Subject to concluding the necessary permissions it is anticipated that the works could commence on site in January 2022.
- 6.5 **Town and Village Centres / Place Based Funding:** At the October Committee Officers identified that both the Babylon demolition costs and the Carbon Zero project at KGVI in Port Glasgow were priority projects for the Town and Village Centre Funding. Allocations of £400,000 and £200,000 were made against these projects respectively. Since the Babylon tender award and additional



funds being sourced from the Regeneration Capital Grant Fund for KGVI £351,000 remains unallocated. It is proposed that projects are developed for consideration by the March Committee for these funds along with the £600,000 allocation from Place Based Funds.

## 7.0 PROPERTY

### Core Property Assets

#### 7.1 Greenock Municipal Buildings

**Window Replacement:** The windows within the courtyard / air well at the Fire Museum will be included in the next phase of proposed window replacement. Section 9.1 below outlined the works being considered in relation to expanding the scope of the project.

**Clyde Square Elevation Re-roofing:** Works are now nearing completion with the last of the work at the gable to Cowan's Corner in progress with completion imminent. Dismantling of the scaffold is in progress with the scaffold within the carriageway to be dismantled taking cognisance of the vaccination centre activity.

**Grand Corridor Offices Ventilation:** The works involve the provision of a permanent air handling unit (AHU) serving internal offices with limited natural ventilation. Listed building consent has been granted with all Building Standards points addressed and Building Warrant awaited. Tender drawings and specifications are complete with tender issue imminent.

7.2 **Greenock Cemetery Complex (Ivy House):** Listed Building Consent is in place with Building Warrant application in progress. Tenders have been returned and evaluated with tender report completed. A letter of acceptance will be issued upon receipt of the Building Warrant.

7.3 **Waterfront Leisure Complex Lifecycle Works:** Tender documents have been published with returns due 12 January 2022.

7.4 **Boglestone Community Centre - Re-Roofing:** The Contractor has been appointed and pre-construction planning in progress. Works to commence on site on 10 January 2022 with a completion programmed for April 2022.

7.5 **Sea Walls/Retaining Walls:** Provision of £100K was made in the 2020/21 budget to address the progression of surveys and mapping of Council assets in order to establish condition and any current/future capital project works required. Following the update provided to the October Committee, officers are in the process of seeking further quotes from specialist consultants to address survey works on sea walls in the area of the Greenock Waterfront. Work is also on-going through Legal Services in respect of legal searches and clarification of title / ownership of the waterfront from Newark to Kelburn Park in Port Glasgow. The scope and location of surveys continues to be assessed by Officers and, as previously noted, the formal mapping of assets and title checks through Legal Services will be required as part of the process.

7.6 **Risk/DDA Works:** Provision of £0.400m was made available in the 2020/21 budget to address areas of risk and future claims against the Council including priority equality works.

**Customhouse Square:** Available funding is being prioritised to address improvements to the existing cobbled roads surrounding Customhouse Square. Phase 1 works are progressing with the requirement for additional works having slightly delayed the projected completion but still expected to complete before the holiday period. Phase 2 design is complete with tender document to be issued in the near future.

**Watt Institute Lift:** The project involves provision of a lift within the Watt Institute gallery space to address the lack of an accessible route to the upper exhibition floor. The design has been progressed to Stage 2 and a cost report is in progress.

7.7 **Grounds Service Accommodation:** The project involves proposals to address the poor condition of four small garage/storage buildings across Inverclyde (Gourock Cemetery / Port Glasgow

Cemetery / Birkmyre Park Kilmacolm / Parklea). Overall project being prioritised based on available resources with Stage 2 report and costs being progressed for all locations.

### **Minor Works – General**

- 7.8 **General – Craigmuschat Quarry Fencing:** Works to address the replacement of life expired/vandal damaged perimeter fencing to the Fletcher Avenue boundary have now been completed.
- 7.9 **Inverclyde Leisure – Birkmyre Gym AHU:** The project involves the replacement/relocation of the existing life expired air handling unit. Listed Building Consent and Building Warrant submissions in progress.
- 7.10 **Inverclyde Leisure – Wemyss Bay Community Centre:** An allocation of £100K for general upgrade works was made in the 2019/20 budget with progress on works and expenditure reported through the Education & Communities Committee. That allocation has now been fully expended with a final element of work required involving ventilation / daylighting improvements through installation of high level windows within the main hall space. The Minor Works budget will be utilised to progress the project. Tenders have been returned with acceptance imminent.
- 7.11 **Inverclyde Leisure – Grieve Road Community Centre:** An allocation of £200K for partial refurbishment / general upgrade works was made in the 2019/20 budget with progress on works and expenditure reported through the Education & Communities Committee. The remaining funds within that allocation are insufficient to progress the final element of work required which involved minor internal alterations and ventilation / daylighting improvements through installation of high level windows within the main hall space. The Minor Works budget will be utilised to progress the project and the remaining funding allocation. Tenders have been returned with tender report being prepared.

### **Statutory Duty Works**

- 7.12 **DDA/Equality - Greenock Town Hall Stage Lift:** Listed Building Consent in place with Building Warrant application submitted. Tenders have been issued with a return date of 17 December 2021. It should be noted that installation works will be delayed due to the anticipated increase use of the Town Hall as a vaccination centre.
- 7.13 **DDA/Equality – Port Glasgow Town Hall Lift Replacement:** The project involves the replacement of the existing lift which is nearing end of serviceable life and with components / parts no longer readily available. The works involve structural alterations to address current building standards and larger lift size. Ground investigations delayed due to the schedule of vaccinations. Property currently liaising with Inverclyde Leisure on a suitable period to undertake the survey.

### **Asset Management Plan – Depots**

- 7.14 **Kirn Drive Depot:** The August Committee approved the progression of proposals to address improvements to the existing Kirn Drive Civic Amenity facility. The contract for the demolition of the existing depot building and removal of redundant fuel tanks is currently on hold pending the progression of the design development of the Civic Amenity site element of the project. The works will be co-ordinated to allow the demolition works and the civic amenity works to be on site sequentially to minimise any disruption. A temporary civic amenity facility will be provided at the Craigmuschat Quarry site for the duration of the works. Planning application submitted with Building Warrant application in progress.

## **8.0 CITY DEAL**

- 8.1 **Greenock Ocean Terminal:** The works commenced on site on 17<sup>th</sup> May with original contract completion date of 10<sup>th</sup> May 2022. As previously reported, the contractor encountered difficult ground conditions and obstructions in the ground which has impacted on progress. The works are now progressing with foundations completed and structural steel frame erection well advanced. The contractor will attempt to partially recover time throughout the remaining stages of the project

subject to the on-going industry challenges of materials and labour availability being experienced across the sector. Completion is anticipated in summer 2022.

- 8.2 **Inverkip:** Split project reliant on Scottish Power confirming they are progressing Master Plan. Negotiations underway into Council progressing Main Street/A78 improvements directly. Budget has been rephrased with £0.100m estimated to be spent in 2021/22, a further £1.900m in 2022/23 and £1.250m in 2023/24. The Planning application in Principle will be considered by the January planning Board
- 8.3 **Inchgreen:** Final negotiations are taking place in respect of the Joint Venture agreement, which along with tendered costs will be considered under cover of a separate Committee report for the submission of the Final Business Case to the PMO.

## 9.0 PROPERTY RELATED ITEMS – FUTURE CORE PROPERTY ALLOCATION PROJECTS CONSIDERATIONS

- 9.1 The Environment & Regeneration capital programme includes allocations for lifecycle and elemental replacement works across a number of core operational properties in the form of the Core Property allocation. The Committee is asked to note the proposed projects below and that further projects will be identified throughout the remainder of the current financial year and into 2022/23 as part of the on-going review and prioritisation of works based on the most recent property condition surveys. The latest 5 yearly external condition surveys were undertaken via Aecom between October and December 2019 with an annual review carried out by Property Services to provide an overall asset condition rating which is reported as part of a range of Statutory Performance Indicators.
- 9.2 **Greenock Municipal Buildings:** The continued investment in the Municipal Buildings is required to address the overall condition rating of C – Poor highlighted through the externally procured condition surveys. As noted in 7.1 above, the scope of the proposed window replacement works is being considered for expansion to make best use of the necessary temporary access scaffolding that would be required to facilitate the works. It is proposed to also address a small area of slated roof which has not formed part of the roofing projects to date, and also seek to address a historical water penetration issue related to the interface with the Dalrymple Tower. Listed Building Consent has been approved with tender documents in progress. A pre-tender cost check will be prepared to inform the additional allocation required from the 2022/23 Core Property budget.
- 9.3 **Greenock Town Hall:** The Greenock Town Hall is treated as a separate block of the overall Greenock Municipal Buildings Campus in terms of the condition survey reporting. The Town Hall has benefited from recent / recurring capital investment and is generally in overall better internal condition than the main campus. The roofing and windows of the Town Hall however, remain to be addressed and represent a significant factor in overall condition assessment. Property Services are currently scoping a project to address the last significant roofing project within the campus i.e. the Town Hall element. The Town Hall also has a mixture of metal and timber single glazed thermally inefficient windows which are in poor condition. The scope for ventilation improvements to bring existing wind catchers back into operation and / or part of the window replacement is also being investigated including improvements to the Council Chambers ventilation which sits under the same roof area. The overall project will be subject to further development and cost estimate to inform the allocation required from the 2022/23 Core Property budget.
- 9.4 **Caladh House Building, John Street, Gourock:** In the course of carrying out works to the mechanical and electrical services of the building, officers from Property Services identified further defects linked to the poor quality of the conversion works undertaken through the developer prior to the purchase of the property in 2016. It should be noted that these issues would not have been obvious / detectable through any visual inspections undertaken at the time in connection with the property purchase. Further remedial works are required to address issues with the en-suite showers throughout the property and it should be noted that these issues are impacting users and would lead to further fabric damage/deterioration if left unaddressed. The Committee is requested to note the allocation of £70k from the Core Property allocation to progress the works which have been the subject of a report to the Corporate Management Team who have agreed the proposals.

## 10.0 IMPLICATIONS

### 10.1 Finance

#### Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
N/A					

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A					

### 10.2 Legal

None.

### 10.3 Human Resources

None.

### 10.4 Equalities

#### Equalities

(a) Has an Equality Impact Assessment been carried out?

	YES
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

**10.5 Repopulation**

None.

**11.0 CONSULTATIONS**

11.1 None.

**12.0 BACKGROUND PAPERS**

12.1 None.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV002/22/KM</b>
<b>Contact Officer:</b>	<b>Stuart Jamieson</b>	<b>Contact No:</b>	<b>01475 712146</b>
<b>Subject:</b>	<b>Environment, Regeneration and Resources Corporate Directorate Improvement Plan Progress Report</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the delivery of the improvement actions in the Environment, Regeneration and Resources (ERR) Corporate Directorate Improvement Plan (CDIP). Details are provided in the Appendices.

## 2.0 SUMMARY

- 2.1 This is the first progress report on the delivery of the year 3 actions within the ERR CDIP and focuses on improvement actions that sit within Public Protection and Recovery, Roads and Environmental Shared Services, Regeneration, Planning and Property Services.
- 2.2 Full detail of the progress that has been made is provided in Appendix 1. The latest performance information for the CDIP key performance indicators (KPIs) is provided in Appendix 2.
- 2.3 The status of the CDIP's improvement actions as at December 2021 is shown below:

Status	blue - complete	red - significant slippage	amber - slight slippage	green - on track
December 2021	-	-	4	5

## 3.0 RECOMMENDATIONS

- 3.1 It is recommended that Committee:
- Note the progress made in delivering the year three improvement actions contained within the Environment, Regeneration and Resources CDIP.

**Stuart Jamieson**  
**Interim Director,**  
**Environment & Regeneration**

## 4.0 BACKGROUND

- 4.1 CDIPs are a key component of the Council's Strategic Planning and Performance Management Framework. They are the principal vehicle for the delivery of the organisational priorities in the Council's Corporate Plan 2018/22, as well as the wellbeing outcomes. The Environment, Regeneration and Resources CDIP 2019/22 was approved by the Environment and Regeneration Committee on 2 May 2019.
- 4.2 This performance report focuses on the improvement actions that sit within Public Protection and Recovery, Roads and Environmental Shared Services, Regeneration, Planning and Property Services. It aims to provide the Committee with the opportunity to make an appropriate judgement on performance in relation to the progress being made in the delivery of the CDIP. It also includes the most recent performance data for the CDIP key performance indicators.
- 4.3 At its meeting on 14 September, the Policy and Resources approved the extension of the CDIP and Corporate Plan planning term to April 2023 to allow time for appropriate consultation to take place with all stakeholders on what the priorities for the area are.

## 5.0 YEAR THREE IMPROVEMENT PLAN - PROGRESS

5.1 This is the first progress report on the year 3 actions in the ERR CDIP. The status of the improvement actions at the time of writing is summarised below:

5.2 Status	blue - complete	red - significant slippage	amber - slight slippage	green - on track
December 2021	-	-	4	5

5 improvement actions have a green 'on track' status and 4 have an amber status, meaning there has been slight slippage in the work stream. Appendix 1 provides further information on each of the improvement actions, together with a commentary from the appropriate Service.

## 6.0 IMPLICATIONS

### 6.1 Finance

None

#### Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
N/A					

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A					

### 6.2 Legal

There are no direct legal implications arising from this report.

### 6.3 Human Resources

There are no direct human resources implications arising from this report.

### 6.4 Equalities

#### Equalities

(a) Has an Equality Impact Assessment been carried out?

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YES

X
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NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

--

YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.

X
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NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

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YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

X
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NO

### 6.5 Repopulation

Provision of Council Services which are subject to close scrutiny with the aim of delivering continuous improvement for current and potential citizens of Inverclyde support the Council's aim of retaining and enhancing the area's population.

## 7.0 CONSULTATIONS

7.1 Updates on the progress of the CDIP' implementation have been provided by the relevant lead officer.

## 8.0 BACKGROUND PAPERS

8.1 ERR CDIP 2019/22



## Environment Regeneration and Resources Corporate Directorate Improvement Plan - Progress Report 2021/22

### Service Improvement Actions 2021/22

These improvement actions are implemented by individual Council Services

Where do we want to be?	How will we get there?	Status December 2021		Commentary December 2021	Corporate Plan priority	
<b>Property Services</b>						
2.	<u>Transfer of former tied houses</u> All housing subject to regulation via the Scottish Housing Regulator transferred to River Clyde Homes.	Programme of survey and engagement with tenants on transfer undertaken in conjunction with River Clyde Homes, Scottish Housing Regulator and Tenant Participation Advisory Service. December 2021	●	Slight Slippage	Programme initially delayed due to Covid and inability to access properties for survey works. Property surveys now progressed via River Clyde Homes. Discussions on-going with River Clyde Homes on the key actions and timeline for progression.	OP9
3.	<u>Fee Income Target</u> Resources which better match available workload and fee targets  Increased opportunities for development and reduced use of agency/consultants	Succession Planning monitoring and restructure approved by CMT. Proposals agreed March 2022	●	Slight Slippage	Draft report prepared to be progressed to CMT. Fee projection work progressing to be informed by draft 2022/25 capital programme.	OP9
<b>Public Protection and Recovery</b>						
4.	<u>SHIP</u> RSLs are supported to increase new housing provision in the area.	Regular programme meetings with RSLs and Scottish Government 31 March 2022	●	Green – on track	The Strategic Housing Investment Plan will be presented to the January meeting of the Environment and Regeneration Committee	OP4 OP6 OP7
5.	<u>Local Housing Strategy</u> The new LHS provides a vision for housing in accordance with Housing to 2040.	Initial discussions and strategy development to End of March 2022.	●	Green – on track	Meetings with RSLs have commenced. Further meetings will be held with appropriate partners as	OP1 OP7

Where do we want to be?		How will we get there?	Status December 2021		Commentary December 2021	Corporate Plan priority
		Consultation on Strategy to October 2022. Strategy approved by committee by January 2023			we develop the outcomes in the next LHS.  Key evidence base including House Condition Survey being taken forward.	
<b>Regeneration</b>						
6.	<p><u>City Deal</u> Ocean Terminal complete by May 2022 Inchgreen Final Business Case approved December 2021 with works commenced in quarter one 2022</p> <p>Inverkip Outline Business Case approved 2021 Delivery of business cases for all projects. Staff resource.</p> <p>Inchgreen Final Business Case approved December 2021 with works commenced in quarter one 2022</p> <p>Inverkip Outline Business Case approved 2021</p>	<p>Ocean Terminal complete by May 2022 Inchgreen. Final Business Case approved December 2021 with works commenced in quarter one 2022 Inverkip. Outline Business Case approved 2021 Delivery of business cases for all projects.  Staff resource.</p> <p>Inchgreen Final Business Case approved December 2021 with works commenced in quarter one 2022</p> <p>Inverkip Outline Business Case approved 2021</p>	●	Slight Slippage	<p>The outline business case for Inchgreen was approved earlier in the year and the final business case will be submitted in the New Year.</p> <p>Progress is being made on Inverkip with recent discussions with Scottish Power on procurement strategy.</p> <p>Ocean Terminal land works are progressing well however there has been a delay due to challenging ground conditions.</p>	OP1 OP3 OP6
7.	<p><u>Town Centres</u> Town centres to return to pre-COVID19 activity levels with a void rate similar to the west of Scotland average. Work with the business community to encourage a return to the town centres by the general public over the next two years (2021/23)</p>	<p>Town centres to return to pre-COVID-19 activity levels with a void rate similar to the west of Scotland average. Work with the business community to encourage a return to the town centres by the general public over the next two years (2021/23)</p>	●	On track	<p>The Town Centre Regeneration Forums engage with local businesses and have completed, or are in the process of progressing projects which support the health of the town centres. Covid-19 Recovery Plan committed town centre projects e.g. events, are being progressed</p>	OP1 OP3 OP7

Where do we want to be?		How will we get there?	Status December 2021		Commentary December 2021	Corporate Plan priority
					which will also support the town centres.	
8.	<u>Jobs Recovery Plan</u> Inverclyde's unemployment statistics to be equal to, or better than, our pre pandemic figures Work with clients, the community and employers to retain and develop posts whilst deploying the Councils employability interventions over the next 24 months	Inverclyde's unemployment statistics to be equal to, or better than, our pre pandemic figures Work with clients, the community and employers to retain and develop posts whilst deploying the Councils employability interventions over the next 24 months	●	On track	Over 100 jobs, supported 217 business start-ups and supported 141 employers.	OP1 OP3
<b>Roads and Environmental Shared Services</b>						
9.	<u>Collaboration and Shared Strategic Management</u> In a shared collaborative model sharing best practice and efficiencies in Service delivery	Regular engagement between both local authorities and workshops with trade unions identifying and maximising opportunities Review in May 2022	●	Slight Slippage	Procurement & external funding opportunities progressed when identified. An interim management model is in place in Grounds. Regular joint management meetings held with shared planning & development. Meetings with wider team & trade unions will be held to provide feedback on the arrangement.  WDC Roads Manager commenced in post on 29 <sup>th</sup> November and further opportunities for joint working will continue to be explored.	OP7 OP9 OP10
10.	<u>Sustainable Travel</u> Development of external funding bids and delivery of identified sustainable transport projects Through successful funding bids and	Development of external funding bids and delivery of identified sustainable transport projects Through successful funding bids	●	On track	Project delivery monitored through year and updates given to capital monitoring group and external partners.	OP1, OP3, OP6

**APPENDIX 1**

<b>Where do we want to be?</b>		<b>How will we get there?</b>	<b>Status December 2021</b>		<b>Commentary December 2021</b>	<b>Corporate Plan priority</b>
	delivery of projects Review in April 2022	and delivery of projects Review in April 2022			External funding bids submitted for projects to be delivered 22/23. An Active Travel Officer has been appointed to develop projects and bids.	

**Environment, Regeneration and Resources Corporate Directorate Improvement Plan - Progress Report 2021/22**  
**Performance Indicators**

The Council's key performance indicators help demonstrate performance against strategic objectives. Full year performance figures for 2018/19, 2019/20 and 2020/21 are shown below along with data on financial quarters 1 and 2 in 2021/22 where this information is available.

<b>Key Performance Indicators</b>						
<b>Key performance measure</b>	<b>Performance 2018/19</b>	<b>Performance 2019/20</b>	<b>Performance 2020/21</b>	<b>FQ 1 2021/22</b>	<b>FQ2 2021/22</b>	<b>Target 2021/22</b>
Category 1 Potholes – Make safe/repair within 24 hours of identification	100%	100%	100%	100%	100%	90%
Category 2 Potholes – Make safe/repair within 7 days of identification	92.8%	100%	98.9%	100%	100%	80%
Street Lighting Failed Dark Lamp	90.6%	92.3%	88.9%	92.4%	99%	92%
Waste Recycling (households) (LGBF)	56%	54%	Due Feb 2022	-	-	50%
Number of Business/Property Assists	27	16	14	-	-	16
Percentage of all planning applications decided in under 2 months	80%	84%	71.3%	72.2%	59.4%	90%
Percentage of householder planning applications decided in under 2 months	90%	92%	76.6%	74.6%	65.8%	95%
Percentage of building warrants assessed within 20 working days of registration	95%	94%	93.7%	91.4%	90.8%	95%

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV004/22/SJ</b>
<b>Contact Officer:</b>	<b>Stuart Jamieson</b>	<b>Contact No:</b>	<b>01475 715555</b>
<b>Subject:</b>	<b>Inverclyde Local Development Plan Update</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to provide the Committee of the current progress of the Proposed Inverclyde Local Development Plan and to set out the way forward for its delivery.

