

**Report To:** Safe, Sustainable Communities Committee

**Date:** 5 May 2009

**Report By:** Corporate Director, Environment and  
Community Protection

**Report No:** ECP/Plann/  
FJM09/014

**Contact Officer:** Fergus J Macleod

**Contact No:** 01475 712404

**Subject: Inverclyde Local Plan 2005 – Monitoring and Update Report 2009**

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### 1.0 PURPOSE

- 1.1 To inform Committee of the findings of the review undertaken on the adopted Inverclyde Local Plan, to seek endorsement of the continuing relevancy of the Plan and the key issues identified for the preparation of the new Inverclyde Local Development Plan.

### 2.0 SUMMARY

- 2.1 The Council adopted the Inverclyde Local Plan (2005) on 31<sup>st</sup> January 2006. That Plan has, to a large extent, been successful in guiding and promoting development within Inverclyde, with many of the waterfront and other development sites that are now completed or coming to development, identified by the Plan.

- 2.2 As part of the modernisation of Scottish planning, the development plan system of Structure Plans and Local Plans is being replaced by Strategic Development Plans and Local Development Plans. In being one of eight councils that form the Glasgow and the Clyde Valley Strategic Development Planning Authority, Inverclyde cannot publish its first Local Development Plan until the upper-tier Strategic Development Plan has been approved by Scottish Ministers: not until late 2012. In view of this and in accordance with The Planning etc. (Scotland) Act 2006 and 2008 Regulations, local authorities like Inverclyde in this transitional period are expected to monitor their Development Plans.

- 2.3 In advance of preparing the new Local Development Plan for Inverclyde, a review of the current Local Plan serves to inform that process and at the same time keep updated and refreshed the existing Plan ahead of its replacement by the new Plan: the anticipated date for the Proposed Plan, May 2012 and adoption date, mid 2014.

- 2.4 The review of the adopted Local Plan 2005 in the form of a Monitoring and Update Report is attached as Annex One. The report follows a similar structure to the Local Plan and should be read in conjunction with that document. New and updated information relevant to the Plan is incorporated in the Report and where appropriate, key issues are identified where further work is required to keep the Local Plan up to date. This Report should form part of consultation and engagement on the new Local Development Plan.

Annex One  
attached

### 3.0 RECOMMENDATIONS

- 3.1 That Committee:

(a) note the findings of the 2009 review of the adopted Inverclyde Local Plan (2005) presented in the attached Annex One Report and endorse the continuing relevancy of the Plan's policy guidance, and where appropriate, the key issues identified that will form part of the preparatory work for the first Inverclyde Local Development Plan.

**Fraser K Williamson**  
**Head of Planning and Housing**

## 4.0 BACKGROUND

- 4.1 The Council adopted the Inverclyde Local Plan (2005) on 31<sup>st</sup> January 2006. That Plan has, to a large extent, been successful in guiding and promoting development within Inverclyde, with many of the waterfront and other development sites that are now completed or coming to development, identified by the Plan.
- 4.2 Owing to the nature of the local plan preparatory process much of the policy and strategy framework of the 2005 Local Plan was written in 2002. In preparation for the Local Plan Inquiry in 2004, an opportunity was taken to update some of the data contained within the Plan, for example the housing land and business land supplies, but with the Inquiry largely affirming the policy and strategy framework of the Plan it has, in the main, remained the same as published in the 2002 Final Draft Plan.
- 4.3 Taking the above into consideration together with the replacement of the current development plan system of Structure Plans and Local Plans by Strategic Development Plans and Local Development Plans, and the expected lengthy timeframe for the finalisation of the new Inverclyde Local Development Plan, a review of the current Local Plan will serve to inform that process and at the same time keep up to date and refresh the existing Plan ahead of its replacement by the new Plan. This new Plan has an anticipated date for publication of the Proposed Plan, May 2012 and an adoption date of mid 2014. In accordance with the Planning etc. (Scotland) Act 2006 and 2008 Development Plan Regulations, it is expected that authorities through this transitional period regularly monitor their Development Plans.

Min Ref:  
28/10/08,  
para 748

Min Ref:  
10/03/09,  
para 182

## 5.0 PROPOSALS

- 5.1 The attached Annex One to this report is a full comprehensive review of the adopted Local Plan 2005 in the form of a Monitoring and Update Report. The Report is not a statutory document and it does not replace the Inverclyde Local Plan 2005. Rather, ahead of the preparation of the first Local Development Plan for Inverclyde, it seeks to confirm that the existing Local Plan is still in the main relevant and valid, but also highlight those areas where some additional work is required to keep planning policy in Inverclyde up to date with national policy and the approved Glasgow and the Clyde Valley Joint Structure Plan.
- 5.2 The Monitoring and Update Report 2009 follows a similar structure to the Local Plan and should be read in conjunction with that document. Within each chapter information is provided on development 'on the ground' since the Local Plan was prepared (2002-04). Any significant changes in the planning policy context are recorded. Each policy of the Plan is then considered with regard to its intended use and continuing relevancy. New and updated information is incorporated in the Report and each chapter concludes with a reaffirmation of what remains relevant. Where appropriate, key issues are identified where further work is required to keep the Local Plan up to date and which should form part of consultation and engagement on the new Local Development Plan.