## 2.0 SUMMARY

- 2.1 The current Development Plan for the Inverclyde area is comprised of the Glasgow and the Clyde Valley Strategic Development Plan (known as Clydeplan), which was approved by the Scottish Ministers in July 2017, and the Inverclyde Local Development Plan which was adopted in August 2019.
- 2.2 In July 2020, a decision of the Court of Session quashed Chapter 7 of the Local Development Plan ('Our Homes and Communities'). In light of this the Council agreed to review its Local Development Plan. A Main Issues Report – the first statutory stage in the preparation of a new Plan – was published for consultation in December 2020. Following that, the Proposed Plan was prepared and consulted upon in July 2021. The next stage of the process would have been to prepare and submit the Proposed Local Development Plan to the Scottish Government for Consideration. However the events listed in Para 4.2 have dictated that said course of action was not appropriate at that time.

The following is the proposed revised timetable for the delivery of the Local Development Plan. This timetable is based on the assumptions that two new staff members are in post by end of February 2022 and that the West of Quarry Drive decision has also been issued by the end of February 2022

<b>Stage</b>	<b>Date</b>
Publication of revised Proposed Plan	April 2022
Submission of Proposed Plan to Scottish Ministers	July 2022
Commencement of Examination of Proposed Plan	August 2022
Adoption of Proposed Plan	March 2023

## 3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee note the current progress of the Proposed Plan Inverclyde Local Development Plan and agree to the proposal as a way forward for its delivery.

**Stuart W. Jamieson**  
Interim Director Environment & Regeneration

## 4.0 BACKGROUND

- 4.1 The current Development Plan for the Inverclyde area is comprised of the Glasgow and the Clyde Valley Strategic Development Plan (known as Clydeplan), which was approved by the Scottish Ministers in July 2017, and the Inverclyde Local Development Plan which was adopted in August 2019.
- 4.2 In July 2020, a decision of the Court of Session quashed Chapter 7 of the Local Development Plan ('Our Homes and Communities'). In light of this the Council agreed to review its Local Development Plan. A Main Issues Report – the first statutory stage in the preparation of a new Plan – was published for consultation in December 2020. Following that, the Proposed Plan was prepared and consulted upon in July 2021. The next stage of the process would have been to prepare and submit the Proposed Local Development Plan to the Scottish Government for Consideration. However the events listed below have dictated that said course of action was not appropriate at that time.
- 4.3 Firstly, the Proposed Local Development Plan was prepared taking account of the Scottish Government Guidance on the formulation of Housing Land supply Planning Advice Note 1/2020 (PAN). This document stated the method of calculating housing land supply numbers which the Scottish Government considered to be the most appropriate of those methods which are commonly used. However following a legal challenge, this document was struck down by the Court of Session due to a failure in the consultation process on the document, not the methodology itself. The Scottish Government has indicated that this issue will be incorporated into the National Planning Framework 4 (NPF4) due to be issued in late 2021 and is currently being consulted upon.
- 4.4 Therefore, while the methodology used in the Proposed Local Development Plan for the calculation of the housing land supply numbers is a commonly used and accurate method, it has now been struck from Government policy and no longer has the status it had when the Local Development Plan was prepared, therefore the Plan could be subject to legal challenge by a third party.
- 4.5 As a result of this, we will require to re-consult on the proposed Local Development Plan with an amended text taking account of the quashed Planning Advice Note and reverting back to the 2014 SPP, or the new NPF4 when it is issued, thus allowing all interested parties to make comment without the context of the quashed Circular.
- 4.6 Secondly, in May 2021 the Planning Authority approved the Planning application for West of Quarry Drive Kilmacolm on the basis that it was an appropriate housing site in accordance with the Proposed Local Development Plan. As a result of the Council ownership of a small parcel of the application site the matter required to be referred to the Scottish Government DPEA for approval in line with the Planning Circular. The Reporter from the DPEA is currently considering the application. We have no clear deadline for the conclusion of that process however it is reasonable to consider that it will be concluded by the end of January 2022.
- 4.7 If the Reporter is minded to refuse the West of Quarry Drive application contrary to our recommendation, on the grounds that additional housing units were not required in the Kilmacolm area, such a decision would potentially have an impact on credibility of the Proposed Local Development Plan. As such the proposed LDP would need to be reviewed to accommodate those findings. This is a critical path issue and our re-consultation on the revised Proposed Plan Local Development Plan, taking account of the quashed Circular, requires to wait for this decision.
- 4.8 Thirdly, in May 2021 the Planning Authority also refused a planning application for housing site at Plantreeyetts, Kilmacolm as it was not in accordance with the Local Development Plan or the Proposed Local Development Plan. The applicant has appealed that decision to the Scottish Government and a (different) Reporter from the DPEA is currently considering the matter. We have no clear deadline for the conclusion of that process.

- 4.9 If the Reporter reached a different conclusion on this planning application and decided to approve this application, while not welcomed, it would not have a significant impact on the revised Proposed LDP.
- 4.10 With regards to NPF 4, a draft document was issued by the Scottish government on 10<sup>th</sup> November 2021 with parties having until 31<sup>st</sup> March 2022 to make representations on the draft document. The finalised NPF4 document expected to be issued in the late Autumn 2022. While this is a significant Planning Policy document, the consultation period and the timing of the document being integrated into the Planning System means that is not critical to the procedural process of this LDP.
- 4.11 It is worth noting that as a result of the Planning Scotland Act 2019 NPF4 will be part of the Statutory development plan meaning it will carry greater weight in decision making and will play an important role in informing local development plans.
- 4.12 In addition, the draft NPF 4 contains the 10 year Minimum All Tenure Housing Land Requirement (MATHLR) for all authority areas in Scotland which LDPs should at least meet. Authorities are entitled to consider their local housing needs and identify a larger housing land requirement within their LDP.
- 4.13 In addition to these matters, two members of staff key to this process have departed Inverclyde Council. The Team Leader in the Policy Section departed on the 10<sup>th</sup> of November 2021 for West Dunbartonshire and the Planning & Building Standards Manager left for South Ayrshire on the 3<sup>rd</sup> of December 2021. Therefore the resources available to proceed at this current time with the Local Development Plan process has been significantly impacted by these departures. This is critical path issue.

## 5.0 PROPOSALS

- 5.1 Taking all these matters into account the following revised timetable for the delivery of the Local Development Plan is proposed. This timetable is based on the assumptions that two new staff members are in post by end of February 2022 and that the West of Quarry Drive decision has also been issued by the end of February 2022

Stage	Date
Publication of revised Proposed Plan	April 2022
Submission of Proposed Plan to Scottish Ministers	July 2022
Commencement of Examination of Proposed Plan	August 2022
Adoption of Proposed Plan	March 2023

## 6.0 IMPLICATIONS

### Finance

- 6.1 There are no direct financial implications arising from this report.

#### Financial Implications:

#### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
N/A					



Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A					

6.2 **Legal**

There are no direct legal implications arising from this report.

6.3 **Human Resources**

There are no direct human resource implications arising from this report.

6.4 **Equalities**

Equalities

(a) Has an Equality Impact Assessment been carried out?

	YES
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report’s recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report’s recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

6.5 **Repopulation**

There are no direct repopulation implications arising from this report.

## **7.0 CONSULTATIONS**

7.1 None.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV003/22/MM</b>
<b>Contact Officer:</b>	<b>Martin McNab</b>	<b>Contact No:</b>	<b>01475714246</b>
<b>Subject:</b>	<b>Inverclyde Strategic Housing Investment Plan 2022/23 - 2026/27</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval for the new annual Inverclyde Strategic Housing Investment Plan, covering the period from 2022/23 - 2026/27.

## 2.0 SUMMARY

- 2.1 To secure funding every local authority is required to prepare an annual Strategic Housing Investment Plan (SHIP). The SHIP reinforces the role of the Council as the strategic housing authority for Inverclyde. It sets out the key investment priorities for affordable housing in Inverclyde over a five year period to achieve the outcomes of the Local Housing Strategy (LHS) 2017-2022, and help the Scottish Government complete the delivery of 50,000 affordable homes; and deliver a further 110,000 affordable homes by 2032.
- 2.2 All local authorities were required to submit their SHIPs to the Scottish Government's More Homes Division Area Team by Friday 29 October 2021 via the Housing and Regeneration Programme (HARP). HARP is a web-based system designed to store consistent and accurate information about all local authority housing programmes.
- 2.3 As per agreed protocol and due to the date of the Committee meeting, The Scottish Government was advised that Inverclyde Council would submit a draft of the SHIP through HARP by November pending the decision on its approval at today's Committee meeting.
- 2.4 The SHIP 2022/23 - 2026/27 has been prepared in consultation with all our developing RSL partners and includes a full programme of affordable housing development proposals over the five year period.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee:
- a) Approves the Strategic Housing Investment Plan for the five-year period from 2022/23 - 2026/27 for submission to the Scottish Government by Inverclyde Council; and
  - b) Notes the content and projects included in the Strategic Housing Investment Plan 2022/23 - 2026/27 as detailed at Appendix 1.

## **4.0 BACKGROUND**

4.1 The updated SHIP guidance (Guidance on preparing Strategic Housing Investment Plans, 30 June 2021, attached) requires all local authorities to prepare and submit a new five-year SHIP by Friday 29 October 2021. The Scottish Government have been advised that due to scheduling, we submitted a draft SHIP pending the decision on Committee approval of the SHIP at today's meeting. The SHIP 2022/23 - 2026/27 sets out Inverclyde Council's priorities for affordable housing development and presents an overview of what might be achieved throughout Inverclyde over the next five years.

## **5.0 STRATEGIC HOUSING INVESTMENT PLAN 2022/23 - 2026/27**

5.1 Inverclyde has benefitted from significant investment in new affordable housing to address the housing priorities in our area which most reflect the needs of our residents. National and local housing providers have received around £80 million grant funding since 2017 from the Scottish Government's Affordable Housing Supply Programme (AHSP); and the Scottish Government's More Homes Division have notified us that our Resource Planning Assumption (RPA) for the next 4 years is £38.636m

5.2 Housing development was halted in March 2020 due to the outbreak of the Coronavirus pandemic and the resultant national lockdown. Construction sites were closed which resulted in delays to the SHIP programme and underspend of the available Scottish Government grant to deliver affordable housing development. However, the Scottish Government confirmed that grant commitments made prior to lockdown would remain which allowed projects previously identified within the SHIP to be taken forward. The delivery of around 800 units across Inverclyde through projects previously estimated for completion by March 2021 were mainly delayed by 3 to 6 months following the easing of lockdown measures. For units delivered since 2017 and expected completion dates of ongoing projects please see appendix 1.

5.3 The SHIP is the result of ongoing consultation with RSLs, the Scottish Government and HSCP. Similarly, discussions with Council colleagues such as those in Roads, Planning, Property Services and Legal are fundamental in helping to resolve issues and ensure the delivery of development proposals which contribute appropriate housing for the area.

5.4 Efforts are focussed on completing existing projects, however RSLs have put forward a series of proposals for new affordable housing developments across Inverclyde covering the planning period from 2022/23 to 2026/27, and our Acquisition Programme aims to deliver around 40 new affordable homes across Inverclyde each year. The 'Summary of Inverclyde SHIP 2022/23 - 2026/27' table (see Appendix 1) provides details of all projects over the five-year period.

5.5 Depopulation coupled with negative projected household change will result in an increase in the number and proportion of single person households in Inverclyde. 4 out of every 10 households are expected to be single person households by 2029. The majority of these are projected to be inhabited by older persons, who generally wish to continue living independently in home and community settings. This requires serious consideration being paid to future housing provision, including Specialist Provision. By ensuring supply of wheelchair housing; providing specific dementia friendly accommodation; and increased use of technologies such as telehealth and telecare; we are confident that we can address the housing and health needs of our increasing older population and support independent living.

5.6 Scottish Government guidance (Guidance for setting of Local Housing Strategy targets to support the delivery of more Wheelchair Accessible housing, March 2019) requested a greater focus on the delivery of wheelchair accessible housing across each local authority area. A recent Interim Specialist Housing Provision Review highlighted the need for more wheelchair housing in Inverclyde. A key recommendation was for a new cross-tenure Wheelchair Accessible Housing Target seeking the provision of 5% of all new housing in Inverclyde to be wheelchair accessible.

- 5.7 This recommendation was discussed during the consultation process of Inverclyde's Proposed LDP. The Proposed LDP has subsequently received Committee approval for the implementation of a new Wheelchair Accessible Housing Policy: "Policy 21 - Wheelchair Accessible Housing - The Council will seek the provision of 5% wheelchair accessible housing on new build development sites of 20 or more units." Therefore all new developments in Inverclyde are now required to provide wheelchair accessible housing, regardless of tenure.
- 5.8 The methodology which determines which projects are prioritised through the AHSP involves many considerations including suitability of proposed house type/mix; impact new housing might have on older stock in the area; and ownership of the land to be used for development. When asking for SHIP submission forms from our RSLs, Inverclyde Council stipulate that the projects which will be prioritised are those which achieve the best balance between the following categories:
- Reflect LHS outcomes (possible 3 points)
  - Address Housing Need and Demand (possible 6 points)
  - Deliverability (possible 8 points)
- 5.9 We continue to work with RSL and HSCP partners to monitor how successfully the highest priority projects meet the housing need for the area, their efficacy in helping to achieve the LHS outcomes, and their deliverability. This monitoring process ensures that the housing projects delivered in the area are those which best meet the needs of the population.
- 5.10 An Acquisition Programme has been agreed between the council, RSLs and the Scottish Government. Inverclyde will receive up to £2m grant funding (at a rate of 50% of purchase price, up to £50,000 per property) through the AHSP in the 2021/22 financial year. The AHSP funding will be matched by the contributing RSLs: Cloch Housing Association, River Clyde Homes, Link Housing, Larkfield Housing Association and Oak Tree Housing Association. The fundamental aims of the Acquisition Programme are:
1. To consolidate stock for management and improvement purposes.
  2. To secure stock where there is limited supply and limited development opportunities.
  3. To secure stock for households with particular requirements.
- 5.11 The partners involved in the Acquisition Programme aim to purchase around 40 homes to add to the affordable housing stock within areas of existing housing in Inverclyde in 2021/22. The contributing RSLs have all expressed a desire to continue the programme in the 2022/23 financial year.
- 5.12 All stock owned by RSLs must meet Energy Efficiency Standard for Social Housing (ESSH) standards. ESSH aims to improve the energy efficiency of social housing in Scotland and contribute to the Scottish Government target to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045. All of the projects in the SHIP will meet ESSH standards, help to tackle fuel poverty, and ensure that heat is affordable for residents by increasing energy efficiency and reducing the amount of energy required to heat the home.

## **6.0 AFFORDABLE HOUSING SUPPLY PROGRAMME - ACTIVITY UPDATE**

- 6.1 Most sites have suffered delays due to the difficulties of building through the pandemic. However, a number of sites which commenced during the period of the previous SHIP are expected to be completed by April 2022.
- 6.2 Oak Tree Housing Association - 69 new homes are being delivered in the Tweed Street area of Greenock. The two-storey homes are predominantly houses with a mixture of two, three and four bed accommodation, and 32 of the houses can be readily adapted to accommodate wheelchair accessibility. The 16 two, three, and four bed houses to be built at Strone Farm have experienced some delays but project completion is due early in 2022. 71 of the new

homes at Ravenscraig will be passed over to Oak Tree as a turnkey project by Link Group.

- 6.3 Sanctuary Scotland - Sanctuary Scotland has delivered 4 developments across Greenock and Port Glasgow at Lilybank Road, Dubbs Road, Mount Pleasant Street and Broadstone Avenue, which combined deliver 96 units for social rent. The sites offer a range of house types with cottage flats, family homes, wheelchair housing and 24 units of amenity housing.
- 6.4 Cloch Housing Association - Cloch Housing Association has provided 57 homes at King's Glen including large family homes and cottage flats, with some homes on split level due to the topography of the site. Consultation with colleagues in HSCP identified a requirement for Throughcare accommodation in the area and this has been taken into account in the housing mix proposals. The four 2 bedroom cottage flats provided for this purpose are now occupied.
- 6.5 Blackwood Group - The remodelling of the MacLehose Court care home has resulted in 22 additional homes being brought to the west end of Greenock, with a mixture of 1, 2 and 3 bed flats including 3 specialist wheelchair units on the ground floor. All flats have an element of accessibility, utilise the technology aspects of the Blackwood Design Guide, and meet Housing for Varying Needs Standards.
- 6.6 River Clyde Homes - River Clyde Homes have continued to deliver their new build affordable programme in 2021/22 across Greenock and Port Glasgow. The Slaemuir site with 96 one, two, and three bedroom homes, and the 137 one and two bedroom homes at James Watt Dock have now been completed. Wheelchair accommodation is provided on both sites.
- 6.7 The 224 homes at the old St. Stephen's school site includes a variety of homes from one bedroom assisted living properties to family homes and also provides wheelchair accessible properties. Handovers have continued throughout 2021/22 with all handovers expected to be completed by June 2022. River Clyde Homes are developing proposals for a potential 20 unit development at Cumberland Walk which will include technology enabled assistance for older people.
- 6.8 Link Group - The 149 unit 'phase 1' development at the Ravenscraig Hospital site by Link Group in partnership with Oak Tree Housing will help meet the demand for one bedroom and family homes. Handovers will continue throughout 2022, with all handovers expected by December 2022. 71 of the properties will be handed over to Oak Tree on completion and the remaining 78 will be managed by Larkfield Housing Association. The development benefits from Link's target of providing 10% wheelchair housing and includes two bespoke three-bedroom bungalows, and 11 ground floor flatted dwellings with fully accessible private gardens. The site will also include 25 amenity cottage flats.
- 6.9 Ravenscraig 'phase 2' achieved site start in November 2021 with final handovers expected by March 2023. The type of housing mix Link are delivering across the 198 unit Ravenscraig development will support residents to live independently for as long as possible in their own homes and communities; it will improve community cohesion, lift local asset values and assist future regeneration.

## **7.0 IMPLICATIONS**

### **7.1 Strategic**

The SHIP 2022/23 - 2026/27 addresses all 6 outcomes of the Inverclyde Local Housing Strategy (LHS) 2017 - 2022.

### **7.2 Financial**

The Scottish Government's More Homes Division have notified us that our Resource Planning Assumption for the next 4 years is £38.636m.

One off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
N/A					

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A					

7.3 **Legal**

There are no legal implications for Inverclyde Council arising from this report.

7.4 **Human Resources**

There are no HR implications arising from this report.

7.5 **Equalities**

(a) Has an Equality Impact Assessment been carried out?

Yes - See attached appendix

No - This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.

NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

NO

#### 7.6 **Repopulation**

The provision of new affordable good quality housing is intended to support and complement the work on Repopulation, which is seeking to stabilise the existing population and to attract new people to the Inverclyde Council area by improving the housing quality and expanding the housing options available across Inverclyde.

### 8.0 **CONSULTATIONS**

8.1 This report has been prepared in consultation with the following:

- Developing RSLs operating within the Inverclyde Council area;
- All other RSLs operating within the Inverclyde Council area;
- Inverclyde Council's Roads, Planning, Property Services and Legal departments;
- Inverclyde Health & Social Care Partnership; and
- Scottish Government More Homes Division, Glasgow and Clyde Area Office

### 9.0 **LIST OF BACKGROUND PAPERS**

9.1 None



# Inverclyde Draft Strategic Housing Investment Plan 2022 – 2027



## Introduction

In March 2021, the Scottish Government published its first long-term national housing strategy 'Housing to 2040' which outlines what it wants housing and communities to look and feel like for the people of Scotland. Housing to 2040 reinforces the Scottish Government's commitment to continue to invest in the supply of affordable housing with an ambition to deliver a further 110,000 affordable homes by 2032, with at least 70% of these for social rent.

The Scottish Government has committed to invest over £3.44 billion in affordable housing over this parliamentary term to deliver more affordable and social homes, continuing to ensure the right types of homes in the right places, reflecting and supporting Local Housing Strategies and regional development priorities.

To secure funding, every local authority is required to prepare an annual Strategic Housing Investment Plan (SHIP). The SHIP reinforces the role of the local authority as the strategic housing authority. It informs the Scottish Government of the key investment priorities for affordable housing in Inverclyde to achieve the outcomes of the Local Housing Strategy (LHS) 2017- 2022; and informs the preparation of a Strategic Local Programme Agreement that sets out the planned programme across the local authority for the year. Affordable Housing Supply Programme (AHSP) funding is available to deliver:

- new build units (which could include 'off the shelf' purchases from developers)
- acquisition of 'second hand' stock for sale on the open market
- remodel/ rehabilitate/ convert existing properties where this is considered a strategic priority

The Scottish Government's More Homes Division have notified us that our Resource Planning Assumption (RPA) for the next 4 years is £38.636m and is split as follows:

Year	2022-23	2023-24	2024-25	2025-26	Total
Inverclyde RPA	£ 9.623m	£ 9.595m	£ 9.629m	£ 9.789m	£38.636m

More Homes are aware that there are some local authority areas for whom it may be very challenging to spend their full RPA allocation. Any RPA which is not spent in one area will be reallocated to another local authority as necessary.

Delivery of the housing projects included in the SHIP requires close collaboration between a range of stakeholders including Registered Social Landlords (RSLs), the Scottish Government's More Homes Division, the Health and Social Care Partnership and other services within the council, including Planning, Roads and Property Services. Assumptions and forecasts are based on information available at the time of preparation and are therefore subject to refinement and alteration as projects are developed. It is not uncommon for a project to fall out of the SHIP due to any number of development constraints.

Covering the 5 year period, 2022/23 - 2026/27, this SHIP Supporting Statement and corresponding programme table (Appendix 1) sets out the key investment priorities and projected grant requirement to deliver affordable housing in the Inverclyde area. The Affordable Housing Supply Programme process can be found at Appendix 3.

## Demographics

Net migration, continues to be a major contributor to depopulation across Inverclyde. National Records of Scotland 2018-based population and household projections shows a 10% decline in number of households in Inverclyde by 2043. Broken down by age group, 16-29 year olds will reduce by 32%; 30-44 year olds by 18%; 45-59 year olds by 29%; and 60-74 year olds by 15%. However there will be a 59% increase in those over 75 years old. Latest mid-2020 population estimates, published in June 2021 estimated Inverclyde's population as at 30 June 2020 at 77,060. This is a 740 (-1%) decrease compared to the 2019 mid-year population estimate (77,800), and the largest percentage population decrease in Scotland.

The reducing and ageing population leads to a reduction of family-sized and working age households, and will have serious implications for the local economy in terms of lower tax contributions and an increase in the required provision of care. It will put further pressures on already stretched services.

Reversing population decline is a priority of the Inverclyde Outcome Improvement Plan. A series of actions has been identified to address depopulation, including in 2019/20 the development of a Repopulation Strategic Investment Framework and Action Plan.

Depopulation coupled with negative projected household size will result in an increase in the number and proportion of single person households in Inverclyde. 4 out of every 10 households are expected to be single person households by 2029. The majority of these are projected to be inhabited by older people, who generally wish to continue living independently in home and community settings. The changing demographics requires consideration on future housing provision, including Specialist Provision, and has informed the housing size and type being delivered in Inverclyde through the Affordable Housing Supply Programme.

## Local Housing Strategy

The Inverclyde LHS 2017 - 2022 sets out the strategic policy approach of the Local Authority and its partners to deliver high quality housing and housing related services across all tenures to meet identified need in Inverclyde.

The Inverclyde LHS was designed to overcome many of the challenges that face social tenants, private tenants, home owners and homeless people of Inverclyde; and help us to achieve our vision, aims and outcomes by 2022.

It identified 6 outcomes which the SHIP will help the council and its partners meet:



- Outcome 1: Provide a supply of good quality affordable housing solutions across all tenures
- Outcome 2: Sustainable, attractive and well-designed communities with well-functioning town centres
- Outcome 3: Prevent homelessness where possible through provision of ongoing support to meet the needs of individuals
- Outcome 4: People supported to live independently for as long as possible in their own homes and communities
- Outcome 5: Tackle fuel poverty and contribute to meeting the climate change target
- Outcome 6: Improve stock condition across all tenures

The LHS sets out Housing Supply Targets (HST) for private and affordable housing and the SHP establishes priorities to achieve the affordable HST and related outcomes. Considering all determining factors, it was calculated that a realistic and deliverable HST for Inverclyde would be 90 affordable units and 170 private sector units per annum over the lifetime of the LHS.

Inverclyde is one of the few local authority areas with a population which is projected to decrease, however the annual HST reflects the continued need to replace poor quality, unsuitable and unsustainable stock and to provide additional choice in the private sector.

Ongoing stakeholder consultation incorporating the Scottish Government's Housing to 2040 vision and principles will determine the key housing issues for Inverclyde and inform development of the next Inverclyde LHS throughout 2022, to be in place for the 2023 - 2028 period.

## Housing Need and Demand Assessment

A Housing Need and Demand Assessment (HNDA) has a prescribed form and function in statutory guidance. It is a key evidence base for strategic development plans and housing strategies.

The LHS was informed by the HNDA co-produced by the Strategic Development Authority for the region, Clydeplan, and the eight Glasgow City Region Housing Authorities who collaborate through the Glasgow Clyde Valley Housing Market Partnership. The HNDA provides a robust and credible evidence base to support each authority's LHS and Local Development Plan. The LHS is prepared every 5 years, and requires the evidence base included in the HNDA to be regularly reviewed and updated.

While the HNDA is firmly rooted in evidence and has helped inform local housing requirements, it has also highlighted areas where further local research needs to be conducted in order to fully understand local needs and demands, and to address them appropriately through inter-agency work and partnership arrangements. For example, the current HNDA (HNDA2) recommended further local research on the impacts of poor quality and lower demand housing in Inverclyde, and on the availability of wheelchair accessible housing.

Inverclyde's Housing Strategy and Planning Policy teams are partners within the GlasgowClyde Valley Housing Market Partnership which is responsible for developing the new Glasgow and Clyde Valley HNDA (HNDA3). Work on HNDA3 has been ongoing throughout 2021 with completion expected in winter 2021. This will provide the Housing Strategy team with a robust and credible evidence base to develop the next iteration of the Inverclyde LHS.

## Local Development Plan

The Local Development Plan (LDP) sets out the Council's strategy, policies and proposals for the use of land and buildings within Inverclyde and is the document the Council uses to determine planning applications and provide advice on development proposals.

Developers appealed Inverclyde Council's decision to adopt our LDP in August 2019 on the basis that it did not provide sufficient land for housing. In July 2020, the Court of Session decided to uphold the appeal and quash Chapter 7 of the LDP ('Our Homes and Communities'). This left the Council without a planning policy framework for housing development, residential areas and community facilities and a decision was made to prepare a new LDP. Inverclyde Council is now at final stages of preparation of a new LDP to supersede the 2019 Plan.

Within the Inverclyde villages (Kilmacolm, Quarriers Village, Inverkip and Wemyss Bay) there is limited supply of affordable housing and no land identified for affordable housing development. Therefore, in order to increase the supply of affordable housing in these areas, the proposed Inverclyde LDP includes a 25% affordable housing requirement on any greenfield development sites in the Inverclyde villages. Any of the housing types (tenures) listed below can contribute to affordable housing provision:

- Social rented
- Subsidised low cost housing for sale
- Unsubsidised low cost housing for sale
- Mid-market or intermediate rented

The LDP recommends that developers engage in early discussions with the Council's Housing Strategy Team and Registered Social Landlords to determine the appropriate unit number and type required in the local area. The proposed LDP also includes a new Wheelchair Accessible Policy to help to increase the supply of wheelchair housing in Inverclyde.

## Affordable Housing Supply Programme - Activity Update

Most sites have suffered delays due to the difficulties of building through the pandemic. However, a number of sites which commenced during the period of the previous SHIP are expected to be completed by April 2022. Appendix 2 details the affordable housing completions from 2017-2022 in Inverclyde.

*Oak Tree Housing Association* - 69 new homes are being delivered in the Tweed Street area of Greenock. The two-storey homes are predominantly houses with a mixture of two, three and four bed accommodation, and 32 of the houses can be readily adapted to accommodate wheelchair accessibility. The 16 two, three, and four bed houses to be built at Strone Farm have experienced some delays but project completion is due early in 2022. 71 of the new homes at Ravenscraig will be passed over to Oak Tree as a turnkey project by Link Group.



*Oak Tree's Tweed Street site in development, Greenock*



*Sanctuary's Dubbs Road development, Port Glasgow*

*Sanctuary Scotland* - Sanctuary Scotland has delivered 4 developments across Greenock and Port Glasgow at Lilybank Road, Dubbs Road, Mount Pleasant Street and Broadstone Avenue, which combined deliver 96 units for social rent. The sites offer a range of house types with cottage flats, family homes, wheelchair housing and 24 units of amenity housing.

*Cloch Housing Association* - Cloch Housing Association has provided 57 homes at King's Glen including large family homes and cottage flats, with some homes on split level due to the topography of the site. Consultation with colleagues in HSCP identified a requirement for Throughcare accommodation in the area and this has been taken into account in the housing mix proposals. The four 2 bedroom cottage flats provided for this purpose are now occupied.



*Cloch's Kings Glen development, Greenock*



**Blackwood Group** - The remodelling of the MacLehose Court care home has resulted in 22 additional homes being brought to the west end of Greenock, with a mixture of 1, 2 and 3 bed flats including 3 specialist wheelchair units on the ground floor. All flats have an element of accessibility, utilise the technology aspects of the Blackwood Design Guide, and meet Housing for Varying Needs Standards.



*River Clyde Homes' James Watt Dock development, Greenock*

**River Clyde Homes** - River Clyde Homes have continued to deliver their new build affordable programme in 2021/22 across Greenock and Port Glasgow. The Slaemuir site with 96 one, two, and three bedroom homes, and the 137 one and two bedroom homes at James Watt Dock have now been completed. Wheelchair accommodation is provided on both sites.



*River Clyde Homes' St Stephens development, Port Glasgow*

The 224 homes at the old St. Stephen's school site includes a variety of homes from one bedroom assisted living properties to family homes and also provides wheelchair accessible properties. Handovers have continued throughout 2021/22 with all handovers expected to be completed by June 2022. River Clyde Homes are developing proposals for a potential 20 unit development at Cumberland Walk which will include technology enabled assistance for older people.

**Link Group** - The 149 unit 'phase 1' development at the Ravenscraig Hospital site by Link Group in partnership with Oak Tree Housing will help meet the demand for one bedroom and family homes. Handovers will continue throughout 2022, with all handovers expected by December 2022. 71 of the properties will be handed over to Oak Tree on completion and the remaining 78 will be managed by Larkfield Housing Association. The development benefits from Link's target of providing 10% wheelchair housing and



*Link's Ravenscraig site in development, Greenock*

includes two bespoke three-bedroom bungalows, and 11 ground floor flatted dwellings with fully accessible private gardens. The site will also include 25 amenity cottage flats.

Ravenscraig 'phase 2' achieved site start in November 2021 with final handovers expected by March 2023. The type of housing mix Link are delivering across the 198 unit Ravenscraig development will support residents to live independently for as long as possible in their own homes and communities; it will improve community cohesion, lift local asset values and assist future regeneration.



*Link's Ravenscraig site architects impression, Greenock*

## Homelessness and RRTP

The Covid-19 pandemic has fundamentally changed the homelessness picture within Inverclyde with an increase in homelessness presentations due to people no longer being able to remain in their previous accommodation for a variety of reasons; in particular with increasing numbers of young people presenting as homeless through family breakdown.

In order to respond to the increased presentations, a greater number of temporary furnished flats was required and local RSLs have supported this by providing additional flats to the Homelessness service.

Local Authorities must produce a Rapid Rehousing Transition Plan (RRTP), and develop the plans in collaboration over a planned and costed phase of 5 years (2019 -20 to 2023-24).

An RRTP governance structure has been created involving a range of stakeholders to oversee the delivery of the RRTP in Inverclyde, to tackle the ongoing impact of Covid-19, and to ensure that strategic housing priorities are aligned and are consistent with RRTP priorities. The RRTP Steering Group leads the governance relating to the RRTP and in October 2020 a Rapid Rehousing Partnership Officer was employed to coordinate delivery of the RRTP.

In association with RSLs, and to address a key requirement of the RRTP of reducing time spent in temporary accommodation, Inverclyde Homelessness Service commenced a process of 'flipping' temporary furnished accommodation into permanent tenancies. Considerations must be made on the homeless applicant's preferred location, and the inherent difficulties of replacing flipped properties to ensure an appropriate supply of temporary accommodation is maintained.

The Homelessness Service are members of the Acquisition Programme Delivery Group which enables them to highlight properties for sale on the open market to RSLs, and be informed when RSLs purchase properties suitable for their client group. This will help to maintain an appropriate supply of emergency temporary accommodation while continuing to quicken access to local settled housing options.

The Homelessness Service is considering further housing options to address homelessness through discussions with owners of currently empty homes; increasing access to the private



rented sector by working collaboratively with private landlords; and by investigating a programme of leasing private rented tenancies.

## Independent Living

All of our new build stock will benefit from the requirement to align with Housing for Varying Needs standards which will ensure that properties can be more easily adapted to suit the needs of our older and mobility impaired populations.

We have also been exploring different ways of supplying housing more suitable to older residents with our RSL and HSCP partners. By providing specific dementia friendly, amenity and wheelchair accommodation; and utilising 24 hour care services allied to technologies such as telehealth and telecare; we will continue to address the housing and health needs of our increasing older population.

Around 100 wheelchair or amenity units suitable for older or mobility impaired residents are due to be completed this year. This number doesn't include the dementia friendly units included at St Stephens.

## Wheelchair Accessible housing

The Scottish Government are committed to reviewing the Housing for Varying Needs design guide, and to introducing new building standards from 2025/26 to underpin a Scottish Accessible Homes Standard which all new homes must achieve. In the meantime, our wheelchair housing will, as a minimum, comply with the design criteria indicated as a 'basic' requirement for wheelchair users, as outlined in the current Housing for Varying Needs design guide. We also work closely with our RSLs and HSCP to ensure bespoke wheelchair accessible housing is delivered where required, and that we meet our wheelchair accessible housing target.

A recent Interim Specialist Housing Provision Review highlighted the need for more wheelchair housing in Inverclyde. A key recommendation was for a new cross-tenure Wheelchair Accessible Housing Target seeking the provision of 5% of all new housing in Inverclyde to be wheelchair accessible. This recommendation was discussed during the consultation process of Inverclyde's Proposed LDP. The Proposed LDP has subsequently received Committee approval for the implementation of a new Wheelchair Accessible Housing Policy: "POLICY 21 - WHEELCHAIR ACCESSIBLE HOUSING - The Council will seek the provision of 5% wheelchair accessible housing on new build development sites of 20 or more units." Therefore all new developments in Inverclyde are now required to provide wheelchair accessible housing, regardless of tenure.

RSLs are delivering more than 40 affordable wheelchair accessible homes in Inverclyde through the AHSP, however the new Wheelchair Accessible Housing Policy now also requires private developers to provide wheelchair accessible homes on future sites in Inverclyde. Further, Inverclyde's Acquisition Programme aims to secure stock in areas of existing housing, providing additional housing options where households have particular requirements.

## Child Poverty

As set out in 'Every Child, Every Chance', the Scottish Government's Tackling Child Poverty Delivery Plan, access to warm and affordable housing for families living on low incomes is a key factor in tackling child poverty.

All stock owned by RSLs must meet Energy Efficiency Standard for Social Housing (EESH) standards. EESH aims to improve the energy efficiency of social housing in Scotland. It will help to reduce energy consumption, fuel poverty and the emission of greenhouse gases. All of the projects proposed and delivered through the SHIP will meet EESH standards, help to tackle fuel poverty, and ensure that heat is affordable for residents by increasing energy efficiency and reducing the amount of energy required to heat the home. Further, our housing partners will target net zero emissions from affordable housing delivered through the AHSP over the next few years.

Inverclyde Council have been successful recently in delivering the Scottish Government's Energy Efficiency Scotland: Area Based Schemes (ABS) programme. From 2013 to date over £13m ABS funding has been awarded to Inverclyde from the Scottish Government. This includes £1,462,261 awarded for 2021-22. This has helped the council in collaboration with RSLs to provide external wall insulation to over 2300 properties in Inverclyde, making homes more energy efficient and cheaper to keep warm and dry. The latest Scottish House Condition Survey (SHCS) figures show that instances of fuel poverty have reduced from 38% (SHCS 2014-2016) to 31% (SHCS 2016-2018) in Inverclyde due in part to ABS, and AHSP funding.

The high quality, energy efficient new affordable homes delivered through the AHSP plus the success of the ABS programme is improving communities; assisting future regeneration; and most importantly helping to tackle child poverty.

## Quality affordable housing solutions across all tenures

The Council is committed to ensuring that the housing available within Inverclyde meets the needs of existing and new residents. Affordable Housing includes homes for social rent, low cost home ownership/shared equity, shared ownership, mid-market rent and private sector housing delivered below market cost. We continue to investigate a number of low cost housing options and their viability across various sites to address repopulation by increasing the supply of good quality affordable housing solutions across all tenures.

Repopulation is a priority of the Inverclyde Outcomes Improvement Plan. The reasons for population changes are varied and complex, however the availability of good quality housing in places where people want to live is a significant factor. We are discussing the possible delivery of a variety of affordable housing options alongside private homes on an as yet undesignated site. Providing a mix of private and affordable housing on the same site will help to deliver an intergenerational, sustainable community. It would cater for younger people and families who require affordable housing but do not qualify for or simply do not wish to live in socially rented properties; and for older people who may want to downsize or move to more supported accommodation. A variety of appropriate affordable housing allied to proposals for additional private housing will help to retain and attract residents and maintain sustainable communities as part of a wider effort to address population decline.

Delivering new housing is not always the most appropriate method of meeting housing need. Improving housing is the third top priority for people in Scotland after education and the economy, however the condition of some of the private stock in Inverclyde is substandard. This can contribute to public health issues and make the area less appealing to private developers.

We have been aware that a lack of factoring arrangements within some mixed tenure areas has led to difficulties in delivering common repairs and improvement works and investigated with local

RSLs whether acquisition of 'second hand' stock for sale on the open market might be the most appropriate method of meeting housing need. We have now managed to secure AHSP funding to contribute to an Acquisition Programme which will help us to improve stock condition and management, and positively impact on public health and community cohesion. It also enables us to more proactively address an emerging requirement for additional housing options for those with particular housing needs.

Inverclyde Council commissioned planning and property consultants to produce a development strategy for the 'Eastern Gateway' area of Port Glasgow. The strategy identified options and actions that will support mixed use development including housing, business and industrial uses, active travel improvements, public realm and green network enhancements. The Eastern Gateway has now been designated as one of a number of Priority Places in the Proposed LDP due to the importance that the Council places on delivering development on the site, and its potential to have a transformational impact on the surrounding area.

## Acquisition Programme

Housing Strategy discussed with partners the benefits of using a proportion of AHSP funding to help purchase stock for sale on the open market as an appropriate method of meeting strategic housing objectives in Inverclyde.

It was decided that an Acquisition Programme would complement the new build programme and provide additional affordable housing in areas of existing housing. Buying properties from the market allows us to repair, renovate and regenerate; while also continuing to address the need for additional specialist provision and homeless accommodation in areas where new homes cannot be built.

An Acquisition Programme business case and accompanying evidence base was sent to More Homes in March last year detailing our rationale for the programme, suggestions for how we could proceed, and stating the fundamental aims of the Acquisition Programme:

1. To consolidate stock for management and improvement purposes.
2. To secure stock where there is limited supply and limited development opportunities.
3. To secure stock for households with particular requirements.

The Acquisition Programme was subsequently agreed between the council, RSLs and the Scottish Government. With terms that Inverclyde would receive up to £2m grant funding (at a rate of 50% of purchase price, up to £50,000 per property) through the AHSP in the 2021/22 financial year with AHSP funding to be matched by the contributing RSLs: Cloch Housing Association, River Clyde Homes, Link Housing, Larkfield Housing Association and Oak Tree Housing Association. The partners involved in the Acquisition Programme aim to purchase around 40 homes to add to the affordable housing stock within areas of existing housing in Inverclyde in 2021/22.

More Homes also confirmed that where a property would meet identified specialist provision needs but the usual grant limit would not be sufficient to purchase the property, consideration will be given to a higher grant contribution. As part of Inverclyde Council's commitment to the Acquisition Programme it was agreed that the Affordable Housing Fund could be used to support

any acquisitions where partners agreed a purchase would address a significant need but where market value exceeds £100k.

An Acquisition Programme Delivery Group was established with membership from Housing Strategy, RSLs, HSCP and Homelessness, to ensure that all 3 strategic objectives are considered, and to provide a swift response to suitable opportunities on the market. The contributing RSLs have all expressed a desire to continue the programme in the 2022/23 financial year.

## Methodology

The decision making process which determines what projects to prioritise involves many considerations including proposed house type/mix; impact new housing might have on older stock in the area; and ownership of the land to be used for development. When asking for SHIP submission forms from our RSLs, Inverclyde Council stipulate that the new projects which will be prioritised are those which achieve the best balance between the following categories:

- Reflect LHS outcomes (possible 3 points)
- Address Housing Need and Demand (possible 6 points)
- Deliverability (possible 8 points)

We have developed a matrix to determine the priority of each of the proposed sites in the current SHIP. Points are awarded for meeting criteria which relate to each of the three categories. The project with the highest number of points achieves the top position in the SHIP table at Appendix 1. All other projects are listed in order of priority.

Though projects in the SHIP often roll forward from previous submissions, we continue to work with RSL and HSCP partners to monitor how successfully the highest priority projects meet the housing need for the area; their efficacy in helping to achieve the LHS outcomes; and their deliverability. This monitoring process ensures that the housing projects delivered in the area are those which best meet the needs of the population.

Within the SHIP guidance, the Scottish Government stress the importance of applying a minimum slippage factor of 25% to the first year of the SHIP period. Where slippage occurs on our higher priority sites, we have 'slippage projects' which can replace other projects as needed. We have historically benefitted from accelerating alternative projects due to slippage, however we are now entering a leaner period in terms of RSL new build proposals following a recent high number of completions.

## Consultation

This SHIP is the result of ongoing consultation between Housing Strategy, RSLs, and the Scottish Government. Regular programme meetings take place with representation from each of the RSLs and the More Homes division of the Scottish Government to ensure that sites are progressing as they should. This affords the partners the opportunity to highlight any programme delays or complications and formulate solutions.

Similarly, discussions with council colleagues such as those in Roads, Planning, Property Services, Legal and HSCP are fundamental in helping to resolve issues, highlight housing need, and ensure the delivery of development proposals.

In Inverclyde, Housing Strategy, HSCP, and RSLs regularly meet as the Housing, Health & Social Care Group. One of this group's key functions is to analyse the need for specialist housing and housing for particular needs to be included in projects included in the SHIP and upcoming sites.

The ongoing work of the Housing, Health & Social Care Group and the regular programme meetings between Housing Strategy, RSLs and the Scottish Government helps to shape the methodology and determine strategic housing investment priorities for Inverclyde.

## Development Constraints

We strive to identify and highlight potential development constraints very early on by engaging with internal local authority stakeholders including Roads, Planning, Environmental Health, and our Contaminated Land Officer. We also engage with external public bodies as required.

The former Ravenscraig Hospital site received adverse reaction locally due to a number of negative reports in local press relating to contamination levels on the site and a new pedestrian crossing. This situation highlighted to us that public perception due to negative press allegations can be a very real development constraint.

The volume of work involved in responding to queries has highlighted a key lesson to be learned: clear public communication is essential to timely progress of a site. We are now investigating the efficacy of requesting a communications strategy with each SHIP submission form and issuing purposeful, clear and informative press releases at a very early stage of any future major SHIP development project.