### Key Issues and Main Findings

- 5.3 Among the key issues and main findings in the Monitoring and Update Report 2009 (in accordance with the Local Plan chapters), are the following outlined below.
- (a) Chapter 3 - The key locations identified in the Development Strategy for development, redevelopment, regeneration and area renewal - the five Special Development Areas, five New Neighbourhoods, six Major Housing Development Areas and the three Town Centres - remain relevant and valid, but some require review and new areas are likely to be identified as part of the exercise of investigating potential areas for growth for housing provision for the longer term in accordance with the approved 2006 Structure Plan.
  - (b) Chapter 4 - The Green Belt and countryside policies have proved to be robust in directing new development within the settlement boundaries and safeguarding

- the countryside from development. As part of the preparation for the new LDP, a review is already underway of the inner Green Belt boundary, linked in part to securing its longer term stability and permanence in accord with Structure Plan policy (as in (a) above).
- (c) Chapter 5 - The transportation and accessibility policy guidance and the issues covered in the Plan remain, with appropriate updates on national and regional/strategic policy, relevant and valid.
  - (d) Chapter 6 – The marketable business and industrial land supply continues to be small (albeit there has been little take-up over the last four years) and certain sites identified for improvement continue to be categorised non-marketable. There remains an important issue of too many poorly located existing post-war industrial estates with poor environments that will be the subject of review for the LDP. A related issue is the appropriate partnership of stakeholders to carry forward a strategy of vacant and derelict land remediation (the Derelict Land Strategy as was) or its equivalent.
  - (e) Chapter 7 - The established housing land supply is more than adequate in terms of location and distribution to meet any new upturn in demand over the short term and into the medium term (to 2016), and the effective land supply has increased since 2004, alongside relatively high completion rates. The current credit crunch and economic downturn will require serious consideration in terms of the assessment of the capacity of existing and any new sites coming forward in Greenock and Port Glasgow to play a greater role in the wider conurbation housing market area, especially over the short-medium term, to accord with Strategic Policy 2 of the Structure Plan (as in (a) above), for the forthcoming LDP.
  - (f) Chapter 8 - There is adequate land available to accommodate town centre and particularly new retail development in each of the three town centres and in particular Port Glasgow. The outstanding issue covered in the PPS concerning the redrawing of the boundary of Port Glasgow Town Centre will be the subject of further assessment for the LDP.
  - (g) Chapter 9 – The Greenock West End Conservation Area boundary amendment has been implemented and the Service is in the final stages of putting in place an Article 4 Direction for the area.
  - (h) Chapter 10 – Inverclyde Council's Core Paths Plan has been adopted (March 2009) and a decision will have to be made on how the Access Routes depicted in the adopted Local Plan should be handled in the LDP. The comprehensive land use survey being undertaken as part of preparations for the new LDP has highlighted the scope for reviewing a number of the open space designations in the Local Plan and of the role these green spaces have, in general in Inverclyde.
  - (i) Chapter 11 – Both Flooding and Renewables policies require review for the new LDP, the latter in terms of Wind Farms currently the subject of draft Supplementary Planning Guidance.
  - (j) Chapters 12 to 17 – This review demonstrates that much has been achieved in the implementation of the Plan in some of the Special Development Areas over the last four years. This is particularly the case in the Waterfront/A8 Corridor and to a lesser extent in Greenock East. Development is due to start soon at The Harbours, Greenock and an outline planning application is expected shortly for the Inverkip Power Station site on the coast north of Wemyss Bay.
  - (k) Chapters 18 to 20 – In their different ways and in the issues they address – the use of planning policy advice notes in Development Management; partnership approaches to securing funding to realise the development opportunities identified and implement the Plan's proposals; and the commitments made in the Plan to monitoring and review - each of these three chapters of the adopted Local Plan, remain relevant and valid.

Min Ref:  
13/01/09,  
para 30

## 6.0 IMPLICATIONS

6.1 **Legal:** there are no immediate legal implications arising from this report.

6.2 **Finance:** there are no financial implications arising from this report, other than minimal costs associated with the printing of the document and its distribution, which will be met

from within the Service budget.

Financial implications – one-off costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Financial implications – annually recurring costs/(savings)

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

6.3 **Personnel:** there are no personnel implications arising from this report.

6.4 **Equalities:** when delivering services to our customers, full cognisance is taken of equality and diversity processes and procedures. The policies in the adopted Local Plan that assist the Council in meeting its statutory obligations with respect to equalities, remain relevant and valid.

## 7.0 CONSULTATION

7.1 **Chief Financial Officer:** no requirement to comment.

7.2 **Head of Legal and Administrative Services:** no requirement to comment.

7.3 **Head of Organisational Development and Human Resources:** no requirement to comment.

## 8.0 CONCLUSIONS

8.1 The Monitoring and Update Report 2009 on the adopted Inverclyde Local Plan 2005 provides a timely reminder of the continuing relevance and validity of the current Plan. Overall, the Local Plan remains fit for purpose in terms of its policy content and guidance, and the overall planning and development strategy framework provides a sound basis going forward over the coming two-three years while preparations are made on the Local Development Plan. The first main published stage of the new Plan is timetabled in two year's time – the Main Issues Report (MIR) in May 2011 – and at that stage, it will be a requirement of The Planning etc. (Scotland) Act 2006 and the 2008 Development Plan Regulations, that this MIR is accompanied with a Monitoring Report.

Min Ref:  
10/03/09,  
para 182

8.2 The key issues and main findings of this Report and other issues as they emerge as work gets underway over the coming months, will form the basis for full and wide ranging public consultation and stakeholder engagement on preparations for the new Local Development Plan for Inverclyde.

## 9.0 BACKGROUND PAPERS

- 9.1
- (1) Inverclyde Local Plan 2005
  - (2) The Planning etc. (Scotland) Act 2006
  - (3) The Town and Country Planning (Development Planning) (Scotland) Regulations 2008
  - (4) Scottish Government Circular 1/2009 'Development Planning'.

## ATTACHMENT

\* Annex One: Inverclyde Local Plan 2005 – Monitoring and Update Report (April 2009)



**ANNEX ONE**

**INVERCLYDE LOCAL PLAN 2005  
MONITORING AND UPDATE REPORT 2009**

**Planning and Housing Service  
April 2009**

**CONTENTS**

- Chapter 1 - Introduction**
- Chapter 2 - Planning Contexts**
- Chapter 3 - The Development Strategy**
- Chapter 4 - Green Belt and Countryside**
- Chapter 5 - Transportation and Accessibility**
- Chapter 6 - Economy and Employment**
- Chapter 7 - Housing and Communities**
- Chapter 8 - Town Centres and Retail Development**
- Chapter 9 - Environmental Resources and Built Heritage**
- Chapter 10 - Open Space, Access and Recreation**
- Chapter 11 - Utilities and Service Infrastructure**
- Chapter 12 - Special Areas**
- Chapter 13 - The Harbours, Greenock**
- Chapter 14 - Inverclyde Waterfront/A8 Corridor**
- Chapter 15 - Greenock East Business Area**
- Chapter 16 - Central Coastal Gourock**
- Chapter 17 - Inverkip Power Station**
- Chapter 18 - Development Control Advice**
- Chapter 19 - Implementation**
- Chapter 20 - Monitoring and Review**

**Appendices**

- (1) Local Context – Statistical Background**
- (2) SWOT Analysis**

[Finalised Draft – subject to minor editorial changes prior to publication]

## **CHAPTER 1 - INTRODUCTION**

1.1 The Council adopted the Inverclyde Local Plan (2005) on 31 January 2006. That plan has, to a large extent, been successful in guiding and promoting new development within Inverclyde, with many of the waterfront and other development sites that are now completed or coming to development, identified by the Plan.

1.2 Owing to the nature of the local plan preparatory process much of the policy and strategy framework of the 2005 Local Plan was written in 2002. In preparation for the Local Plan Inquiry in 2004, an opportunity was taken to update some of the base data contained within the Plan, for example the housing and business land supplies, but with the Local Plan Inquiry largely affirming the policy and strategy framework of the Plan it has, in the main, remained the same as published in the 2002 Final Draft Plan.

1.3 The purpose of this report is to monitor the impact of the Inverclyde Local Plan and its continuing relevancy, and where necessary to provide updated information relevant to the Plan and identify where any further work is required to keep the Plan up-to-date.

1.4 This is not a statutory document and it does not replace the Inverclyde Local Plan 2005. Rather, ahead of the preparation of a Local Development Plan for Inverclyde, which formally commenced in March 2009 with the publication of a Development Plan Scheme and Participation Statement in accordance with The Planning, etc. (Scotland) Act 2006, this report seeks to confirm that the existing Local Plan is still relevant and valid, but to highlight those areas where some additional work is required to keep planning policy in Inverclyde up-to-date with national policy and the Glasgow and the Clyde Valley Joint Structure Plan.

### **Why not a new Local Plan for Inverclyde?**

1.5 As part of the modernisation of Scottish planning, the current development plan system of Structure Plans and Local Plans is to be replaced by Strategic Development Plans and Local Development Plans.

1.6 The current Local Plan for Inverclyde is referred to above. In addition to the Plan adopted in January 2006, there have been three significant changes to the Local Plan since:

- (1) Town Centres and Retail Development Alteration (January 2009)
- (2) Town Centres and Retail Development Planning Policy Position Statement (May 2008)
- (3) Greenock West End Conservation Area Amendment (August 2007).

The current Structure Plan for Inverclyde, which also covers seven other west of Scotland local authorities, is the Glasgow and the Clyde Valley Joint Structure Plan 2006 Third Alteration, which was approved in April 2008.