The Housing Infrastructure Fund aims to assist key strategic housing projects which have been blocked or unable to proceed due to the extent and costs/financing of infrastructure works involved. The Ravenscraig site has benefitted from this additional funding on offsite works to two junctions which allow entrance to the site for general use on the A78 and emergency vehicular access across a bridge owned by Network Rail. Just under £2 million provided through the Scottish Government's Housing Infrastructure Fund has helped to alleviate these development constraints.

Completion of the current development programme remains our priority but the Council and our stakeholders will continue to identify the most appropriate way for additional affordable housing to meet the outcomes of the Local Housing Strategy. We will continually address additional housing requirements necessitated by the impact of the ongoing pandemic; whether this is in the form of providing additional new build units or open market acquisitions.

## Community benefits

Together with providing contributions to local community groups, all of the RSLs' developers deliver benefits to the community proportional to the value of the development contract. They provide local jobs for local people, apprenticeship opportunities and educational support. They also provide a number of site based work experience placements and contribute to employment fairs throughout the Inverclyde area.

## Council Tax on second and empty homes & Developer Contributions

We received £581,000 from Council Tax on Second and Empty Homes for 2020/21, a slight decrease on the previous year's collection of £593,000. However the figure collected in 2018/19



was £459,000 and the increase in subsequent years is due to a combination of increased long term empty homes levy, the work of our Empty Homes Officer, and more efficient debt collection procedures. From the 1st April 2019 Inverclyde Council introduced a 200% Council tax for properties which have been unoccupied for 12 months or more (it was previously set at 150%).

Inverclyde Council, River Clyde Homes and the Scottish Empty Homes Partnership (Shelter Scotland) jointly funded the role of Inverclyde Empty Homes Officer from 2017/2018 to 2020/21. To date, the Empty Homes Officer has provided over 400 owners of empty homes with advice and information and through direct engagement has brought over 50 empty homes back into use. Moneys from the long term empty levy are redirected into affordable housing in the area. The highest priority for investment with these funds lies in tackling the current degraded condition of the housing stock and contributing to the regeneration of Clune Park.

As a condition of the stock transfer agreement, monies generated from the sale of assets by River Clyde Homes are returned to the Council and distributed to assist in affordable housing delivery. In 2014/15 we received £66,124 from River Clyde Homes due to the sale of land. £15,076 of this was paid to the Scottish Government for knotweed remediation and the remainder was used to pay for unforeseen roads works in phase 3 of the Woodhall development. £70,412 was received from RCH in 2020/21 from the sale of land and sits within the Affordable Housing Fund.

A commuted sum of £150,000 is due from the developer of the navy buildings site in Eldon Street, Greenock. Payment of the commuted sum was dependent on the number of private units the developer was able to complete. 38 of the 98 proposed units were built in 2019/20 which delivered a commuted sum of £60,000 to the council. We received £54,000 in 2020/21, and the final £36,000 has been received in 2021/22 and will be recorded in next year's SHIP. The sums received from River Clyde Homes and from commuted sums are lodged in the Affordable Housing Fund within the Council's Housing Repairs & Renewals Fund and will be made available to assist in the purchase of homes through the Acquisition Programme.

Inverclyde Council previously received £40,000 from a development at Auchneagh Road, and used the sum to buy out the lease of a commercial property at Cumberland Road to allow for the construction of affordable housing. The original flats have now been demolished, the site is now cleared and ready for site investigation and feasibility stage works, and River Clyde Homes are developing proposals for a potential 20 unit project including technology enabled assistance for older people.

## Affordable housing projects for Gypsy/Travellers

Inverclyde Council and Inverclyde HSCP are committed to ensuring equality and diversity. In conjunction with our partners in Police Scotland, we fully recognise the rights and responsibilities of the Gypsy/Traveller community, and the rights of all residents of Inverclyde to enjoy equity of access to services in an atmosphere free from prejudice and discrimination.

We will at all times adopt an approach of co-operation and assistance in response to encampments to ensure that the rights of Gypsy/Travellers and those in the broader community are mutually respected. The responsibility for co-ordinating Inverclyde Council's services to Gypsy/Travellers lies within the HSCP.

Inverclyde Council has no current official site provision for Gypsy/Travellers, either independently or in conjunction with neighbouring authorities and does not believe there is a requirement for any in Inverclyde. This being the case, the council fully recognises Scottish Government

Guidelines for Managing Unauthorised Camping by Gypsy/Travellers. There have been no unauthorised encampments in the area in the past year.

## Equalities and Environmental Assessments

An Equality Impact Assessment (EqIA) was undertaken for the LHS2017-2022 and highlighted that the LHS is likely to have an impact on a range of people who share protected characteristics. It is clear that those who were experiencing homelessness and those in need of an affordable housing solution will benefit from this strategy given the range of measures to enable vulnerable households to access affordable housing.

The development of the SHIP has taken into account the outcomes of the equalities impact assessment and current strategic environmental assessment undertaken within the current Inverclyde LHS and Local Development Plan. The SHIP aims to improve access to housing and housing related services for everyone including those at risk of social exclusion and disempowerment.

In their SHIP submission forms RSL's describe various measures they will take which will meet the equalities agenda such as homes being built to Housing for Varying Needs standard and consideration of homes suitable for older people. The RSLs have developed high specification wheelchair and amenity housing to provide a more complete response to the housing needs of some residents, and their Allocations Policies will also take account of the requirements of equalities legislation.

A Pre-screening report was submitted to SEA Gateway under Section 9(3) of the Environmental Assessment (Scotland) Act 2005, indicating that there is no likelihood of significant environmental effects through the LHS2017 -2022. Also in November 2020 an EqIA was completed for the LDP Main Issues report. It was concluded that adoption of the plan which includes a new wheelchair accessible housing policy would have a positive impact on the Protected Characteristic of Disability.

October 2021

Appendix 1 - Summary of Inverclyde SHIP 2022/23 - 2026/27

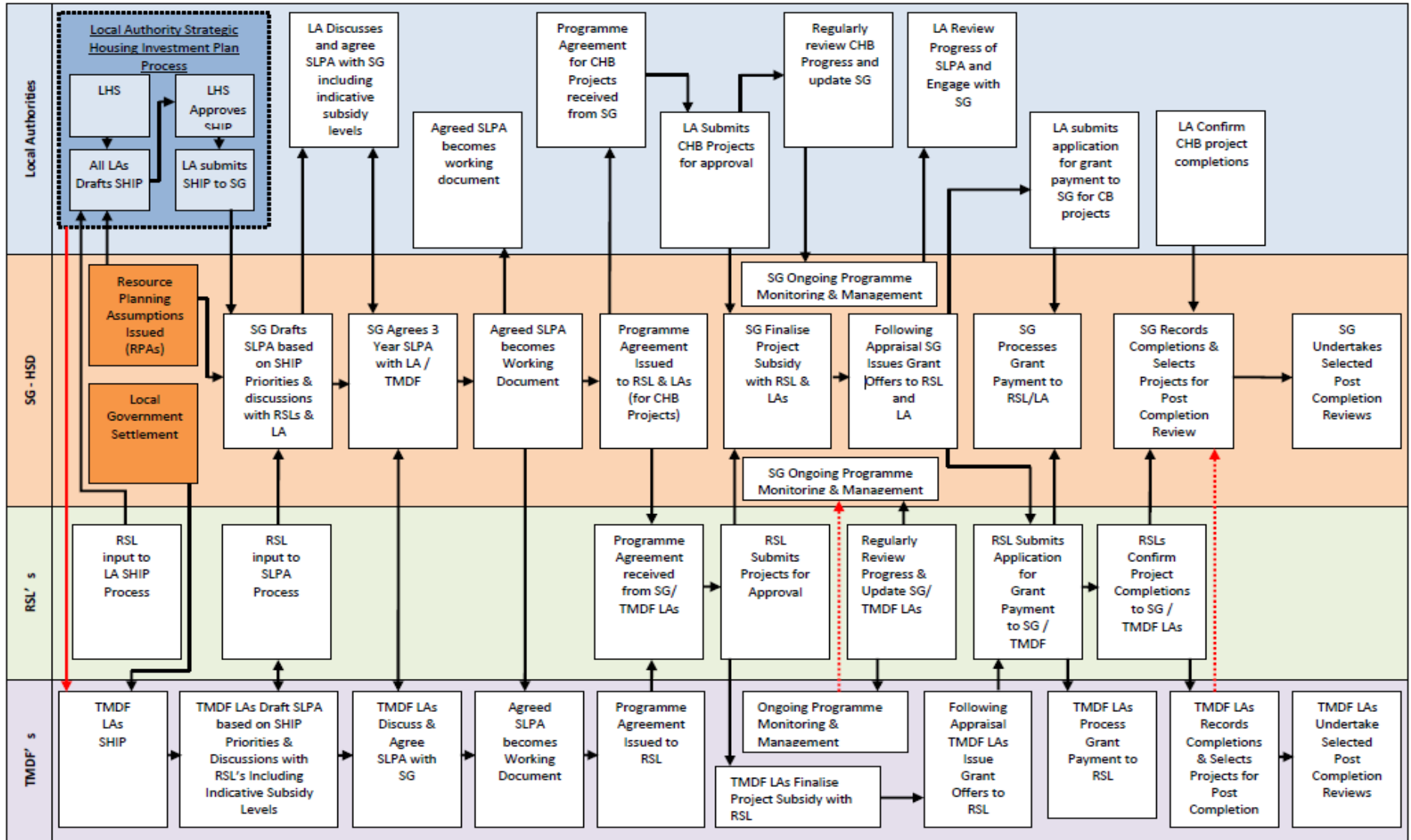
PRIORITY PROJECT	AREA	DEVELOPER	UNITS TYPE					COMPLETION DATE					AHSP FUNDING REQUIREMENT			
			Total Units	Type	GN	Specialist Provision	Type of Specialist Provision	22/23	23/24	24/25	25/26	26/27	Total funding required to complete project (£m)	Est. total spend by Mar 22 (£m)	Est. grant requirement Yrs 1-3 (£m)	Est. grant requirement yrs 4-5 (£m)
Ravensraig Hospital	Greenock	Link	149	SR	108	41	16 Wheelchair Accessible / 25 Amenity	149	0	0	0	0	15.382	15.382	0	0
Ravensraig phase 2	Greenock	Link	49	SR	37	12	3 wheelchair & 9 Amenity	49	0	0	0	0	5.643	1.500	4.143	0
Strone Farm	Greenock	Oak Tree	15	SR	15	0		15	0	0	0	0	1.198	1.198	0	0
Acquisition Programme	Inverclyde	Various	40	SR	TBC	TBC	Wheelchair Accessible / Amenity	40	40	40	40	40	2.000	0	6.000	4.000
Former Greenock Health Centre	Greenock	Sanctuary	65	SR/SE	TBC	TBC	Wheelchair Accessible / Amenity	0	65	0	0	0	5.700	0.800	4.900	0
Bay Street	Port Glasgow	Trust	24	SR/SE	0	24	Amenity	0	24	0	0	0	1.728	0	1.728	0
<b>Total</b>			<b>342</b>		<b>160</b>	<b>77</b>		<b>253</b>	<b>129</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>31.651</b>	<b>18.880</b>	<b>16.771</b>	<b>4.000</b>
<b>SLIPPAGE PROJECT</b>																
West Stewart St./Argyle Street	Greenock	TBC	24	TBC	22	2	2 Wheelchair Accessible / Amenity	0	24	0	0	0	1.205	0	1.205	0
Cumberland Walk	Greenock	RCH	64	SR	61	3	Wheelchair Accessible	0	34	30	0	0	4.608	0	2.160	0
To Be Confirmed	TBC	Loretto	30	TBC	28	2	Wheelchair Accessible	0	0	30	0	0	2.160	0	2.160	
An Other 1	TBC	Oak Tree	30	TBC	28	2	Wheelchair Accessible	0	0	30	0	0	2.160	0	2.160	0
An Other 2	TBC	Oak Tree	15	TBC	15	0		0	0	15	0	0	1.080	0	1.080	0
An Other 3	TBC	Oak Tree	30	TBC	28	2	Wheelchair Accessible	0	0	0	30	0	2.160	0	0	2.160
An Other 4	TBC	Oak Tree	15	TBC	15	0		0	0	0	15	0	1.080	0	0	1.080
<b>Total</b>			<b>208</b>		<b>197</b>	<b>11</b>		<b>0</b>	<b>58</b>	<b>105</b>	<b>45</b>	<b>0</b>	<b>14.453</b>	<b>0</b>	<b>8.765</b>	<b>3.240</b>



Appendix 2 – AHSP completions throughout current LHS Period, 2017 to 2022 (projected completion date)

PROJECT	AREA	DEVELOPER	UNITS / TYPE				COMPLETION DATE					AHSP FUNDING REQUIREMENT		
			Total Units	Type	Specialist Provision	Type of Specialist Provision	17/18	18/19	19/20	20/21	21/22	Total Completions (& projected completion date) May 2017 - May 2022	Total Projected Completions Jun 2022 - Mar 2023	Total funding required (£m)
Garvald Street	Greenock	OTHA	45	SR			x					45		3.041
Braeside Road	Greenock	Link	23	SR	2	Wheelchair	x					23		1.713
Acquisitions	Greenock	Cloch	3	SR			x					3		0.064
Bay Street	Port Glasgow	RCH	41	SR	1	Wheelchair		x				41		2.684
Slaemuir Phase 1 & 2	Port Glasgow	RCH	72	SR	2	Wheelchair		x	x			72		4.896
Mallard Bowl	Larkfield	RCH	20	SR				x				20		1.635
Ravensraig Gardens	Greenock	OTHA	36	SR	2	Throughcare			x			36		2.893
Ravensraig Hospital	Greenock	Link	149	SR	41	16 Wheelchair / 25 Amenity							149 (Dec '22)	15.382
Ravensraig phase 2	Greenock	Link	49	SR	12	3 Wheelchair / 9 Amenity							49 (Mar '23)	5.235
St Stephens	Port Glasgow	RCH	224	SR	48	8 Wheelchair / 40 Amenity							224 (Jun '22)	16.128
Kings Glen	Greenock	Cloch	57	SR	4	Throughcare				x		57		4.502
JWD phase 1 & 2	Greenock	RCH	137	SR	8	Wheelchair					x	137		9.936
Multisites	Greenock & PG	Sanctuary	96	SR	24	6 Wheelchair / 18 Amenity				x		96		6.580
Slaemuir Phase 3	Port Glasgow	RCH	24	SR							x	24 (Oct '21)		1.728
Tweed Street (Bow Farm)	Greenock	OTHA	69	SR	2	Wheelchair					x	69 (Dec '21)		5.045
Strone Farm	Greenock	OTHA	16	SR	0								16 (Jun '22)	1.278
MacLehose court remodel	Greenock	Blackwood	22	SR	3	Wheelchair					x	22 (Mar '22)		1.584
Acquisition Programme	Inverclyde	Various	40	SR							x	40 (Mar '22)		2.000
<b>Total</b>			<b>1123</b>		<b>149</b>							<b>685</b>	<b>438</b>	<b>86.323</b>

Appendix 3 - Affordable Housing Supply Programme process



### Inverclyde SHIP Specialist Housing Glossary

*Accessible Housing* - The construction of housing to enable independent living for persons with disabilities. Accessibility is achieved through architectural design, but also by integrating accessibility features such as modified furniture, shelves and cupboards, or even electronic devices in the home.

*Adaptable Housing* - Dwellings with design features that are easily adapted at a later date to flex with the changing needs of the occupants.

*Amenity Housing* - Self-contained accommodation designed to meet the needs of people with an accessible housing need. E.g. no stairs inside (for example, a bungalow); raised electric sockets and lowered switches; handrails in the bathroom; lever handled taps; slip resistant flooring in the kitchen and bathroom etc.

*Assisted Living Housing* - A type of 'housing with care' allowing for independence with assistance with tasks such as washing, dressing, going to the toilet or taking medication.

*Dementia Friendly Housing* - Housing design which minimises risks and enhances wellbeing for people living with Dementia. E.g. no trip hazards; flush thresholds; flat, plain, non-slip flooring & paving; handrails in clear colour contrast to walls; sitting areas where natural light can be introduced etc.

*Housing For Varying Needs* - A design guide which new housing must meet to receive SHIP funding. It describes the concept of designing all housing to accommodate the needs of less able people and has become widely accepted as an essential part of the provision of housing for the majority of older and disabled people. Due to HFVN requirements, all new homes in the SHIP are adaptable.

*Specialist Provision Housing* - There is a range of specialist housing to meet the specific needs of people with disabilities and people with particular needs wishing to live as independently as is practically possible. Housing for people with particular needs is designed or adapted to meet their needs and can include specific or additional support. Usually it involves either specially built or adapted housing, for example, housing for older people or people with disabilities, or houses linked to a support facility.

*Through Care Housing* - Housing for looked after children supported by HSCP.

*Wheelchair Housing* - A home that is fully manageable by wheelchair users and maximises their independence. Wheelchair housing will, as a minimum, comply with the 'basic' requirement for wheelchair users outlined in the Housing for Varying Needs design guide. In addition, Housing Strategy and HSCP work with developing RSLs to ensure bespoke wheelchair accessible housing is delivered where required.

## Social Housing New Build Standards

Across the 8 local authorities in the Glasgow city region, different social housing new build standards are applied depending on where in the region a property is being built and whether the new build is by a local authority or by a Housing Association. The different standards applied include but are not limited to:

- Minimum floor areas
- Housing for Varying Needs (HFVN part 1 and 2)
- Sustainability Level - Building Standards technical handbook level (Bronze, Silver, Gold)
- Storage area requirements (kitchen, wardrobes etc.)
- Wheelchair housing (accessible, readily adaptable and full wheelchair)
- Secure by Design (bronze, silver, gold)
- Digital connectivity
- Home office space

Inverclyde Council do not currently employ our own standard required for the design of specialist provision affordable housing over and above the minimum national requirements currently set by the Scottish Government through the Housing for Varying Needs design guide.

Our developing RSLs have used a number of interchangeable terms to refer to wheelchair housing provision such as wheelchair enabled, wheelchair adaptable, wheelchair exemplar, wheelchair ready, accessible living, lifestyle homes and wheelchair standard. This lack of harmonisation of wheelchair housing categorisation reflects the absence of a national standard and has led to much misunderstanding on what type of 'accessible' housing is being delivered.

To alleviate this lack of clarity over the design of wheelchair housing being delivered, and ensure that the Affordable Housing Supply Programme meets the needs of wheelchair users in Inverclyde, Housing Strategy and HSCP work with developing RSLs to ensure bespoke wheelchair accessible housing is delivered where required.

The 2020 Programme for Government published in early September indicates that the Scottish Government is preparing a National Standard; the government will also soon produce a revised Housing for Varying Needs design guide. This should help clarify exactly what constitutes wheelchair housing, amenity housing etc.

Housing and Social Justice Director  
More Homes Division

Martin McNab  
Inverclyde Council

via email

9 March 2021

Dear Martin

### **INVERCLYDE COUNCIL STRATEGIC HOUSING INVESTMENT PLAN 2021 – 2026**

Thank you for submitting the Inverclyde Council Strategic Housing Investment Plan (SHIP) 2021/22-2025/26.

Housing is embedded in so much that we want to achieve. It has a vital role to play in meeting many of our aspirations, including eradicating child poverty and homelessness, ending fuel poverty, tackling the global climate emergency, promoting inclusive growth and improving the health and wellbeing of our communities.

The 2021/22 draft Scottish budget allocates £831.615 million to support the delivery of more affordable homes and is part of the £3.444 billion outlined for affordable housing over the next five years...

We are grateful for the incredible amount of work that has been undertaken to date by a wide range of partner organisations towards delivering the 50,000 affordable homes target, particularly over this last challenging year when construction was halted for a number of months and local authorities had a range of additional pressures to manage and deliver. It has been encouraging to see that despite the challenges of homeworking that regular open communication between your team and the More Homes Division Area Teams has continued to take place.

As you know, the Scottish Government places significant importance on the SHIP as the expression of the local authority's strategic investment priorities, and as the plan for the effective local delivery of the Affordable Housing Supply Programme in line with your Local Housing Strategy (LHS), in consultation with stakeholders and delivery partners. The Scottish Government will continue to seek updates to SHIPs annually, and will therefore be seeking an update to the SHIP by 30 October 2021. It remains important that all local authorities continue to secure the appropriate corporate buy in to these plans and that there is full corporate and stakeholder support to deliver the projects included in the SHIP. The SHIP forms the cornerstone of Strategic Local Programme Agreements (SLPAs), and the Inverclyde Council SLPA for 2021/22 will be issued next financial year.

We have now reviewed the SHIP submitted by the Council for the period 2021 to 2026 and our feedback comments have been structured around four overarching themes, together with some general comments.

### **SHIP fit with LHS Outcomes**

The SHIP clearly demonstrates a fit with the identified 6 outcomes in the Council's LHS and the LHS outcomes are referred to throughout the document including highlighting which outcomes are being met. It is noted that work on a revised LHS will commence in early 2021, following completion of a new HNDA, which will address the lack of land supply for new housing which led to Chapter 7 of the LHS, "Our Homes and Communities" being refused by the Court of Session. It is noted that as part of this a 25% affordable homes quota will apply to greenfield developments within the 4 Inverclyde villages. It is encouraging to note that the Council is considering options for delivering affordable housing alongside new private housing to assist in delivering intergenerational, sustainable communities. .

Despite the decreasing population within the authority the SHIP identifies the need to continue to replace poor quality, unsuitable and unsustainable housing. Considering these factors a Housing Supply Target of 280 new homes per annum has been set, of which 90 would be affordable homes.