1.7 Both the Structure and the Local Plan are scheduled to be replaced: the structure plan by a Glasgow and the Clyde Valley Strategic Development Plan (SDP) and the local plan by the Inverclyde Local Development Plan (LDP). The Scottish Government requires that the SDP precedes the LDP – the former document setting the framework



for the latter. Inverclyde Council therefore, has not been in a position to prepare a new Local Plan or its first Local Development Plan until the SDP commences. Given the timeframe for these plans – the SDP equally getting formally underway in March 2009 - the timeframe for the LDP has now been pushed back with the anticipated publication of the Proposed Plan, when the formal objection stage starts, to May 2012. It is considered that the preparation of this report is the best way to keep the Local Plan relevant and up-to-date ahead of its replacement by a LDP.

### **Structure of Report**

1.8 This document follows a similar structure to the Inverclyde Local Plan 2005 and should be read in conjunction with that document. Within each chapter information is provided on development 'on-the-ground' since the Local Plan was prepared (2002-04). Any significant changes in the planning policy context are also recorded. Each policy of the plan is then considered with regard to its intended use and continuing relevancy. Each chapter concludes with an affirmation of what remains relevant and an indication of immediate work required or work that is required in respect of the new Local Development Plan.

## **CHAPTER 2 – PLANNING CONTEXTS**

### **INTRODUCTION**

2.1 There have been a number of changes in the contexts within which the Inverclyde Local Plan operates since its adoption in January 2006 at the international, national, regional, local and corporate levels. These are outlined below.

#### **The International and European Dimension**

2.2 The most direct influences on planning policy emanating from international agreements and European Directives remain largely unchanged from those published in the adopted Plan. The most significant relate to climate change and the measures being put in place internationally and nationally to reduce emissions from greenhouse gases. The relevant planning policy context for the Development Plan system remains covered by Scottish Government SPP1 'The Planning System' and the Third Alteration of the Joint Structure Plan (2006).

#### **National Planning Policy and Advice**

2.3 The Town and Country Planning (Scotland) Act 1997 is a significant part of the statutory framework for land use planning. This has been supplemented, and in some parts, superseded by The Planning, etc (Scotland) Act 2006. In particular, the 2006 Act has introduced a requirement for strategic development plans and local development plans to replace structure plans and local plans. New Development Plan Regulations guiding the preparation of these documents has only recently come into force, in February 2009.

2.4 National planning policy continues to be provided through the Scottish Planning Policy series, which is continually updated. The Planning Advice Note series has been continually reviewed and expanded and continues to offer advice on good practice and other relevant information. A list of current SPPs and PANs is provided in Table 2.1.

2.5 In October 2008, the Scottish Government published a radical new departure in the form of a new statement on policy on land use planning. In addition to the National Planning Framework which expresses the spatial aspects of the Government's Economic Strategy, Scottish Government Planning Policies will comprise only three elements:

- \* The Scottish Government's view of the purpose of planning and the core principles for the operation of the system;
- \* The objectives for key parts of the system; and
- \* Thematic policies on planning structured around:
  - the contribution to the Scottish Government's Central Purpose,
  - concise expression of policy,
  - implications for development planning, and
  - implications for development management.

2.6 The outcome of this restatement of Government policy is that it will no longer attempt to provide as comprehensive a summary of planning across all its many and varied strands. In so doing it will replace the suite of Scottish Planning Policy (SPP) statements published over the last few years reviewing and updating policy and upon which development plans are based and development management decisions are made.

2.7 The Government's National Planning Framework for Scotland (2004) has been reviewed and a Monitoring Report was published in September 2006. A draft National Planning Framework 2 has been the subject of extensive consultation since 2006 and is expected to be published in the spring of 2009. Local authorities in their SDPs and LDPs are expected to have regard to NPF2, particularly where regional/locational prescription is set out in the document.

### **Strategic Environmental Assessment**

2.8 Strategic Environmental Assessment (SEA) has assumed much greater importance since the publication of the Local Plan in 2006. SEA is a process under The Environmental Assessment (Scotland) Act 2005 that requires planning authorities to carry out their development planning functions with the objective of contributing to sustainable development. In doing so they are required to produce an Environmental Report assessing the environmental impact of the Plan's policies and proposals. This process will be a central part of the preparation for the new Local Development Plan and will require to be progressed and aligned with the key stages of its preparation.

### **The Strategic Context and the Structure Plan**

2.9 The current structure plan for Inverclyde is the Glasgow and the Clyde Valley Joint Structure Plan, Third Alteration (2006). This supersedes the 2000 Plan approved in May 2002, and subsequent First and Second Alterations dealing with the specific issues of Ravenscraig, North Lanarkshire and Glasgow Airport, Renfrewshire, respectively. As a result, the Local Plan requires to be brought into accord with the policy prescription of the Third Alteration (refer to Chapter 3 for a summary update of the relevant changes required to the Local Plan).

2.10 The four main aims of the Structure Plan remain the same and therefore the corresponding and derived Development Strategy of the Local Plan (Chapter 3) equally remains relevant and valid.

### **The Corporate and Partnership Context**

2.11 There have been a number of changes in the regional/local corporate and organisational structures that have changed the relationship of the Council to its partners and the make-up of a number of the partnerships.

#### Inverclyde Council Corporate Plan – Single Outcome Agreement

2.12 The new administration elected to the Scottish Parliament in 2007 introduced a 'Concordat between the Scottish Government and Local Government' which has led to the introduction of Single Outcome Agreements (SOA) between each local authority and Government. Inverclyde Council's SOA was submitted to the Scottish Government last year and among its priorities that are central to the Development Plan are: 'to secure the

area's economic regeneration'; 'improve employment opportunities by increasing the number of quality jobs and associated employment rate'; 'support communities to become empowered and better able to take responsibility for their own and their families' lives and their environment'; and 'the environment'.

2.13 The Council's Corporate Plan 2007 – 2011 reflects the SOA aims and objectives and two of the five 'Strategic Outcomes' – 'Safe, Sustainable Communities' and 'A Thriving, Diverse Local Economy' are a focus of the Local Plan.

#### Community Plan / Inverclyde Alliance (Community Planning Partnership)

2.14 An updated and refreshed Community Plan 'Inspiring Inverclyde 2008 – 2018' was published last year, which sets a partnership vision for Inverclyde. This vision builds on and reflects the Single Outcome Agreement and the Corporate Plan. In a similar manner, the Community Plan's priorities of 'Employability and Enterprise' and 'Protecting the Environment and Reducing Inverclyde's Carbon Footprint' have most direct relevance to the Local Plan.

#### Urban and Area Regeneration

2.15 At the time of Local Plan adoption in early 2006, Riverside Inverclyde (as a new 'special purpose vehicle') was at an interim stage in its establishment, the case still being made for full Urban Regeneration Company status. In February 2006, the Government in its Regeneration Policy Statement 'People and Place' announced a second round of urban regeneration companies in Scotland, one of which was for Inverclyde. Riverside Inverclyde (Ri) has since assumed the role of the major urban regeneration implementation agency in the authority, with a particular focus on the Waterfront/A8 Corridor, between Greenock town centre and the east end of Port Glasgow. This is an area broadly coincident with the two Special Development Areas in the Local Plan covered by Policies SA1 and SA2 (refer to Chapters 3, 12 to 14).

2.16 In a similar way, the process of undertaking the large scale transfer of the Council's housing stock was underway at the time of the Plan's publication in 2006. In December 2007, River Clyde Homes became the major RSL to manage the housing stock following the successful balloting of tenants for this change. RCHs primary focus in terms of new development is the Area Renewal Strategy and a major element of this is the reprovisioning of the social rented housing stock. The Strategy is an Inverclyde Alliance joint partnership strategy, largely coincident with the Local Plan's 'New Neighbourhood Initiative' areas and other designated 'major housing development opportunities'.

#### **Key Partners Plans and Policies**

2.17 The Local Plan sets the context for land use change within Inverclyde, but implementation of the policies and proposals and the devising of detailed development frameworks and masterplans, requires the co-operation of other agencies, and of course the private sector. Some of the partner agencies, with their own corporate plans and strategies, have changed over the last four years, most notably through the reorganizations of the enterprise and housing arms of the Scottish Government.

2.18 The Scottish Enterprise Network no longer has sub regional local enterprise teams, so that Scottish Enterprise Renfrewshire is now subsumed in a greater West of Scotland region. The establishment and designation of the Riverside Inverclyde Urban Regeneration Company, in February 2006, replaces to a large extent many of the functions of the LEC in relation to economic development matters in the area.

2.19 In relation to housing policy and investment, Communities Scotland has been taken into the Scottish Government and the Housing Investment Division of the Housing and Regeneration Directorate is the key arm of government that is now relevant to matters concerning housing strategy and policy.

2.20 No other significant changes have occurred in our major partners' governance and constitutional arrangements that impact on planning and development in Inverclyde.  
***[to check and edit]***

### **Other Policy Documents**

2.21 ***[TO FOLLOW (as necessary)]***

- refer to other partner's plans and strategies (where appropriate)
- note the continuing relevance of the Llwellyn Davies Study 'Strategy for Change', the three Area Renewal Plans and 'First Steps' report
- refer to other Council Plans and Strategies (where appropriate)

## **CHAPTER 3 – THE DEVELOPMENT STRATEGY**

### **INTRODUCTION**

3.1 The Development Strategy chapter of the Local Plan sets out the overarching guiding principles and objectives of sustainable development that are the cornerstone of the Scottish Planning System. These principles and objectives are expressed in a Planning and Development Framework for the Plan as a whole, with Chapter 3 having as its focus the urban areas of Inverclyde. This is complemented by Chapter 4 of the Plan which expresses the key components of this Framework for the designated Green Belt and countryside beyond. In total there are 11 Development Strategy (DS) policies in the two chapters and in addition, Chapter 5 'Transportation and Accessibility' contains 4 'TA' strategic policies, which completes the authority-wide strategic context and goals that form the Planning and Development Framework.