The SHIP highlights that 4 out of every 10 households within the authority is expected to be a single person household by 2029 with a projection that the majority will be inhabited by older people. This demographic will inform what is being delivered from the Affordable Housing Supply Programme, including the potential future requirement for specialist provision. It is encouraging to note that around 100 wheelchair or amenity units suitable for older or mobility impaired residents will be completed during 2021 which will contribute homes most in need for the authority's demographic. Of this 42 wheelchair accessible homes will be provided during the course of the year which well exceeds the 3% target.

Like elsewhere, COVID-19 has led to an increase in homeless presentations and in particular there has been an increasing number of young people presenting as homeless following family breakdown. It is encouraging to note that RSLs have recently increased the number of temporary furnished flats available to homeless

people from 25 to 60, although it is noted this is insufficient for current demand. The joint initiative between the Homeless service and RSLs to help determine additional affordable rented supply requirements is welcomed.

## **Prioritisation and Deliverability**

This SHIP provides helpful detail on new affordable homes which have been provided in Inverclyde since the last SHIP, as well as information on those projects due to complete over the coming year. There is little detail on the future priorities of the Council in relation to new affordable supply over the period of the SHIP, and in particular it is noted that only 4 sites, which could provide 128 new homes, have been detailed in the summary Appendix 1. Of these, 3 are highlighted in the slippage programme and it is not clear whether these are strategic priorities for the authority, or indeed what the strategic focus of the authority is for the supply of new affordable homes.

Appendix 1 details an AHSP requirement of £59.539 over the SHIP period however the majority of this funding has already been claimed against identified projects. For example, a requirement of £16.128 is noted for St Stephens but this funding was fully drawn down by RCH in 2019/20. Similarly funding for JWD has been fully spent, Kings Glen will be fully spent by the end of 2020/21 and a large proportion of funding identified for Ravenscraig Phase 1 and Tweed St will also have been claimed by the end of the current financial year. Funding for Slaemuir Phase 3 is also included but this support, from the Charitable Donation programme, was drawn down by RCH 2 years ago.

As the SHIP is intended to be an indication of the potential demand on the Affordable Housing Supply Programme over a 5 year period, it is important that the Council presents accurate information. The SHIP as currently presented does not achieve this, rather it overstates the financial demands from already approved developments, by a significant margin. This means that, at face value, it might appear that there is little or no scope, within likely Resource Planning Assumptions going forward, to incorporate new opportunities to address housing need, which is clearly not the case. As a result of the inaccurate spend assumptions contained within the SHIP the identified new programme going forward is substantially less than Inverclyde has achieved over recent years.

In view of this, and the more modest HST of 90 new affordable homes, we would welcome early further discussion with you about the Council's new affordable homes priorities over the next SHIP period and I would be grateful if we could get a meeting in the diary as soon as possible.

We are aware that the Council is considering, in conjunction with partners, the potential benefits of utilising AHSP funding to support a programme of off the shelf purchases as a means of repairing homes, regenerating target areas and addressing the need for additional specialist provision. I would welcome an early discussion with you on the reasons the Council has for identifying this as a strategic imperative. It is understood that the Council will, in consultation with RSL providers, the Homelessness



Service and HSCP, prepare an Acquisition and Refurbishment Strategy for a rolling programme to consolidate ownership, secure stock where there are limited development opportunities and secure house types for households with particular requirements.

While no indication has been provided of the level of resource the Council would propose to direct to an acquisition strategy, we would highlight that while strategically agreed purchase of existing stock can be included in the programme, particularly where there are limited opportunities for new build options, at this time the focus of the AHSP is new provision. It should also be pointed out that our agreed system of benchmark grant levels relate to the provision of new build properties, built to Housing for Varying Needs standards. It would therefore be helpful to include us in the development of your plans for off the shelf purchases. We can include discussion on such a potential acquisition strategy with you when we have our meeting to discuss your wider programme.

### **Local Authority Contribution / Engagement**

The SHIP is the result of continuing consultation with RSLs, the HSCP and Scottish Government officials as well as relevant Council departments such as Roads, Property Services, Planning and Legal Services.

It highlights that regular meetings of the Housing Partnership Group, attended by representatives from the Council, the HSCP and RSLs, are held as the key means of analysing the need for specialist housing and identifying suitable projects for inclusion in the SHIP. It is not clear whether this Group has continued to meet virtually since March 2020 and SG officials would be happy to attend and input at these meetings as required.

It was highlighted in the feedback to the previous SHIP that there is no evidence of any wider community consultation on the SHIP and there is no reference to such consultation in this SHIP. While it is appreciated that the circumstances in the past year would have made wider community consultation more challenging, this is an aspect we would encourage the Council to address in the preparation of future SHIPs.

### **Equalities**

We note that an Equality Impact Assessment was carried out on the LHS 2017-22 which indicated the strategy would have a positive impact on a range of people who share protected characteristics. In particular it is highlighted in the SHIP that those who experience homelessness and are in need of affordable housing will benefit from implementation of the SHIP given the range of measures to enable vulnerable households to access affordable housing.

It is welcomed that the section on the SHIP on sites for the Gypsy/Traveller community has been expanded and clarification provided that the Council fully recognises the Scottish Government Guidelines for Managing Unauthorised Camping by



Gypsy/Travellers. It is noted that there have be no authorised encampments over the past year.

### **General comments**

- We note that the Inverclyde SHIP 2021/22 - 2025/26 was approved at the Council's Environment and Regeneration Committee on the 14th January 2021 and that it has been loaded onto HARP as a "Live" SHIP.
- The SHIP makes reference to the impact of the Covid pandemic on delivery of the affordable housing programme in Inverclyde. It is also highlighted that Covid resulted in "escalating construction costs", we would welcome any specific knowledge you have regarding this. To date only one RSL in Inverclyde has requested an uplift in funding to cover a small contractor's additional costs as a result of Covid.

I hope that you find these comments helpful as you take the SHIP forward. I would be grateful if you could contact Caryn McDade ([caryn.mcdade@gov.scot](mailto:caryn.mcdade@gov.scot)) to set up meeting to discuss your affordable housing programme.

Please continue to ensure that the SHIP is an available plan that is published on the Inverclyde Council website, it would be helpful if you could confirm this has been done.

Yours sincerely



**Anne-Marie Thomson**  
**Area Manager - Glasgow and Clyde**  
**More Homes Division**

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV005/22/EM</b>
<b>Contact Officer:</b>	<b>Eddie Montgomery</b>	<b>Contact No:</b>	<b>01475 712764</b>
<b>Subject:</b>	<b>Net Zero Strategy – 2022/25 Capital Programme Implications</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee on the implications for the draft 2022/25 Capital Programme and the pressures in connection with addressing elements of the Net Zero Action Plan which is currently in development.

## 2.0 SUMMARY

- 2.1 The Environment & Regeneration Committee approved the Council's Carbon Zero Strategy at its meeting in October 2021. Implementation of the strategy focuses mainly on carbon reduction in our building portfolio and fleet using alternative heat sources and fuels and builds on the success which we have achieved to date in our carbon tonnage reduction. A significant challenge in achieving these targets will be how the associated Action Plan and various interventions are funded.
- 2.2 A draft action plan was prepared by external consultants as part of the development of the approved strategy, this identified 6 buildings for consideration of boiler plant replacement to alternative heat source in the 2021/23 period. The Council's term contractors have identified a number of additional buildings where the age of the plant may require replacement to be considered in the same approximate timeline including a significant number of Inverclyde Leisure managed assets. The Council's Property Service will require to identify a number of buildings based on size / type to take forward more detailed assessment of the technical considerations in respect of replacement of gas boilers with lower emission alternatives.
- 2.3 A review of the Council's fleet replacement strategy will also be required to assess any opportunities / pressures to consider electric vehicles to meet the Government targets by 2025.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee notes:
- the report and information contained therein;
  - the proposed allocation as part of the draft 2022/25 Capital Programme;
  - the requirement to progress a number of test / pathfinder projects to better understand the technical aspects of implementation of lower emission heating systems and full scope / cost for typical building types / sizes to be funded from the balance of the remaining climate change earmarked reserve;
  - that a longer term costed strategy / action plan will be brought back to Committee following the 2022 summer recess.

**Stuart Jamieson**  
**Interim Director**  
**Environment & Regeneration**

## 4.0 BACKGROUND

- 4.1 The Environment & Regeneration Committee of 28<sup>th</sup> October 2021 approved the Net Zero Strategy for Inverclyde Council which was developed through external consultants and the input of a working group of Council Officers. The report noted that the strategy has been prepared as a public-facing document setting out Inverclyde Council's commitment to achieving net zero, and that sufficient detail had also been produced in schedules of works together with an assessment of the financial implications. It was noted that a detailed action plan would be presented to a future Committee.
- 4.2 In early December, the Interim Director for Finance and Corporate Governance will be providing the Members Budget Working Group (MBWG) with an initial picture of the 2022/25 Capital Programme taking into account formal decisions of the Council, known unavoidable pressures and estimates of Scottish Government Capital Grant over the period. One of the new pressures that will be reported is the need to consider the approach to replacement of gas boilers that are either at, or near end of operational life and likely to require replacement within the next 2 years. It will also be necessary to review the Council's fleet replacement strategy and identify any opportunities / pressures to consider electric vehicles (EV) particularly in the car/van fleet over the next 2 years.
- 4.3 A longer term costed strategy in connection with the wider Net Zero Actions is being developed and will be presented to a future Environment & Regeneration Committee following the 2022 summer recess which will also form part of the development of the 2023/26 Capital Programme.

## 5.0 INVERCLYDE NET ZERO STRATEGY - ACTION PLAN DEVELOPMENT

- 5.1 The agreed net zero strategy includes carbon reduction actions in 4 main sub-sections as below:
  - A. Energy Use in Buildings
  - B. Transport
  - C. Streetlighting and Water
  - D. Waste

### Energy Use in Buildings

- 5.2 Energy Use in Buildings includes the following actions (relevant element underlined below):
  - Creation of an Energy Engineer role to monitor, control and reduce energy use.
  - When fossil fuel (e.g. gas) boilers reach end-of-life, these will be replaced with lower emissions alternatives, such as heat pump technology.
  - Solar panels to be installed on selected buildings, where payback periods are accepted by the Council.
  - Replacement of gas catering equipment with efficient electric alternatives.
  - Further consolidation of Council estate, with closure of buildings where operations allow or replacement with modern efficient buildings in select cases.
  - Where achievable, any new and substantially refurbished buildings to be designed to Scottish Government requirements for Net Zero Public Sector Building Standard.
- 5.2 The consultant engineers appointed to prepare the net zero strategy and action plan were provided with the most recent external condition surveys for the Council buildings. That information includes and assessment of the building services and boiler plant life remaining. This information was used to inform a draft action plan, extracts from which are included as Appendix 1 to this report. This identified 6 buildings for action in the 2021/23 period.
- 5.3 Officers from Property Services have also sought an updated assessment of the main boiler plant across the estate from the existing term contractor dealing with the planned preventative maintenance / servicing including reactive call out response. This information is also incorporated within Appendix 1 and also includes an assessment of the Inverclyde Leisure portfolio which was not considered as part of the draft action plan noted in 5.2 above.

## Transport

5.4 Transport includes the following considerations (relevant element underlined below):

- Vehicle fuel choice and prioritisation towards electric vehicles where new/replacement vehicles are required in line with Scottish Government requirements (aiming for full electric van/car fleet by 2025 and all electric refuse collection vehicles by 2028);
- Fleet ownership models (purchase v leasing);
- Review electric charging infrastructure availability;
- Grey fleet considerations;
- Active travel and public transport considerations.

5.5 The draft action plan included a number of proposals in respect of replacement of car/van fleet with electric vehicles in the next 2 years ahead of the Scottish Government targets. Officers from Environmental Services will require to assess any opportunities / pressures to address these and the extra over cost in comparison to the allowances within the current vehicle replacement funding model / asset plan.

## 6.0 TECHNICAL CONSIDERATIONS / BARRIERS / RISKS

### Energy Use in Buildings

- 6.1 The Council has limited experience of the implementation of heat pump technology. This approach to heat source is still relatively new and an evolving area of activity. To date the Council has employed this technology in only a small number of new build projects including children's homes, one early years centre and a small changing pavilion. The units within these facilities have generally operated satisfactorily to date although there has been an initial learning curve in respect of the maintenance arrangements and operational parameters.
- 6.2 Many crucial aspects of heat pump design are related to the low and medium flow temperatures of these systems, such as sizing and controls. Unlike traditional solutions which operate at anywhere between 60 to 85 degrees, any flaws in the design of a heat pump system will result in more noticeable consequences, such as higher electricity bills and lower levels of comfort. This is why extra attention is needed when calculating pipe sizing and flow rates. Lower flow temperatures and lower temperature differentials for heat pump heating systems mean that more water going through the pipes is needed to ensure sufficient heat transfer. Correctly calculating the system will ensure that the pipework and heat emitters such as radiators will be appropriately sized so that a space is warmed to the desired temperature. Heating solutions designed to run with lower flow temperatures need to be on for longer, which is why setting up the controls in the correct way is paramount to enable the system to perform efficiently.
- 6.3 It should also be noted that most heat pumps in the market operate with lower temperatures, which means that a back-up heater (direct electric immersion heater) is required in the hot water cylinder to store hot water above 60°C – the point at which legionella bacteria is killed. However, as noted in 6.1, the continued development of the technology is now seeing products that use natural refrigerants which can produce higher system temperatures.
- 6.4 The background provided in 6.2 and 6.3 above outlines the technical considerations when designing heat pump systems. These technical considerations become even more important in retrofit situations where, in normal circumstances where we would be looking to simply replace a gas boiler like for like, there is a higher chance of the associated hot water plant and existing distribution pipework / heat emitters being suitable for retention (subject to overall system condition/age). When considering the replacement of a gas boiler system with a heat pump in an existing building, there will be a need for an appropriate external consultant assessment into the design and implications for a wider replacement of associated plant, distribution systems and heat emitters.

6.5 There are a number of other technical considerations in respect of retrofitting heat pumps to existing buildings:

- Air source heat pumps generally require to be situated externally, either on the roof / external wall of a building or in a separate fenced compound. This can present challenges around the suitability of existing structures / available space for siting in restricted sites / planning considerations where involving listed buildings or those in conservation areas.
- The potentially lower operating temperatures outlined in 6.2 above requires careful consideration in retrofit situations where the existing building fabric efficiency / performance may be a factor in the effective operation of the system. In all circumstances (new build or retrofit) it is obvious that the more effective the building fabric then the less effort required to effectively heat / service the building and this will be reflected in the annual running costs. There can also be limitations in terms of possibilities for improving fabric in relation to listed buildings and those in conservation areas. The potential capital cost of fabric upgrades including the disruption to normal operation of the facilities during the course of the works is also a significant factor/ consideration.

6.6 It is proposed to progress a number of pathfinder projects through appointment of the necessary external design consultants who will be engaged to prepare detailed assessment of the scope and cost of implementing heat pump or other lower emission heating systems in a proportion of the buildings outlined in Appendix 1. This work is required to better understand the extra over cost and any technical barriers of implementation as opposed to the previous more straightforward approach of direct gas boiler replacement.

### Transport

6.7 The vehicle replacement programme to date has maximised the opportunities for external funding support in terms of charging infrastructure provision and electric vehicle upgrade with circa 70% of the smaller fleet vehicles already addressed. The remaining car/van fleet includes slightly larger vehicles for which the current market EV options are limited. There are a number of other factors / considerations such as location (where vehicles are based / operated from) in relation to charging infrastructure and/or where vehicles are operated from home locations. Officers from Environmental Services will assess the options for further EV provision and a more detailed assessment of the extra over costs in relation to the existing funding model / asset plan provision.

## 7.0 IMPLICATIONS

### 7.1 Finance

#### Financial Implications:

#### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Climate Change EMR	Payment to other bodies	2021/23	£50K		Progression of detailed proposals for lower emission alternatives on a proportion of the assets listed in App.1
Capital Programme	Core Property / Vehicles AMP	2021/23	£350K		Allocation to assist the extra over costs of lower emission alternative heat source projects / EV transport subject to development of detailed proposals.

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A					

**7.2 Legal**

None.

**7.3 Human Resources**

None.

**7.4 Equalities**

Equalities

(a) Has an Equality Impact Assessment been carried out?

<input type="checkbox"/>	YES
<input checked="" type="checkbox"/>	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

<input type="checkbox"/>	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
<input checked="" type="checkbox"/>	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

<input type="checkbox"/>	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
<input checked="" type="checkbox"/>	NO

**7.5 Repopulation**

None.

## **8.0 CONSULTATIONS**

- 8.1 The report has been prepared in consultation with the Interim Director for Finance & Corporate Governance.

## **9.0 BACKGROUND PAPERS**

- 9.1 Greenhouse Gas Emission Reporting and Achieving Net-Zero – Report to Environment & Regeneration Committee (Item No.5) – 28<sup>th</sup> October 2021.

Property Identified from Condition Surveys	Year	Capital Cost	Additional Capital Cost for Net Zero Solution £	Comment
McLean Museum & Art Gallery - Replace Boiler with Air Source Heat Pump	2023	£255,500	£220,500	Category A Listed building.
Inverkip Primary School - Replace Boilers with Air Source Heat Pumps, use electric DHW & replace Catering Equipment with electric	2023	£192,500	£157,500	Within conservation area.
Port Glasgow Municipal Buildings / Port Glasgow Library - Replace boilers with heat pump	2023	£130,900	£85,900	Category A Listed building.
King George V Bowling Club - Replace Boilers with Heat Pump	2023	£25,400	£15,900	No lease in place.
South West Library - Replace Boilers with Heat Pump	2023	£71,800	£36,800	
Whinhill Golf club - Replace Boilers with Heat Pump	2023	£50,000	£42,000	Now being managed through Inverclyde Leisure.
		<b>£726,100</b>	<b>£558,600</b>	Business as usual cost = £167,500
<b>Property Identified via Term Contractor</b>				
All of the 6 properties listed above also identified by term contractor				
Greenock Crematorium				
Devol Centre				
Kilmacolm Library				Domestic size installation.
Gourock Library				
Wellpark Centre				
Wemyss Bay PS				
Units 5 and 6 Kingston Business Park				Unit 6 Leased
32 Nicolson Street (I-Youth Zone)				
4nr former tied houses				Domestic installaitons.
<b>Property Identified via Term Contractor (no plan to address)</b>				
34 Nicolson Street				To be declared surplus.
Neil Street Children's Home				Will be declared surplus on completion of Crosshill Children's Home.
Fitzgerald Centre				Will be declared surplus on completion of new Learning Disability Hub.
<b>Property Identified via Term Contractor (Inverclyde Leisure)</b>				
Gamble Halls				Category B Listed building.
Ravenscraig Stadium				
Boglestone Community Centre				
Gourock Outdoor Pool				
Greenock Sports Centre				
Lady Octavia Sports Centre				
Ravenscraig Sports Centre				
Port Glasgow Pool				
George Road Pavilion				



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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Director Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV0010/22/MM</b>
<b>Contact Officer:</b>	<b>Martin McNab</b>	<b>Contact No:</b>	<b>01475 714246</b>
<b>Subject:</b>	<b>Review of Public Conveniences</b>		

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## 1.0 PURPOSE

- 1.1 To seek approval for changes in the public convenience estate to accommodate the ongoing provision at Lunderston Bay, Battery Park and Greenock Cut to 2022 and beyond, to update members on the 6pm closures implemented at the Hunters Place and Kilblain Street public conveniences and to seek approval for the same operating hours to be implemented at the Coronation Park (Fore Street) public conveniences in Port Glasgow.

## 2.0 SUMMARY

- 2.1 The increased opening hours and cleaning required at Lunderston Bay and Greenock Cut Centre were brought in by the Covid Recovery Plans and financed in 2020 by the Covid Contingency and in 2021 by the Covid Recovery Fund. Provision at this level for 2022 and beyond was to be subject to a review of overall public convenience provision in Inverclyde.
- 2.2 This report gives an update on provision at Battery Park, Lunderston Bay and Greenock Cut, overall current costs for these and undertakes to update members on how this will be funded in March 2022.
- 2.1 Separately members may recall that following an increase in anti-social behaviour and vandalism at the Hunters Place and Kilblain Street public conveniences in 2019 the August 2019 meeting of the Environment & Regeneration Committee approved the 6 pm closure of the facilities. This was done on a 12 month pilot basis however the pandemic intervened and this report updates members on the outcome.
- 2.2 Although the toilets were closed by the pandemic for a large part of 2020 no issues were found with the reduced opening hours. They appear to have successfully addressed the anti-social behaviour and there have been no complaints. It is therefore recommended that the 6 pm closures should be continued.
- 2.3 In 2021 similar vandalism issues have occurred twice at the toilets opposite Coronation Park in Port Glasgow resulting in significant repairs and clean-up costs and taking the toilets out of use for a number of days. Officers have looked at the feasibility of other solutions such as CCTV provision outside the toilets however closing these toilets at 6 pm would seem to be the most sensible solution and is in line with central Greenock.

### **3.0 RECOMMENDATIONS**

3.1 It is recommended that the Committee:

- Notes the ongoing provision at Lunderston Bay, the Greenock Cut Centre and Battery Park and
- Receives an update at the March Committee on how this might be funded going forward.

3.2 It is recommended that the Committee:

- Approves the continuation of the 6pm closure of the Hunters Place and Kilblain Street toilets and
- Approves the 6pm closure of the Coronation Park toilets.