3.2 The Planning and Development Framework of the Local Plan is expressed in four 'dimensions of strategy':

- (1) Economic Regeneration
- (2) Housing and Community Regeneration
- (3) A Quality Environment
- (4) Place Making and Key Locations.

3.3 These four 'dimensions' are founded on EU, national and regional/strategic planning principles, aims and objectives, and actual studies undertaken in preparing the Local Plan.

### **POLICY CONTEXT**

3.4 A number of important changes have occurred since the adoption of the Local Plan, ranging from the European and national level down through the regional to the more local. The most significant for planning policy and development management and the implementation of the Plan's aims and objectives are:

- Updates to the Council's Corporate Plan and Corporate Strategy (2008); the introduction of the Single Outcome Agreement (June 2008); and developments with the Council's Partnerships/Joint Strategies with partners
- Changes in EU Directives and policy
- Changes in Scottish Government and other National-level policies
- A review (Alteration) to the Joint Structure Plan.

Chapter 2 of this Report outlines in some detail these changes.

### **Key Changes in National/Regional Planning and Regeneration Policies**

3.5 More specifically related to Planning and Development and the aims and objectives of the Local Plan's Development Strategy, are the following changes:

- (1) The Planning, etc. (Scotland) Act 2006 (December 2006)

- (2) The Glasgow and the Clyde Valley Joint Structure Plan (2006 Third Alteration), approved April 2008
- (3) People and Place – Regeneration Policy Statement (Scottish Government, February 2006)
- (4) National Planning Framework (NPF) 2 (Scottish Government, spring 2009)
- (5) SPP 3 Planning for Homes (Revised 2008), July 2008
- (6) SPP 6 Renewable Energy Developments, March 2007
- (7) SPP 8 Town Centres and Retailing, August 2006
- (8) SPP 10 Planning for Waste Management, August 2007

3.6 In addition to the above changes and updates in policy guidelines, a number of planning advice notes (PANs) have been introduced, the most pertinent for the Development Strategy of the Plan being those dealing with urban design and the quality of places.

3.7 There have also been significant changes in the statutory agencies in place locally tasked with the implementation of development and regeneration on the ground.

### **Significant Changes in Inverclyde**

- (1) Riverside Inverclyde Urban Regeneration Company (Ri URC), an URC established at the time of the Government's Regeneration Statement in February 2006. Its primary focus is the Inverclyde Waterfront and A8 Corridor, largely coincident with Special Development Areas SA1 and SA2 of the Local Plan.
- (2) River Clyde Homes (RCH) – the Registered Social Landlord (RSL) established in December 2007 to take over the bulk of the Council's housing stock, following the successful balloting of its tenants. RCHs primary focus in terms of new development is the Area Renewal Strategy and within that the reprovisioning of the social rented sector and the introduction of mixed tenure housing in Greenock and Port Glasgow, in areas largely coincident with the Local Plan's 'New Neighbourhood Initiative' areas and other designated 'major housing development opportunities'.

### **PLANNING and DEVELOPMENT FRAMEWORK**

3.8 The four 'Dimensions of Strategy' are the basis for the planning and development of Inverclyde and each remain relevant and valid:

- (1) Economic Regeneration – to promote investment and assist 'economic competitiveness';
  - (2) Housing and Community Regeneration – to sustain communities and assist 'social inclusion';
  - (3) A Quality Environment – to sustain and respect the natural and built environment;
- and, combining each of these in a development geography for Inverclyde:
- (4) Place Making and Key Locations – to encourage 'sustainable urban development', engender 'civic pride' and 'promote a new image of Inverclyde'.

3.9 This overarching Strategic Policy for Sustainability in Inverclyde has been enhanced and augmented with the updating of the Joint Structure Plan (the 2006 Third Alteration), through changes and amendments to this Plan's Strategic Policy Definitions.

3.10 The changes made in the Third Alteration (2006) to the Development Plan covering Inverclyde, are (the 'SP' references are to Structure Plan policies):

- Town Centres (SP1) - Greenock becomes a Strategic Renewal Priority;
- Town Centres (SP1) - Gourock is added to the designated Town Centres in Schedule 1(a) of the JSP;
- Established Urban Expansion Areas (SP1) – deleted due to being developed or with planning permission – in Inverclyde these EUEAs were identified for Gourock west (Faulds Park) and Inverkip (Bogside Farm and Hill Farm);
- River Clyde Transport (SP1), identified as a joint transport priority in Schedule 1(e) of the JSP, to investigate the potential to expand sustainable transport options and what that could mean for Inverclyde and the Firth of Clyde;
- Strategic Industrial & Business Locations (SIBL) (SP5) – Faulds Park is added to Schedule SP5(b) of the JSP;
- International Transport Facility (& protected rail solum) (SP5) – Great Harbour/ Inchgreen is added to Schedule 5(f) of the JSP; and
- Re-provisioning of the Social Rented Sector to assist in the provision of Affordable Housing (SP6) – an amendment has been made to the JSP with the deletion of the reference to examining the need for affordable housing in the 'Renfrewshire Villages', of which Kilmacolm and Quarriers Village are a part, and the above reference to addressing the more qualitative issues in the existing social rented stock in Greenock and Port Glasgow: this is covered in Schedule 6(b)(iv) of the JSP.

### **Aim and Principal Objectives**

3.11 These remain relevant and valid.

### **Guiding Principles for Sustainability**

3.12 These remain relevant and valid, but require augmenting with the following:

(1) A full appraisal and integration of Strategic Environmental Assessment (SEA) for the preparation of the Local Development Plan, and incorporation of the Government's aspirations for LDPs to explicitly deal with the concept of 'sustainable development'.

(2) An assessment and integration of the implications of Climate Change for the LDP;



(3) A comprehensive overview of the policies that will contribute to increasing energy efficiency in building and design (including micro-renewables) and a reassessment of the Plan's approach to renewables, in particular from wind energy; and

(4) A reappraisal of Flooding policy and flood-plain management in the identification of development opportunities.

### **Spatial Scale and Timescale of Regeneration**

3.13 In broad terms the 'place-making and key locations' identified in the Plan remain relevant and valid, although moving forward in reviewing the Plan and in preparation for the LDP, there are a number of changes of emphasis required and a number of new development opportunities already emerging that will change the scale and balance of development across Inverclyde.

3.14 The timeframes identified in the Local Plan for the major areas of development and renewal programmed have largely been on track, with the exception of some notable projects (refer to Table below). The current and ever-developing serious credit situation within the financial/banking sector and its impact on the wider economy, particularly the downturn in the building and construction sector, is likely to lead to an extension in the timeframes over which a number of the major projects and initiatives in the Plan will be implemented. This will need to be taken into account in the new LDP.

### **Place-Making and Key Locations**

3.15 The most notable achievements under each of the key components of the 'Place-Making' objectives in the adopted Plan are:

#### **(1) Safeguarding Areas of Quality**

- Greenock West and Gourock: consistent decision-making on planning applications securing our desirable residential areas
- Kilmacolm and Quarriers Village: ... ditto ..., and on design/quality matters
- Greenock West End Conservation Area – confirmed boundary change and promotion of Article 4 Direction in accordance with Proposal HR1 [refer Ch 9]

#### **(2) Improving Areas of Attraction**

- Former Gourock Ropeworks (refurbishment and conversion for flatted residential)
- Port Glasgow Town Centre Extension – part fulfilment of Policy SA2j(2) [Chap 14]
- Inverkip (Kip Marina and new housing at Hill Farm and Bogside Farm)

#### **(3) Protecting Valued Resources**

- Promotion of additional Tree Preservation Orders (TPOs) [refer Chap 9]
- Additional Listed Buildings [refer to Chap 9]
- Designation of Renfrewshire Heights as Special Protection Area (SPA) and SSSI
- No encroachment of development in the Green Belt [refer to Chap 4]
- No major development in the Countryside, including defending at appeal the decision to refuse a wind farm at Corlic Hill in Clyde Muirshiel Regional Park.

#### (4) Investing in New Development

- The following is an overview of what has happened on the ground in the major development sites identified in the Local Plan: in the Special Development Areas; the New Neighbourhoods and Major Housing Development Opportunity Sites; and the authority's three town centres.

Development Areas/Locations	Progress: site start/new build	Degree of change: Major	Degree of change: Minor	Degree of change: None/Negligible
<b>Special Development Areas</b>				
(1) The Harbours	No			**
(2) The Waterfront/A8 Corridor	Yes : -	Kincaids Site (Ho); James Watt Dock (South Quay) (Ho); Kingston Dock (Ho) Port Glasgow TC Ext'n (Retail/Env); Fmr Gourock R'wks	Business Park, Pottery St (S)/Ladyburn	James Watt Dock/Garvel Is.; Pottery St (N)
(3) Greenock East	Yes		**	
(4) Central Gourock	No			**
(5) Inverkip Power Sta	No			**
<b>Major Housing Dev't Opportunity Sites</b>				
(1) Broadfield Hosp.	Yes	**		
(2) Nether Auchinleck	No			**
(3) Strone Farm	No			**
(4) Wellington Park	No			**
(5) Grieve/Wren Road	Yes	**		
(6) Branchton/R'scraig	Yes	**		
<b>New Neighbourhoods</b>				
(1) Woodhall	No			**
(2) Oronsay	No (LT)			**
(3) Maukinhill	Yes		**	
(4) Gibshill	Yes	**		
(5) Peat Rd/Holefarm	No (LT)			**
<b>Town Centres</b>				
(1) Greenock	Yes		**	
(2) Port Glasgow	Yes	**		
(3) Gourock	No			**

<b>Other Major Dev'ts</b>				
(1) Kip Marina	Yes	**		
(2) Hill Farm, Inverkip	Yes		**	
(3) Bogside Farm, I'kip	Yes	**		
(4) Levan Farm (Ph 2)	Yes	**		
(5) Bridge of Weir Hos.	Yes	**		

**Note:** 'LT' – identified as long term locations.

3.16 The chapters that follow provide more details on progress in each of the above development initiatives and building projects. The Special Development Areas are covered in Chapters 13 to 17, the major housing development sites and New Neighbourhoods in Chapter 7 and the town centres in Chapter 8.