**Martin McNab**  
**Interim Head of Covid Recovery & Public Protection**

## **4.0 BACKGROUND**

- 4.1 Early recovery planning for the Covid pandemic highlighted issues around the opening of the public toilets at the Greenock Cut Centre and Lunderston Bay. Both sites were extremely busy in the summer of 2020 and yet there was no capacity to reopen the toilets and put in place enhanced cleaning. Increased opening hours and cleaning at the two sites was brought in by the Covid Recovery Plans and financed in 2020 by the Covid Contingency and in 2021 by the Covid Recovery Fund. Provision at this level for 2022 and beyond was to be subject to a review of overall public convenience provision in Inverclyde.
- 4.2 In the course of 2021 further cleaning was been implemented at the Inverclyde Leisure toilets at Battery Park Pavilion. This was necessary to facilitate additional opening when the pitches are not in use and amounts to C£2.5K per annum.
- 4.3 Longstanding issues with anti-social behaviour and vandalism in the Hunters Place and Kilblain Street public conveniences in 2019 led to the Environment & Regeneration Committee agreeing to 6 pm closure in August 2019. The toilets had been set on fire, doors kicked off, etc. at a considerable cost to the Council. This also caused inconvenience to the public where toilets had to be closed for days at a time until repairs were carried out. Agreement to the 6 pm closure was subject to a report being brought back on any issues arising from the closures.
- 4.4 There have been no issues arising from the 6 pm closures at Hunters Place and Kilblain Street. Although the toilets were obviously closed for a significant period in 2020 there have been no repeated incidents of vandalism since their reopening. It is therefore proposed that these operating hours are made permanent subject to the overall review of Public Conveniences across Inverclyde.
- 4.5 There have been three incidents of vandalism in the Coronation Park/ Bus Station public conveniences in Port Glasgow. All of these have been later in the evening and two resulted in the toilets being unavailable for a number of days while repairs and clean ups were carried out. Since the last significant episode the toilets have been closed at 6 pm and committee is asked to regularise this in line with town centre provision in Greenock.

## **5.0 CURRENT PROVISION OF PUBLIC TOILETS**

- 5.1 Prior to the pandemic the Council operated 8 public toilets across Inverclyde. These were:

Fore Street Port Glasgow  
Hunters Place Greenock  
Kilblain Street Greenock  
Campbell Street Greenock  
Inverkip  
Shore Street Gourock  
Albert Road Gourock  
Gourock Park

Separately Inverclyde Leisure operated the toilets at the Battery Park Pavilion and Clyde Muirshiel Regional Park operated public toilets at the Greenock Cut Centre and Lunderston Bay. All of the facilities were closed between March and August 2020.

- 5.2 The operational dissolution of Clyde Muirshiel Regional Park into its constituent local authority areas effectively transferred the facilities at Lunderston Bay and Greenock Cut operationally to Inverclyde Council. The Council was already responsible for maintenance of the facilities. The toilets at Lunderston Bay and the Greenock Cut Centre did not reopen at the same time as the rest of the facilities owing to capacity issues at both locations in spite of the obvious public demand.

- 5.3 As part of the recovery planning process the need to reopen the Greenock Cut and Lunderston Bay toilets was recognised to encourage residents and visitors to Inverclyde to take advantage of the outdoor assets at these two locations. This required additional cleaning to take account of Covid risks and could not be delivered solely by the rangers staff therefore funding was provided to FM from Covid contingency funds to open up and clean these facilities. This funding was continued through 2021 and funded from the Covid Recovery Fund subject to there being a review of Public Convenience provision across Inverclyde prior to the budget setting process for 2022 to establish how these additional costs could be mainstreamed going forward. For 2021 the additional costs of cleaning the toilets at Lunderston Bay and Greenock Cut were budgeted at £13K per annum.
- 5.4 In the event regular cleaning has been carried out at the toilets at the Greenock Cut Centre however cleaning at Lunderston Bay has for the most part been carried out by the Beach Attendant. There is a need to carry out cleaning on the attendant's days off however this can be contained by rescheduling other cleans. Further cleaning has been implemented at the Inverclyde Leisure toilets at Battery Park Pavilion in order to facilitate their opening when there are no pitch bookings. The costs of this additional service amount to C£2.5K per annum.

## **6.0 FUTURE PROVISION OF PUBLIC CONVENIENCES**

- 6.1 Officers have reviewed the provision of public conveniences across Inverclyde taking into account the need to maintain provision at Greenock Cut and Battery Park going forward. The projected costs of cleaning the two facilities are of the order of £11.5K per annum at standard rates.
- 6.2 It is proposed that a further update will be brought to Committee in March recommending how this ongoing cost pressure might be funded.

## **7.0 EARLY CLOSURE OF FACILITIES**

- 7.1 Longstanding issues with anti-social behaviour and vandalism in the Hunters Place and Kilblain Street public conveniences in 2019 led to the Environment & Regeneration Committee agreeing to 6 pm closure in August 2019. The toilets had been set on fire, doors kicked off, etc. at a considerable cost to the Council. This also caused inconvenience to the public where toilets had to be closed for days at a time until repairs were carried out. Agreement to the 6 pm closure was subject to a report being brought back on any issues arising from the closures.
- 7.2 There have been no issues arising from the 6 pm closures at Hunters Place and Kilblain Street. Although the toilets were obviously closed for a significant period in 2020 there have been no repeated incidents of vandalism since their reopening. It is therefore proposed that these operating hours are made permanent for both facilities should the decision be made to retain Hunters Place.
- 7.3 There have been three incidents of vandalism in the Coronation Park/ Fore Street public conveniences in Port Glasgow. All of these have been later in the evening and two resulted in the toilets being unavailable for a number of days while repairs and clean ups were carried out. Since the last significant episode the toilets have been closed at 6 pm and committee is asked to regularise this in line with town centre provision in Greenock.

## **8.0 IMPLICATIONS**

### **8.1 Finance**

### Financial Implications:

There are no financial costs associated with the information provided in this paper.

### One off Costs:

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
N/A					

### Annually Recurring Costs/(Savings):

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
FM	Public Conveniences	2022-	£11.5K		Funding to be confirmed at March Committee

### Legal

8.2 There are no legal implications.

### Human Resources

8.3 None

### 8.4 Equalities

(a) Has an Equality Impact Assessment been carried out?

Equality Impact Assessment will be made available at the following address:  
<https://www.inverclyde.gov.uk/council-and-government/equality-impact-assessments/equality-impact-assessments-2021>

This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.

NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

X

YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

NO

**Repopulation**

8.5 N/A

**9.0 CONSULTATIONS**

9.1 N/A

**10.0 Background Papers**

10.1 Recovery Action Plans Policy & Resources Committee 25 May 2021 **PR/08/21/MM**

10.2 Equality Impact Assessment

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date: 13 January 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment &amp; Regeneration</b>	<b>Report No: ENV0011/22/GM</b>
<b>Contact Officer:</b>	<b>Gail MacFarlane</b>	<b>Contact No: 01475 714800</b>
<b>Subject:</b>	<b>Implementation of 20mph Speed Limits in Residential Areas</b>	

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## 1.0 PURPOSE

- 1.1 This report has been prepared to address a motion raised by Councillor Curley at the meeting of the Environment & Regeneration Committee on 24 September 2020. The motion sought that officers bring forward a report to the Environment & Regeneration Committee outlining the options for implementing 20mph speed limits in Inverclyde.

## 2.0 SUMMARY

- 2.1 Councillor Curley raised a motion at the meeting of the Environment & Regeneration Committee on 24 September 2020 seeking that officers bring forward a report to the Committee outlining the options for implementing 20mph speed limits in Inverclyde.
- 2.2 A bill entitled “Restricted Roads (20mph Speed Limit) (Scotland) Bill” introduced to the Scottish Parliament on 21 September 2018 on behalf of Mark Ruskell MSP seeking to reduce the general speed limit on a “restricted road” from 30mph to 20mph. The bill was defeated following a debate in the Scottish Parliament.
- 2.3 As the Bill was unsuccessful it falls to Local Authorities (LA) to promote Legal Orders for areas where they wish to reduce the speed limit to 20mph.
- 2.4 Transport Scotland issued the second version of “Good Practice Guide on 20mph Speed Restrictions” in June 2016. This outlines how LAs should introduce 20mph speed limits. It states that where existing speeds are greater than 24mph self-enforcing measures such as speed cushions would be required in order to avoid the need for extensive police enforcement as 20mph speed limits will not be enforced on a routine basis.
- 2.5 The Council is carrying out surveys at all schools to determine what measures would encourage active travel and improve both actual and perceived safety in the locality. A 20mph speed limit is one such measure that can be considered. This work is funded by Smarter Choices Smarter Places.

There are currently 7 area across Inverclyde that have mandatory 20mph speed limits or zones, these are;

- Branchton (zone)
- St Patrick’s primary school
- Notre Dame high school
- Lady Alice primary school
- Inverclyde Academy
- Port Glasgow Joint Campus
- Broadfield Avenue Port Glasgow (limit)

There are other Twenty's Plenty advisory zones, however these areas are not enforceable.

It is proposed that the school survey returns are assessed and the principle and extent of the 20mph speed limit will be determined specific to the location. This will allow each limit extent to reflect the location specific issues such as parking areas, walking routes, visibility issues etc.

- 2.6 In order to implement 20mph speed limits and speed limit zones in Inverclyde it will be necessary to undertake surveys throughout the area to determine existing speeds and thereafter identify where traffic calming is required.
- 2.7 At present it is only possible to provide an estimate of cost of implementing 20mph speed limits in residential areas within Inverclyde. It is estimated that to complete the surveys, prepare and promote Legal Orders and to implement traffic calming, signs and lines it would cost in the region of £4.735M In addition there would be approximately £30k per annum for the maintenance of traffic calming, signs and lines. The breakdown in costs are set out in item 4.20.
- 2.8 Officers met with Police Scotland as they are the enforcing authority for all moving traffic offences. Police Scotland are content that no traffic calming measures are required on roads with a surveyed speed of 24mph or less however gateway features are required to inform drivers that they are entering a 20mph zone. However roads with a surveyed speed over 24mph will require physical measures to support a 20mph speed limit.
- 2.9 During the pandemic a temporary 20mph was installed through Gourock town centre to support users of the town centre and to assist with pedestrian movements. This was funded by Spaces for People funding from Sustrans. The speed reduction also supported businesses reopening, particularly outdoor dining areas. Feedback has been positive.

Consideration needs to be given on the merit of extending this and to implement mandatory 20mph restrictions in Greenock, Port Glasgow Town Centre, Kilmacolm, Inverkip and Wemyss Bay, these measures will require a traffic regulation order and the capital costs will be covered under the Cycling Walking and Safer Roads budget.

In addition as part of the West Blackhall Street regeneration project in Greenock Town Centre it is proposed to promote a mandatory 20mph to complement the project.

- 2.10 The extent of the 20mph zone promoted will reflect the key pedestrian movement areas and will be proposed in the vicinity of the high pedestrian movement shopping areas. The location of the gateway features marking the start and finish of the 20mph speed limit will be located to reflect this. National guidance advised that zones should be kept in line with areas of high pedestrian movement to maximise compliance and driver impact.

The principle and extent of the zone will be consulted upon during the traffic regulation order making process.

- 2.11 Given the significant funding required to implement 20mph restrictions across Inverclyde it is proposed that Officers create a 20mph policy and scoring matrix to prioritise areas and these will be based on the following criteria;

- Road / Street Function
- Speed
- Accidents
- Pedestrian Generators
- Vehicles flows

To enable this prioritisation to take place, traffic surveys will be required along with additional resource to score the areas and then implement the schemes.



The policy will be presented to Committee for consideration.

- 2.12 The Service propose that the prioritised phased introduction across Inverclyde should be town and village centres given these areas have the highest footfall, This will be followed by the promotion of part time 20mph around all schools determined by the assessment of each school location.

### **3.0 RECOMMENDATIONS**

- 3.1 That Committee agrees to the principle of delivering 20mph speed restriction within key pedestrian generator areas within town centres and villages and in the vicinity of schools.
- 3.2 That Committee agrees that following assessment of each school location part time 20mph limit around schools are delivered in 2023/24.
- 3.3 That Committee notes the indicative cost implications of introducing 20mph speed limits on residential roads throughout Inverclyde and that Committee agrees that Officers will develop a new prioritisation policy / scheme to score and rank areas to implement 20mph speed restrictions and it will be remitted to this committee for approval, including any potential cost implications.
- 3.4 That it be remitted to the Head of Service Roads and Environmental Services and the Interim Head of Legal & Democratic Services to prepare and promote a TRO to install mandatory 20mph speed restrictions in town and village centres and these will be funded from Cycling Walking Safer Roads 2022/23 and then around schools 2023/24.

**Gail MacFarlane**  
**Head of Service – Roads & Environmental Services**

## 4.0 BACKGROUND

- 4.1 Councillor Curley raised a motion at the meeting of the Environment & Regeneration Committee on 24 September 2020 seeking that officers bring forward a report to the Committee outlining the options for implementing 20mph speed limits in Inverclyde.
- 4.2 A bill entitled “Restricted Roads (20mph Speed Limit) (Scotland) Bill” introduced to the Scottish Parliament on 21 September 2018 on behalf of Mark Ruskell MSP seeking to reduce the general speed limit on a “restricted road” from 30mph to 20mph.
- 4.3 The Bill fell at Stage 1 on 13 June 2019 when there were 26 votes for, 83 votes against and 4 abstentions. The vote followed a debate whilst they support the road safety objectives of the Bill and the committee “concluded that the introduction of 20mph speed limits on all restricted roads in Scotland in a one-size-fits-all approach is not the most effective way of achieving those objectives.

The committee is of the view that local authorities should have the flexibility to decide where new 20mph zones would be most effective and appropriate for their areas.

Additionally, the committee agreed that the estimated costs and savings of implementing a Scotland-wide change were not robust.

However, the committee members believe that if more 20mph zones are to be introduced in Scotland, it must be made easier for local authorities to do so.”

- 4.4 The introduction of a general or default speed limit would have resulted in all roads with a system of street lighting having a 20mph speed limit without the need to display speed limit signs and Traffic Regulation Orders (TRO) promoted for roads where 30mph speed limits were considered to be more relevant such as on A & B & some C class roads and other distributor roads such as the Clune Brae, Drumfrochar Road, Larkfield Road, etc. These higher speed limit roads would require signs to indicate the speed limit.
- 4.5 As the Bill was unsuccessful it falls to Local Authorities (LA) to promote TROs for areas where they wish to reduce the speed limit to 20mph. This has a number of implications for LAs such as:
  - Undertaking traffic surveys to determine current speed behaviours on residential streets throughout Inverclyde;
  - Resourcing to prepare TROs for each residential area;
  - Potential for objections from parties opposed to reduced speed limits and introduction of traffic calming;
  - Cost of speed limit signs; and
  - Cost of traffic calming measures, etc.
- 4.6 Transport Scotland issued the second version of “Good Practice Guide on 20mph Speed Restrictions” in June 2016. They believe that “By reducing speed on our roads we can create streets where the space is shared more equally between different road users and create a safer environment, encouraging people to make active travel choices”.
- 4.7 The guidance states that “A number of factors should be taken into account when making an assessment about whether to introduce a 20mph speed limit, which include - but are not restricted to - the following:-
  - **road/street functions** – including whether streets contain shops or are mainly residential, volumes of traffic, bus services, local access, formal walking and cycling routes, etc. As outlined in Designing Streets street design must consider ‘place’ before ‘movement’.
  - **composition of road users** - including existing and potential levels of vulnerable

road users

- **existing traffic speed;** and
- **accident data** - including frequency, severity, types and causes;
- **road environment** - including width of road and footway, sightlines, bends, junctions, pedestrian crossings, etc;
- **local community** - including consultation with police, other emergency services, public transport providers and impact on residents and local businesses (e.g. usage of road, parking facilities, noise and air quality).”

4.8 The guidance states that the mean and 85 percentile speeds (the speed at or below which 85% of vehicles are travelling) should be collected and that the mean speed should be used when determining whether to introduce a 20mph speed limit/ zone.

4.9 With regards enforcement of speed limits the guidelines indicates that the lowering speed limits should avoid the need for extensive police enforcement as 20mph speed limits will not be enforced on a routine basis. The only exception is outside schools.

4.10 Measures suggested within the guidelines to encourage a 20mph speed include marketing and behaviour change initiatives, vehicle activated signs (VAS) and traffic management and other traffic calming measures. Within Inverclyde we have used some of these features including VAS on 30mph roads, however, we continue to receive complaints hence the use of physical horizontal and vertical traffic calming measures.

4.11 The guidelines allows the reduction in speeds by two means:

- **20mph limit:** This is the introduction of a mandatory 20mph speed limit without any features to make it self-enforcing. These speed limits should not be introduced where there is no realistic expectation that the reduced speed limit will be achieved. This limit should primarily be considered where the existing mean speeds are no greater than 24mph.
- **20mph speed limit zones:** This is where the speed limit is self-enforcing via the placement of speed reducing features in sufficient numbers and of appropriate design to reduce traffic speeds without the need for enforcement.

4.12 There are currently 7 area across Inverclyde that have mandatory 20mph speed limits or zones these are

- Branchton (zone)
  - Branchton Road
  - Dingwall Drive
  - Kirkwall Road
  - Rothesay Road
  - Forfar Road
  - Stonehaven Road
  - Huntley Drive
  - Cupar Drive
- St Patrick's primary school (part time)
  - Drumfrochar Road
  - Broomhill Street
  - Dunn Street
  - Cornhaddock Street
  - Lime Street
  - Pine Street
- Notre Dame high school (part time)
  - Dunlop Street
  - Wallace Street
  - Columba Street
  - Nimo Street
- Lady Alice primary school
  - A78 Inverkip Road
  - Dunlop Street
- Inverclyde Academy

- A78 Inverkip Road
- Burns Road
- Cumberland Road
- Port Glasgow Joint Campus
  - Kilmacolm Road
- Broadfield Avenue Port Glasgow (limit)
  - Broadfield Ave
  - Northfield Avenue
  - Southfield Avenue
  - Oakbank Road
  - Burnside Avenue
  - Mid Avenue
  - Westfield Road
  - Bogisde Road
  - Bracken Road

- 4.13 In order to determine whether a 20mph speed limit or 20mph speed limit zone should be introduced on a street it is necessary to determine the mean speeds for each street in Inverclyde. There are approximately 1,000 public roads in Inverclyde which we would consider reducing the speed on. It is assumed a cost of £100 per survey (based on a recent quote) with an approximate total £100,000 for surveys.
- 4.14 As we have not undertaken surveys on all residential streets in Inverclyde its necessary to estimate how many streets will require self-enforcing measures (traffic calming) we have considered the 92 streets on the pre-COVID traffic calming priority list. This list was compiled to address the requests received for traffic calming from residents. Of these 92 sites 45 (49%) reported average speeds no greater than 24mph.
- 4.15 There are approximately 242.81km of unclassified roads in Inverclyde. We estimate that approximately 90% (218.53km) of these roads are in built-up area. Of the 218.53km of road it is estimated that 111.45km (51% of 218.53km) will require traffic calming
- 4.16 In order to achieve a reduction in speeds to 20mph traffic calming features should be spaced no greater than 50m apart. This is likely to result in 2,229 traffic calming features.
- 4.17 Based on past experience a traffic calming intervention at each point on the road whether it be a speed bump (bump across the full width of the road) or speed cushions (a speed reduction feature in each lane) it costs £1,500 to supply and install. It is therefore estimated to cost £3.35M to install traffic calming in order to meet the guidelines.
- 4.18 Both the Speed Limit Orders and traffic calming are required to follow the due legislative process which include public consultations. Whilst these proposals will be widely supported within the community there is likely to be some dissatisfaction whether it be to the speed reduction, traffic calming features or lack of traffic calming features on roads where speeds are already low. The timescale for such legal processes takes between 6-18 months depending on whether there are any objections. If there are maintained objections to the Speed Limit Order the Environment & Regeneration Committee will need to hear them and make a decision on whether the Order should be made, amended or abandoned. It is difficult to estimate the cost of promoting the Legal Orders as the speed surveys will help advise which streets will form one order and which will require traffic calming in addition to Speed Limit Orders. For the estimating purposes it is assumed to cost £50k, however, this may increase if an Independent Reporter is required.
- 4.19 For both 20mph speed limits and 20mph speed limit zones there is a requirement to sign the speed limit. This requires not only signs at the entrance to the reduced speed limit it also requires repeater signs to remind drivers that the default speed limit of 30mph is not in effect on the road. Repeater signs are required every 200m. Based on the lengths of

road outlined in 4.14 approximately 1,000 repeater signs will be required as well as terminal signs at the change in speed limit whether it be for a 20mph speed limit or 20mph speed limit zone. The estimated cost for the supply and installation of approximately 2,200 signs (terminal and repeater signs) is £1,100,000.

- 4.20 Based on the costs identified above the cost of implementing 20mph speed limits and 20mph speed limit zones is estimated as follows:

<b>Item</b>	<b>Cost Estimate</b>
Speed surveys	£100,000
Traffic Calming	£3,350,000
Legal Orders	£50,000
Signs & lines	£1,100,000
Additional Staff (£45,000 for 3 years)	£135,000
<b>Total</b>	<b>£4,735,000</b>

- 4.21 One of the key consultees within this process is Police Scotland who are the enforcing authority. It is therefore important to prepare proposals which they will support. As such it is essential that the initial speed surveys are undertaken to evidence the decisions made on locations that traffic calming is required to make the speed limits self-enforcing. Failure to do so could result in increased costs and timescales. Discussions with Police Scotland have confirmed the requirements for the speed limits to be self-enforcing where average speeds exceed 24mph and that roads where the speed is less than 24mph then no
- 4.22 In order to allow more robust and detailed estimate it is essential that surveys are carried out. This will advise which roads require traffic calming and will allow an estimate of costs to be made. This will in turn allow a programme to be drafted of which areas to be targeted first, which require public consultations for traffic calming, likely costs of works, etc. It will also allow early discussions with Police Scotland to seek their support for the proposals in order that no objections will be raised by them.
- 4.23 It is anticipated that should the implementation of 20mph be across all residential areas in Inverclyde will require an additional staff member at grade 7 for a period of 3 years minimum. There would be ongoing costs for the maintenance of signs, lines and traffic calming. This is likely to cost approximately £30k per annum.
- 4.24 Survey works are being undertaken with the school communities to determine what measures would be appropriate specific to each school site to encourage active travel and safe, both actual and perceived, movement of pedestrians. 20mph speed limits are considered as a suitable measure that can be introduced to complement these objectives. The survey work is being funded by Smarter Choices Smarter Places and assessment of each location will determine the appropriateness and extent of the 20mph speed limit.
- 4.25 During the pandemic a temporary 20mph was installed through Gourock town centre funded by Spaces for People funding and has had positive feedback. Also as part of the West Blackhall Street regeneration a mandatory 20mph will be installed in Greenock Town Centre.

It is now proposed to implement mandatory 20mph restrictions in Greenock, Port Glasgow Town Centre, Kilmacolm, Inverkip and Wemyss Bay, these measures will require a traffic regulation order and the capital costs will be covered under the Cycling Walking and Safer Roads budget.

The extent of the 20mph speed limit and location of will be aligned to the key pedestrian movement areas to maximise compliance of drivers.

- 4.26 Given the significant funding required to implement 20mph restrictions across Inverclyde it is proposed that Officers create another policy and scoring matrix to prioritise areas and these will be based on the following criteria;

- Road / Street Function
- Speed
- Accidents
- Pedestrian Generators
- Vehicles flows

4.27 It is proposed to prioritise town and village centres given these areas have the highest footfall, followed by part time 20mph around all schools. Further introduction of 20mph speed limits will be determined following the development of a prioritisation policy..

## 5.0 IMPLICATIONS

### Finance

5.1 There will be a cost for amending the signs and road markings and extending the permit zones. There will also be an ongoing revenue cost for the maintenance of the signage and lining and these costs will be maintained within existing budgets.

### Implementation of 20mph restrictions in town centres and around schools

#### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
	CWSR	2022/23	£50k		20mph in town centres, signs and lines and legal fees
	CWSR	2023/24	£50k		20mph in around schools, signs and lines and legal fees

#### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (if Applicable)	Other Comments
	Roads Revenue	2022	£2k		Maintenance of signs, lines & traffic calming and electricity costs. Contained within existing budgets

### Legal

5.2 Speed Limit Orders and public consultation on traffic calming will be required to allow the speed reductions to be legally enforced by Police Scotland.

### Human Resources

5.4 There are no HR implications arising from this report.

## 5.5 Equalities

- (a) There are no equalities implications in this report.

	YES
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required

- (b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

- (c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

## Repopulation

- 5.6 There are no repopulation implications arising from this report.

## 6.0 CONSULTATIONS

- 6.1 The Interim Head of Legal Services and the Chief Financial Officer will be consulted on this report.

## 7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV006/22/EM</b>
<b>Contact Officer:</b>	<b>Eddie Montgomery</b>	<b>Contact No:</b>	<b>01475 712764</b>
<b>Subject:</b>	<b>Information Relating to Pontoons in Inverclyde</b>		

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## **1.0 PURPOSE**

- 1.1 The purpose of the report is to address the request by Councillor Brooks to provide a report and details in relation to the Pontoon at the East India Harbour, Greenock.

## **2.0 SUMMARY**

- 2.1 This report advises the Committee in respect of the details requested on the East India Harbour Pontoon and its operation.

## **3.0 RECOMMENDATIONS**

- 3.1 That the Committee notes the report.

**Stuart Jamieson**  
**Interim Director,**  
**Environment & Regeneration**



## **4.0 BACKGROUND**

- 4.1 The October 2021 Environment & Regeneration Committee considered a report in relation to a request received from Councillor Brooks in the terms below:
- 4.2 This committee asks the Interim Service Director, Environment & Economic Recovery, to provide a report to the next meet of the Environment & Regeneration Committee detailing the;
- Capital expenditure costs of providing “Pontoons” at the East India Harbour, Greenock;
  - Any annual costs to maintain the pontoons in a safe and operational state;
  - The income, to March 2021, generated from the pontoons;
  - The management protocols/arrangements for service provided by the pontoons;
  - The insurance burden placed on the Council as a result of this service;
  - The occupancy of the facility since it was commissioned.

## **5.0 EAST INDIA HARBOUR PONTOON**

- 5.1 Works to relocate the Commonwealth Flotilla pontoon were completed in 2017 and it became operational that same year. The cost to the Council to assist with the relocation of the pontoon was £107,021. This was the subject of previous reports to the Environment & Regeneration Committee noted in the list of background papers at section 8.1.
- 5.2 A basic management agreement is in place for the pontoon addressing inspection, minor repairs, regular power washing etc. The monthly costs vary depending on the season and reflecting that the pontoon is closed during the winter months requiring a reduced provision. As a result of the Covid pandemic, the pontoon has remained closed since October 2019 with a reduced management agreement in place to meet basic Health and Safety standards. The average annual cost over the period 2017/18 to present is £6,050, however, the maximum annual cost in any full year of operation could be £10,500 (excluding day to day repairs). Repairs and one-off costs vary year to year subject to specific needs / vandal damage repairs etc..
- 5.3 The income to March 2021 is £1,045 (offset against management costs).
- 5.4 Mirren Marine have been managing the pontoon since it was established and were appointed following mini-competition (reported to the August 2017 E&R Committee – see background papers in 8.1 below). Officers from Property Services had intended to test the market in respect of any other interest in providing the service for the summer season of 2020 but this was put on hold due to the Covid situation. The pontoon remains closed (despite the boats berthed there) with the summer season due to commence on 1<sup>st</sup> April 2022.
- 5.5 The Council requires to take out and maintain insurances in respect of the operation of the pontoon. The Marine Combined Policy covers any damage to the installation itself and public/product liability insurances. The annual premium is circa £2,240.
- 5.6 The facility was occupied as originally envisioned i.e. by small visiting boats until circa 2018/19. During the 2019 season a fishing vessel began to berth on a regular basis (without payment or intention to pay) causing damage to the pontoon from its operations. This situation has encouraged other boat owners from a neighbouring boat club to use the pontoon without payment. Following closure of the pontoon, a number of these boats had remained berthed full time with a proportion having only recently moved back to their original location in the harbour. Officers from Property Services are currently in dialogue with Legal Services on options to address these issues which continue to impact the ability to manage the facility.

## 6.0 IMPLICATIONS

### 6.1 Finance

#### Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
N/A					

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (if Applicable)	Other Comments
N/A					

### 6.2 Legal

None.

### 6.3 Human Resources

None.

### 6.4 Equalities

#### Equalities

(a) Has an Equality Impact Assessment been carried out?

	YES
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

X

YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

NO

## 6.5 Repopulation

None.

## 7.0 CONSULTATIONS

7.1 None.

## 8.0 BACKGROUND PAPERS

8.1 East India and Victoria Harbours Development – Progress Report (Item No.11) / Environment & Regeneration Committee – 1<sup>st</sup> May 2014.

Commonwealth Flotilla (Item No.7) / Environment & Regeneration Committee – 17<sup>th</sup> June 2014.

Riverside Inverclyde Project Update (Item No.5) / Environment & Regeneration Committee – 1<sup>st</sup> September 2016.

Property Assets Management Report – Private (item No.17) / Environment & Regeneration Committee – 31<sup>st</sup> August 2017.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Head of Legal &amp; Democratic Services</b>	<b>Report No:</b>	<b>CM/LS/001/22</b>
<b>Contact Officer:</b>	<b>Anne Sinclair</b>	<b>Contact No:</b>	<b>01475 712710</b>
<b>Subject:</b>	<b>Naming of Boat Ramp Immediately West of Gourock Pier Head – Request by Councillor Crowther</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Council of a request received from Councillor Crowther in the following terms:
- 1.2 “For committee to give due consideration to this request for the hitherto un-named boat ramp immediately to the west of Gourock Pierhead to be named “Ritchie’s Slipway” in memory of the late Robert Arthur Ritchie, the last proprietor of Ritchie Brothers Ferry Masters who operated the Gourock to Kilcreggan passenger ferry service from Gourock Pierhead and for services that the Ritchie family contributed to the UK and allied forces shipping arriving at the ‘Clyde Anchorage Emergency Port’ and that this be indicated by the inclusion of a small suitably inscribed informative plaque.”
- 1.3 Further background information relating to this request can be found in Appendix 1.

## 2.0 RECOMMENDATION

- 2.1 That the Council considers the request by Councillor Crowther.

**Anne Sinclair**  
**Interim Head of Legal & Democratic Services**

## RITCHIE'S SLIPWAY

INTRODUCTION:

I have spoken to the family of the late Robert Arthur Ritchie who sadly passed away on 18<sup>th</sup> July 2021 with a view to naming the slipway and erection of a small informative plaque between Gourrock Pierhead and the north-east end of the car-park at Lower Kempock Street as clearly shown on the picture below...



Source: <https://www.hirsts.co.uk/our-projects/public-realm-streetscape/gourock-waterfront-inverclyde>

The family have indicated that they are supportive of such a proposal should it be submitted to Inverclyde Council, for their due consideration.

So why choose this slipway in preference to the slipway at the former McLean's boatyard at Cove Road which Robert leased from Inverclyde Council?

Robert, as you will be aware, was the last of the Ritchie Brothers, Ferry Masters, who operated the popular small passenger ferry service between Gourrock and Kilcreggan and whilst initially the ferry service ran from the Fyfe Place Slip which was rented from Gourrock Burgh Council, latterly the ferries departed from shore adjacent to the Clyde Pilots Station at Gourrock Pierhead, and furthermore he was also the owner of the nearby small boat shed at Kempock Point which he eventually vacated in 1979 to move to the former McLean's Yard at Cove Road and the land at Kempock Point subsequently acquired by Inverclyde Council.

It would be remiss of me not to add that Ritchie Brothers rendered valuable services to the UK and allied forces shipping arriving at the "Clyde Anchorage Emergency Port" and note that while locally

we have a monument in the form of the Cross of Lorraine at the Lyle Hill to commemorate the Free French Naval Forces plus a large plaque which was salvaged from the former Ravenscraig Hospital which was the Royal Canadian Navy shore establishment HMCS Niobe yet we have little to remember the massive contributions of local families during WW2 and this motion, in a small way, helps to address this issue.

The slipway in question, marked as "Ramp for Small Boats/Canoes & Formalised Beach Access" on Hirst Landscape Architects Drawing. No. 1194-52/B, lies between where the Gourock to Kilcreggan ferry service operated and the Ritchie Brothers small boat shed where the vessels were maintained. It may also be worth noting that the 45ft. motor launch, the "Lady Jane" (Ritchie), was built by the Ritchie Brothers in this small boat shed.

This motion for the slipway to be formally named plus an information plaque to be installed also fulfils historical and tourism strategies pursued by Inverclyde Council and, in addition to this, it is also worthwhile noting that an HM Coastguard Station was previously sited at Kempock Point and could enhance the current walking route by encapsulating Inverclyde's rich maritime history.

In terms of numbers of pedestrians and cyclists the slipway lies between Gourock Pier plus Railway Station and walkway to Kempock Street, Gourock's main shopping area and is served by several bus routes, none of which are available at Cove Road. The slipway is also effectively the finishing point of Core Path 1D and starting point of Core Path 1E and is also on National Cycle Route 75.

The main question is, does this slipway have an adopted name?

A simple yes/no should hopefully answer this question and a search of various sources involved in the Gourock Waterfront development fail to locate any such adopted name...

Inverclyde Council:

<https://planning.inverclyde.gov.uk/Online/applicationDetails.do?keyVal=M79F76IM00300&activeTab=summary>

*"Planning Application No. 2/0212/IC | Public realm and traffic improvement works comprising: The construction of new areas of public open space, pedestrian links and 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|Kempock Street/Shore Street Gourock"*

There are 50 documents associated with abovenoted Planning Application and there is no reference to any naming ceremony of the slipway or even a drawing which quotes a suggested name for the slipway.

Agenda Item 3b) "*Kempock Street/Shore Street, Gourock and Land east of Shore Street (behind the Health Centre), Shore Street, Gourock*" at the Planning Board meeting of 06 March 2013 - <https://www.inverclyde.gov.uk/meetings/meeting/1573> - the reference to the slipway is as follows..

*"A small boat launch facility at Pierhead, with provision for the offloading of small boats/canoes from vehicles".*

There is no reference to any name for the slipway.

Riverside Inverclyde:

[https://www.publiccontractsscotland.gov.uk/search/show/search\\_view.aspx?ID=DEC195797](https://www.publiccontractsscotland.gov.uk/search/show/search_view.aspx?ID=DEC195797)

No reference to name of slipway identified.

Fairhurst:

<http://www.fairhurst.co.uk/fairhurst-news/gourock-pierhead-redevelopment/>

No reference to name of slipway identified.

Hirst Landscape Architects:

<https://www.hirsts.co.uk/our-projects/public-realm-streetscape/gourock-waterfront-inverclyde>

The slipway in question is marked as “Ramp for Small Boats/Canoes & Formalised Beach Access” on Hirst Landscape Architects Drawing. No. 1194-52/B.

Based on the abovenoted and to the best of my knowledge, the slipway at Kempock Point, Gourock has no official name.

I have prepared these informative notes in support of my motion.

Cllr. John Crowther

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 January 2022</b>
<b>Report By:</b>	<b>Interim Director, Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV007/22/AG</b>
<b>Contact Officer:</b>	<b>Audrey Galloway</b>	<b>Contact No:</b>	<b>01475 712102</b>
<b>Subject:</b>	<b>Property Assets Management – Public Report on Public Open Space Consultation Relative to Rankin Park, Greenock</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the outcome of a consultation process recently completed in relation to a proposal to construct an indoor tennis facility with associated parking, in the Rankin Park, Inverkip Road, Greenock, details of which are shown outlined in red on the plan attached at **Appendix 1**, to which the public currently have access. The consultation was carried out in order to obtain and consider the views of the community in relation to the proposal.

## 2.0 SUMMARY

### Rankin Park - Indoor Tennis Facility

- 2.1 Colleagues in Community Learning & Development are progressing a proposal for the development of an indoor tennis facility within Rankin Park, Inverkip Road, Greenock, on the site of a former bowling green. As this project involves the Council changing the use by granting a lease of land consisting of, or forming part of, an open space, it is necessary for a public consultation to be carried out in relation to same, in terms of the Sections 24 (2A) and 27 (2A) of the Town and Country Planning (Scotland) Act 1959. That consultation completed on 10th December 2020 and this report seeks to update Committee on the results of that consultation. All responses to the consultation are attached within the appendices.
- 2.2 There is a separate report (part B) on the agenda for this meeting in the private and exempt section. That separate report provides options for the Committee, dependent on the outcome of the open space consultation.

## 3.0 RECOMMENDATIONS

It is recommended that the Committee:

- 3.1 Notes the outcome of the open space consultation in relation to the proposed indoor tennis development at Rankin Park, Inverkip Road, Greenock and the terms of the representations received as detailed in **Appendix 2**; prior to consideration of the recommendations at 3.2 and in the Part B report.
- 3.2 Having regard to those representations, decides either:
- not to approve the proposed change of use; or
  - to approve the proposed change of use, for construction of an indoor tennis facility and associated parking within the Rankin Park all as more accurately



described in the planning application, reference number 21/0235/IC, noting that further reports will be brought by officers to the Education and Communities Committee on the progress and development of the project.

**Stuart Jamieson**  
**Interim Director, Environment & Regeneration**

## 4.0 BACKGROUND

- 4.1 Rankin Park, Inverkip Road, Greenock is owned by the Council and classed as open space, it is currently maintained by the Council's Environmental Services. Over the past 3 years Inverclyde Leisure and the Council have been progressing a funding bid to develop a new indoor tennis facility within the park, the proposed development is shown on the plan at **Appendix 1**. Should Committee approve the proposed change of use then further update reports will be brought back to the Education and Communities Committee.
- 4.2 As the project involves a proposal to both change the use of and to grant a lease of land forming part of an open space, a consultation was required in terms of S.24 (2A) and S.27 (2A) Town and Country Planning (Scotland) Act 1959. The Committee approved this process on 26 August 2019. An initial consultation exercise was completed in January 2020, however as development of the proposal progressed, a need to change the proposed location was identified. Accordingly, prior to reporting to the Committee officers carried out a further consultation exercise to provide an opportunity for representations to be made in respect of the changed location, this closed on 10 December 2021.
- 4.3 The consultation was advertised on the Council website, in the Greenock Telegraph and by notices posted at the site. Responses received in both parts of the consultation are included in Appendix 2. In addition, a summary of the main issues raised in response to the public consultation along with observations from the relevant officers is as follows:

**Site contamination** – concern about health and safety risk to children and users.

Environmental Service observations - The Council's model planning conditions will be applied to this development. Any land and water quality issues will be picked up by geo-environmental investigation and risk assessment. Any identified pollutant linkages would then be remediated as part of the site development.

Pollutant linkages to the water environment would also be considered in the assessment – although groundwater in this area does not contribute to the drinking water supply there is the wider water environment and aquatic habitats that would be considered in the assessment. The installation of water supply pipes is regulated by Scottish Water and there are protective measures that can be applied as part of the development if necessary.

**Congestion and roads access** – that the proposal will cause roads congestion in the area.

Roads Service Observations - During the planning consultation, Inverclyde Roads and Transport Scotland had no objections to the proposed layout. The facility connects directly onto the trunk road network and this can cope with the additional traffic movements from the tennis facility.

The planning response from Inverclyde Roads states that the new development requires 20 car spaces and this volume of traffic will have no impact on the existing network.

There is no new proposed connection to the existing roads network, the proposed facility connects at the existing roundabout which has existing pedestrian crossing points.

**Budgetary Priorities** – that the proposal is not a priority for funding by the Council at this time.

Observation – the Council has considered the proposals at the Education and Communities Committee on many occasions in relation to the prospective financial and strategic priorities of the project.

**Timescale for Consultation** – that there is inadequate time for Community Consideration.

Observation – The timescales for consultation involved periods of 6 weeks for part 1 and 4 weeks for part 2 and these are in full compliance with the statutory provisions.

**Increased Flood Risk** – This was submitted relative to the part 1 consultation.

Environmental Service Observation – the proposal has been relocated.

**Loss of Open Space** – that there is an unacceptable loss of open space.

Observation – the relocated facility partly utilises the location of an existing bowling green which is not part of direct public access for open space. The roadway access and parking for the proposal does impact on open space provision but not to any material extent all as shown on the proposed plan. The ground which is proposed to be leased to IL is only comprised of the building footprint, its adjacent paths and the roadway access and parking. The facility will be available in the future for the use of the public in Inverclyde.

## 5.0 IMPLICATIONS

### 5.1 Finance

#### Financial Implications:

This report seeks to address the consultation on the change of use of Rankin Park only, all Financial implications of the proposed development will be reported through reports to the Education & Communities Committee

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
N/A					

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (if Applicable)	Other Comments
N/A					

### 5.2 Legal

As the proposals in the report involve a change of use of land consisting of open space, it was necessary for a consultation in terms of Section 27 the Town and Country Planning (Scotland) Act 1959 to be undertaken, and for the Committee to have regard to the outcome of any such consultation prior to reaching a decision on whether or not to proceed.

### 5.3 Human Resources

None.

### 5.4 Equalities

#### Equalities

(a) Has an Equality Impact Assessment been carried out?

<input type="checkbox"/>	YES
--------------------------	-----

X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required
---	--

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

**5.5 Repopulation**

None.

**6.0 CONSULTATIONS**





6.1 None.

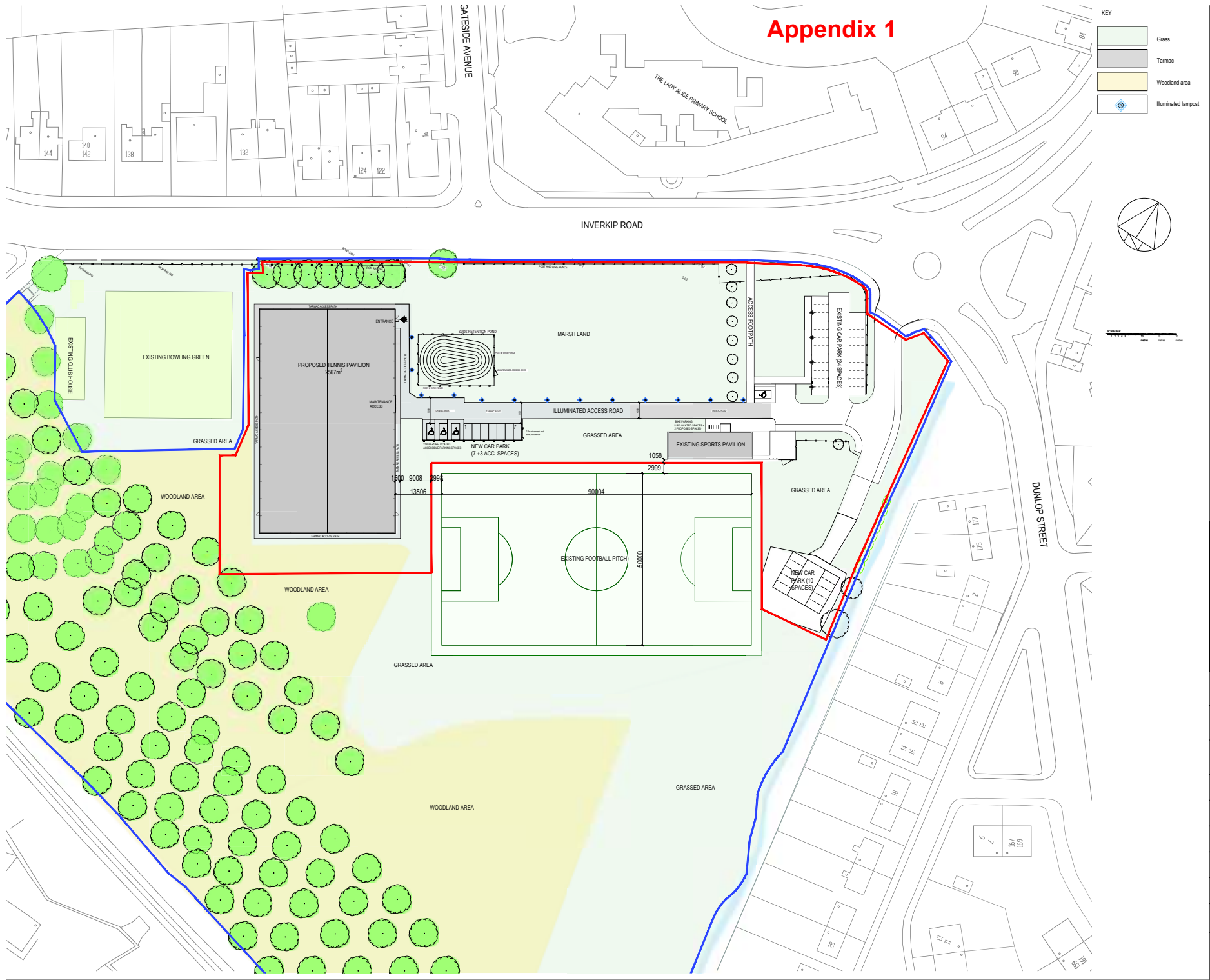
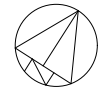
**7.0 BACKGROUND PAPERS**

7.1 None.

# Appendix 1

KEY

	Grass
	Tarmac
	Woodland area
	Illuminated lampost



# Responses Received in Consultations Under S.24 (2A) and S.27 (2A) of the Town and Country Planning (Scotland) Act 1959 (as amended) in Relation To Proposed Disposal and/or Appropriation Of Land At Rankin Park, Greenock.

This document contains verbatim transcriptions of email correspondence between respondents to the consultation and council officers, subject to the necessary redactions shown.

It should be noted the views and opinions expressed in the responses received are those of the respondents, and should not be read as the views or opinions of the Inverclyde Council or its officers.

There were two consultation exercises conducted in this process. Following the closure of the first in January 2020 the proposed location for the facility was moved, and as a result a further consultation was undertaken.

<b>1) RESPONSES TO FIRST CONSULTATION - CLOSED 30 JANUARY 2020</b> .....	ii
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## 1) RESPONSES TO FIRST CONSULTATION - CLOSED 30 JANUARY 2020

### a) Port Glasgow West Community Council

**From:** Tommy Rodger [mailto:pgwestcommunitycouncil@gmail.com]

**Sent:** 18 December 2019 14:57

**To:** Peter MacDonald <Peter.MacDonald@inverclyde.gov.uk>

**Subject:** Re: (Official) Rankin Park - Proposed Indoor Tennis Facility

Hi Peter

Port Glasgow West Community Council has no objections to the proposal.

Regards

Tommy Rodger  
(Secretary)

---

### b) Inverclyde Bothy and Inverclyde Local Access Forum

**From:** Lorna McCartney [EMAIL REDACTED]

**Sent:** 18 January 2020 14:08

**To:** Peter MacDonald

**Cc:** [VARIOUS EMAILS REDACTED]

**Subject:** Fw: (Official - Sensitive) Rankin Park - Proposed Indoor Tennis Facility

Hi Peter,

Would you please answer [REDACTED]'s question below about future access to the additional 10 space car park, and his potential concerns regarding this? ***[The email referred to contained the following query "My only comment would be about the control of access to the car park, looking at the photo there are lockable bollards, if the car park is going to be formalised is the plan still to use them, my possible concern being access to the wider area by 4x4s and other vehicles?"]***

Thanks,  
Lorna

---

**From:** Peter MacDonald

**Sent:** 20 January 2020 16:57

**To:** 'Lorna McCartney' [EMAIL REDACTED]

**Cc:** [VARIOUS EMAILS REDACTED]

**Subject:** RE: (Official - Sensitive) Rankin Park - Proposed Indoor Tennis Facility

Hi Lorna

The Client Service come back to me in response, their having in turn discussed matters with Inverclyde Leisure (IL) with whom the Council is developing this proposal.

It is proposed that management of the Car Park, including the area inside the bollards which (depending on bookings) may be used as an overflow carpark, be undertaken by IL as part of their management of a completed facility. In this regard, the intention is to have a member of IL staff in the building during operational times and together with CCTV at such facility to help mitigate the risk.

I hope that assists however should you wish to discuss matters further, by all means come back to me.

Please also confirm I am to now treat the paragraphs highlighted below as your formal response, on behalf of both groups as indicated, or if you have further discussion to pursue before confirming or amending? ***[Paragraphs referred to are not copied in this document - per reply below they were not to be treated as the formal response]***

Thanks

Regards.

Peter

---

Peter J MacDonald  
Solicitor  
Inverclyde Council

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**From:** 'Lorna McCartney' [EMAIL REDACTED]  
**Sent:** 20 January 2020 17:11  
**To:** Peter MacDonald  
**Subject:** Re: (Official - Sensitive) Rankin Park - Proposed Indoor Tennis Facility

Thanks, Peter. I said to my colleagues and the ILAF members that I would respond on Friday, so I will do that, to give them the time I promised.

---

**From:** Lorna McCartney [EMAIL REDACTED]  
**Sent:** 24 January 2020 14:52  
**To:** Peter MacDonald  
**Cc:** [VARIOUS EMAILS REDACTED]  
**Subject:** Rankin Park - Proposed Indoor Tennis Facility - Inverclyde Bothy & ILAF response

Hi Peter, please find the response from Inverclyde Bothy & ILAF below. Thanks, Lorna

"Inverclyde Bothy and Inverclyde Local Access Forum (ILAF) fully supports the Rankin Park indoor tennis courts proposal. We are glad to see that there are already lowered kerbs in place and that there will be an additional 10 bike parking spaces near the building entrance and beside CCTV and street light.



We request that the pavement from the roundabout to the building is shared use if possible (cyclists and pedestrians).

If the bollards to the new parking area are no longer in place, we had a question regarding the prevention of antisocial behavior and damage caused by offroad vehicles being able to access the wider area. We were informed that Inverclyde Leisure (IL) will mitigate the risk with staff and CCTV. In which case, it would be best if the bollards remain in place apart from when the new car park is needed as an overflow car park.

If the bollards to the new parking area remain in place (apart from when overflow parking is required), we request that the area of road between the 2 lowered kerbs and the removable metal poles (bollards) en route to the overflow car park is painted with hashed lines to discourage parking between the lowered kerbs (there was a car parked there when I passed recently). I attach a photo of the area we're referring to."

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### c) Duncan Macintyre

**From:** Duncan Macintyre [EMAIL REDACTED]

**Sent:** 20 January 2020 16:25

**To:** Property <Property@inverclyde.gov.uk>

**Subject:** Proposed disposal and/or appropriation of land at Rankin Park, Greenock.

On the assumption that Council taxpayers' money will contribute to the completion of this proposed project, I write to object to this proposal in it's entirety.

At a time when vital council-funded services are being cut (today I read that the excellent Hillend Residential Respite and Day Care Centre is under threat of closure), I regard the creation of an Indoor Tennis Facility at Rankin Park as not only a gross misuse of taxpayers' money but also quite unnecessary.

The sporting culture of Inverclyde is such that the uptake of such a facility by the public, regardless of the fact that it is indoor, would be limited to say the least. Moreover, the tennis clubs at Fort Matilda and Ardgowan, whose courts lie empty for long periods, could be approached to allow their use for tuition and coaching. Also, the tennis court in Gourrock Park, which has lain derelict for years, could be restored to a playable condition and similarly utilised.

These alternatives could be employed at a fraction of the cost of the proposed project at Rankin Park, the expenditure on which would be entirely unjustified at a time of severe financial stringency as highlighted on several occasions by the leader of Inverclyde Council.

Duncan Macintyre  
[ADDRESS REDACTED]

---

**From:** Peter MacDonald

**Sent:** 13 December 2021 16:36

**To:** Duncan Macintyre [EMAIL REDACTED]

**Cc:** Property <Property@inverclyde.gov.uk>

**Subject:** RE: (Official - Sensitive) Proposed disposal and/or appropriation of land at Rankin Park, Greenock.

Classification: Official - Sensitive

Dear Mr McIntyre

As you had emailed in terms of below in response to the initial consultation on proposals for this site, I have already emailed you (on 15/11) to advise a further period of consultation was being undertaken in light of a change in the proposed location for the facility.

With reference however to your said email below, my Client Service has discussed the various concerns that you raise with the relevant council services, and has asked me to provide you with their response to these concerns in the following terms.

Dear Mr Macintyre,

Thank you for email regarding your objection to the development of the indoor tennis facility at Rankin Park, Greenock. I fully understand your concern regarding the use of public money and the potential budgetary implications to provisions such as Hillend Residential Respite.

The development of the indoor tennis facility has been majority funded by external funding via the Transforming Tennis Fund (TSIT). The total cost for the project is £1.835m with Inverclyde Council contributing £635,000. If the project was not supported by Inverclyde Council then it would result in a loss of external funding investment of £1.2m within our local community.

Inverclyde faces a number of challenges in terms of lower life expectancy than the Scottish average and the level of deprivation in Inverclyde is a particular challenge. Tennis is embedded within the Active Inverclyde Strategy, lack of physical activity is one of the leading causes of premature death in Scotland and evidence shows that even a small increase in activity can help improve quality of life. The local Tennis clubs have a high level of membership and participation levels, however during the winter months/adverse weather the sporting activity ceases to commence. The indoor Tennis facility will also have a gym which will be managed by Inverclyde Leisure.

The development of the indoor tennis facility will:

- Assist the regeneration of the community and promote social and economic regeneration
- Encourage the involvement of local people in shaping and regenerating their community
- Promote local volunteering and increase community cohesion
- Help to increase the income stream for Tennis and the wider communities
- Encourage people to develop and innovate where they live

If you require any further information please not hesitate to let me know.

I hope that is of assistance and goes some way to address your concerns. If however you have any further comments you wish me to pass on to the Committee when this proposal is considered by them, then please come back to me.

If you have any further questions or queries about the proposal, please come back to me or to my property colleagues (CCed in).

Regards.

Peter

---

Peter J MacDonald  
Principal Solicitor  
Inverclyde Council

---

**From:** Duncan Macintyre [EMAIL REDACTED]  
**Sent:** 13 December 2021 17:51  
**To:** Peter MacDonald <Peter.MacDonald@inverclyde.gov.uk>  
**Subject:** Re: (Official - Sensitive) Proposed disposal and/or appropriation of land at Rankin Park, Greenock.

Thank you for your email. I remain of the view that £635,000 expenditure of council taxpayers' money on this project is not only grossly inappropriate at a time of severe financial stringency but also that the five justifications you have listed will not be achieved.

Sent from my iPad

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#### d) Gourock Community Council

**From:** Gourock Community Council [mailto:gourockcommunitycouncil@gmail.com]  
**Sent:** 31 January 2020 04:50  
**To:** Peter MacDonald  
**Subject:** Re: (Official) Rankin Park - Proposed Indoor Tennis Facility

Dear Peter,

Thank you for passing on the email about concerns on development of the project at Rankin Park. There has been no reply and the deadline is already set for objections, which in this case is more definite now in the objection to the project from Gourock Community Council. This email is with points for your consultation a separate email is being sent to the link with a material consideration that is evidenced.

The proposal seems such an exciting addition to Inverclyde's facilities, and tennis has been given a focus the initial idea was to support this development. There also seems to be risks involved in the development of the open space and close to a busy area and primary school. It would be so unfortunate if there was no one to consider the health of the children there, as many of the contaminants could cause permanent disability and also premature death.

The two letters of notice for the school, sent in July, when the school is not open, were returned to sender unread. Gourock Community Council would like to see more investigations on the contaminants and more consultation time for the community. There are a number of considerations here that people representing communities and the families would immediately notice.

The consultation was during time leading up to and over the Festive Season and a very busy time for parents. There was also the election, so unusually in December and any community spirited people who might be inclined to research development plans might have been distracted with campaigning at most and at the least political issues for voting. The entire month of December most often has more going on in daily life than any other time for families of school aged children, January in Inverclyde is also our Festival, a lot of extra time for attending practices from weeks before, some families visiting the Town Hall several times to see the competitors. This is a measure of how much people love and care about their families, doing their best to keep involved, the wider community and world can be less obvious.

This is an area with no Community Council, which could be a symptom of many things like people struggling through daily life and not feeling empowered to get involved with important decisions outside of daily life's constant choices, its not always apathy. The professionals need to reach in to the community. The new Locality Boards are not yet running and will probably help to address a lot of this. Until then other Community Councils are able to support, in the knowledge that many Gourock people will be travelling through or visiting that area.

It is obviously legal but completely unacceptable that at a consultation stage more is not done to ensure engagement with the specific community especially when health could be at risk.

The planning department will be going by the book of material consideration for objections. At your consultation stage the above concerns are considerable and valid for delay. The four indicators could to be properly addressed and results made public with advice on the precautions. Its noted that there is a IPPC installed for single point management of the site but there will always be dangerous contaminants.

### **INCREASED FLOOD RISK**

There will be increased likelihood of further flooding risk, already indicated as medium on SEPA Maps, the incidents of floods increases through reduction of open ground and an increase in run off water from the parking areas.

There is river flooding indicated already, and the area is considered potentially vulnerable. Drainage failure at busy junction Barrs Cottage impacts on many other parts of Inverclyde, through diversions and congestion, an increase in flooding is likely as everywhere is becoming more prone to flooding anyway.

Barrs Cottage problems impact Inverclyde infrastructure. Gourock roads and junctions are already overburdened at certain times of day, especially during excessive rainfall in Inverclyde drivers take routes through Gourock to avoid problems, creating more.

### **INADEQUATE ROAD SYSTEM**

The increase in cars to the area from people visiting the facility will make entry to the roads around the project more congested. Increased possible accidents and incidents, with new entry and exit adding to an already complex system. Also increased risk for pedestrians including a lot of children precisely at the busy times.

**POLUTION**

There is risk of flooding and seepage from known contaminated ground. Could impact health and life expectancy.

**LOSS OF OPEN SPACE**

As a natural spot for trees, wildlife and wild flowers the space could help to keep the area more green and healthy.

Thank you Peter for bringing this to the attention of one community in support of another. With more time people could be consulted properly and IPPC instructions followed. The addition of indoor tennis is to be welcomed in Inverclyde.

Yours truly,

Geraldine Harron

---

**From:** Gourock Community Council [mailto:gourockcommunitycouncil@gmail.com]

**Sent:** 31 January 2020 04:50

**To:** Property <Property@inverclyde.gov.uk>; Peter MacDonald

**Cc:** [VARIOUS EMAILS REDACTED]

**Subject:** TO HEAD OF LEGAL & PROPERTY SERVICES

**GOUROCK COMMUNITY COUNCIL**

Gamble Halls, 44 Shore Street GOUROCK PA19 1RG

INVERCLYDE COUNCIL

MUNICIPAL BUILDINGS

Clyde Square

GREENOCK

PA15 1LX

30st January, 2020

TO THE HEAD OF LEGAL & PROPERTY SERVICES

property@inverclyde.gov.scot

Dear Mr Malone,

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1959 PROPOSED DISPOSAL AND/OR APPROPRIATION OF LAND AT RANKIN PARK, GREENOCK.

Notice is hereby given in terms of the Town and Country Planning (Scotland) Act 1959 S.24 (2A) and S.27 (2A) (as amended) that Inverclyde Council is, with Inverclyde Leisure, proposing to build a new Indoor Tennis Facility, on land at Rankin Park, Inverkip Road, Greenock, which land is currently open space. The intended project will involve the lease to Inverclyde Leisure of land and include the construction on that land of the Indoor Tennis Facility, associated facilities, landscaping and additional car parking (all of which are referred to in this notice as “the Project Works”). A copy of the plan showing the proposed location of the Project Works may be downloaded from [www.inverclyde.gov.uk/rankinpark](http://www.inverclyde.gov.uk/rankinpark) or requested by telephone on 01475 712 102 or by email to [property@inverclyde.gov.uk](mailto:property@inverclyde.gov.uk).

## OBJECTION TO THE ABOVE PROPOSAL

Gourock Community Council welcome the addition of new sports facilities for the people of Inverclyde but have many concerns and **object to the proposal of development at Rankin Park Project** on the following grounds.

### INCREASED FLOOD RISK

There will be increased likelihood of further flooding risk, already indicated as medium on SEPA Maps, the incidents of floods increases through reduction of open ground and an increase in run off water from the parking areas.

There is river flooding indicated already, and the area is considered potentially vulnerable.

Drainage failure at busy junction Barrs Cottage impacts on many other parts of Inverclyde, through diversions and congestion, an increase in flooding is likely as everywhere is becoming more prone to flooding anyway.

Barrs Cottage problems impact Inverclyde infrastructure. Gourock roads and junctions are already overburdened at certain times of day, especially during excessive rainfall in Inverclyde drivers take routes through Gourock to avoid problems, creating more.

### INADEQUATE ROAD SYSTEM

The increase in cars to the area from people visiting the facility will make entry to the roads around the project more congested. Increased possible accidents and incidents, with new entry and exit adding to an already complex system. Also increased risk for pedestrians including a lot of children precisely at the busy times.

### POLUTION

There is risk of flooding and seepage from known contaminated ground. Could impact health and life expectancy.

### LOSS OF OPEN SPACE

As a natural spot for trees, wildlife and wild flowers the space could help to keep the area more green and healthy.

Notetaker GCC Secretary: Geraldine Harron

## [TELEPHONE NUMBER REDACTED]

All correspondence is shared with GCC Members and Associates. Please notify Gourock CC and delete this email if you are not an intended recipient. GCC disregard information that appears out-with regular work or is unhelpful in opinion or content for service. GCC accept no liability for harm or virus as a result of any electronic contact with your devices. There is compliance with Data protection. Meetings, to which all are made welcome, are on third Mondays of the month at 7.30 pm with a Forum to 'Have Your Say' at 7.00 pm and often an opportunity to 'Have Your Say' at the end of meetings, in Gamble Halls.

Find out more on [www.gourockcc.org](http://www.gourockcc.org) email us at [info@gourockcc.org](mailto:info@gourockcc.org) and Facebook @GourockCommunityCouncil or Twitter: @GourockCC

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**From:** Peter MacDonald  
**Sent:** 07 December 2021 13:51  
**To:** 'Gourock Community Council' <[gourockcommunitycouncil@gmail.com](mailto:gourockcommunitycouncil@gmail.com)>  
**Cc:** Property <[Property@inverclyde.gov.uk](mailto:Property@inverclyde.gov.uk)>  
**Subject:** RE: (Official - Sensitive) Consultation on Rankin Park Tennis Facility Proposal

Classification:

Dear Geraldine

Per my email to the Community Council on 15/11, a further period of consultation is presently under way regarding the above in light of a change in the proposed location for the facility. With reference however to the email below that you provided as a response in the initial consultation on this project, my Client Service has discussed the various concerns that you raise with the relevant council services, and has asked me to respond to these concerns in the following terms. Their responses follow the same headings as your comments for ease of reference.

**Site contamination** – concern about health and safety risk to children and users.

Environmental Service observations - The Council's model planning conditions will be applied to this development. Any land and water quality issues will be picked up by geo-environmental investigation and risk assessment. Any identified pollutant linkages would then be remediated as part of the site development.

Pollutant linkages to the water environment would also be considered in the assessment – although groundwater in this area does not contribute to the drinking water supply there is the wider water environment and aquatic habitats that would be considered in the assessment. The installation of water supply pipes is regulated by Scottish Water and there are protective measures that can be applied as part of the development if necessary.

**Congestion and roads access** – that the proposal will cause roads congestion in the area.

Roads Service Observations - During the planning consultation, Inverclyde Roads and Transport Scotland had no objections to the proposed layout. The facility connects directly onto the trunk road network and this can cope with the additional traffic movements from the tennis facility.

The planning response from Inverclyde Roads states that the new development requires 20 car spaces and this volume of traffic will have no impact on the existing network.

There is no new proposed connection to the existing roads network, the proposed facility connects at the existing roundabout which has existing pedestrian crossing points.

**Budgetary Priorities** – that the proposal is not a priority for funding by the Council at this time.

Observation – the Council has considered the proposals at the Education and Communities Committee on many occasions in relation to the prospective financial and strategic priorities of the project.

**Timescale for Consultation** – that there is inadequate time for Community Consideration.

Observation – The timescales for consultation involved periods of 6 weeks for part 1 and 4 weeks for part 2 and these are in full compliance with the statutory provisions.

**Increased Flood Risk** – This was submitted relative to the part 1 consultation.

Environmental Service Observation – the proposal has been relocated.

**Loss of Open Space** – that there is an unacceptable loss of open space.

Observation – the relocated facility partly utilises the location of an existing bowling green which is not part of direct public access for open space. The roadway access and parking for the proposal does impact on open space provision but not to any material extent all as shown on the proposed plan. The ground which is proposed to be leased to IL is only comprised of the building footprint, its adjacent paths and the roadway access and parking. The facility will be available in the future for the use of the public in Inverclyde.

I hope that is of assistance and goes some way to address your concerns. If however you have any further comments you wish me to pass on to the Committee when this proposal is considered by them, then please come back to me. If you have any further questions or queries about the proposal, please come back to me or to my property colleagues (CCed in).

Regards.

Peter

---

Peter J MacDonald  
Principal Solicitor  
Inverclyde Council



## 2) RESPONSES TO SECOND CONSULTATION - CLOSED 10 DECEMBER 2021

### a) Port Glasgow West Community Council

**From:** Tommy Rodger [mailto:pgwestcommunitycouncil@gmail.com]

**Sent:** 16 November 2021 22:34

**To:** Peter MacDonald <Peter.MacDonald@inverclyde.gov.uk>

**Subject:** Re: (Official - Sensitive) Rankin Park - Proposed Indoor Tennis Facility

Hi Peter

No Objections, good idea for the land that has layen vacant for many years.

Regards

Tommy Rodger

(Secretary)

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