3.17 The three principal strands of 'Place-Making and Key Locations' that comprise the Local Plan's settlement strategy and the objective of sustainable urban development remain relevant and valid, for:

- (1) **Planning the Inverclyde Waterfront** – in terms of the Vision; the Sub Area development framework; the relationship between this development corridor and the two main town centres of Greenock and Port Glasgow; and the overall strategy to re-connect the waterfront to the wider community of Inverclyde [refer to Chapters 13 and 14]
- (2) **Three Complementary Town Centres** – as updated in the Town Centres and Retail Development *Planning Policy Position Statement* (May 2008)[refer Chap 8]
- (3) **Planning the New Neighbourhoods** – in terms of the overall strategy of introducing mixed tenure housing and the building of sustainable residential communities [refer Chapter 7].

3.18 Table 3.1 in the Local Plan summarises the key components of the settlement strategy and Figure 3.6 presents it in the form of an outline schematic plan: these remain relevant and valid and should continue to provide the Council with a sound and robust planning and development framework for taking decisions on major development proposals coming forward over the next two years, at least.

## **IMPLEMENTING THE DEVELOPMENT STRATEGY**

3.19 As indicated in the Plan and at the beginning of this Chapter, 'The Planning and Development Framework' comprises of eleven 'DS' policies in the Plan, of which Policies DS1 to DS7 are in this Chapter. These policies cover the core aims of the settlement strategy as they relate to planning within the urban areas of Inverclyde, ie. within the built-up areas of the major towns and lesser settlements of the authority.

### **Urban Sustainability**

#### **Policy DS1: Preference for Development on Brownfield Sites**

### **Social Inclusion**

#### **Policy DS2: Promotion of Housing and Community Regeneration in Renewal Areas**

### **A Waterfront Flagship Initiative**

#### **Policy DS3: Promotion of the Inverclyde Waterfront**

### **Support for Town Centres**

**Policy DS4: Presumption in Favour of Appropriate Development in Town Centres**

### **A Quality Environment**

**Policy DS5: Promotion of Quality in New Building Design and in Townscape/  
Landscaping**

### **Respect for the Coast**

**Policy DS6: Promotion of a Sympathetic Approach to Enhance the Environment of  
the Coastline**

### **Integration of Transport and Planning**

**Policy DS7: Promotion of the Integration of Transport and Land Use Planning**

3.20 These seven 'urban' Development Strategy' policies (**DS1 to DS7**) and their respective Plan concerns as noted above, remain relevant and valid. However, as previously indicated, it is likely that with the addition of policy issues related to energy efficiency, renewable energy and sustainability generally, there will be changes made to the overall balance and coverage of the DS policies in the new Local Development Plan.

## **CONCLUSION**

3.21 Looking ahead to the new LDP, the focus of new work should be on:

- (1) To consider and finalise amendments/any required changes to the Special Development Areas and in particular, the following designated areas/locations:**
  - (a) The Waterfront/A 8 Corridor (as a whole), with more emphasis on the A8 Corridor in terms of urban design guidance and its environment, and addressing policy issues around the improvement of linkages to residential areas to the south (refer to the *Riverside Inverclyde Urban Design Framework, Supplementary Planning Guidance* (to the Local Plan), approved in March 2007);
  - (b) Re-focus policy on those sites/locations in the SA2 Policy Sub Areas that remain to be developed and require development frameworks/masterplanning – James Watt Dock/Garvel Island; Pottery Street (North); and undertake new studies on for example, Port Glasgow Riverside (Anderson Street/Coronation Park/Newark);
  - (c) Re-examine the designated areas of both the Greenock East Business Area (Policy SA3) and Central Coastal Gourock (Policy SA4) (and refer to (2b) below).

**(2) To consider and identify potential new Key Locations for Special Development Area status:**

- (a) Spango Valley – in response to the ongoing rationalisation of land for business and industrial use in this designated business area, consider the requirement for a development framework/masterplan, to accompany future proposals;
- (b) South Central Greenock (comprising potentially the areas of Broomhill/Drumfrochar and Wellington Park/Strone) – consider the requirement for a comprehensive development framework/masterplan for a 'New Neighbourhood' and reappraise the scope for identifying new development opportunities in this broad mixed use area;
- (c) Investigate the scope for a Greenock South West Regeneration Initiative, centred on the Cumberland Road/Ravenscraig area;
- (d) Consider the planning issues associated with the Clune Park Regeneration Initiative and its potential designation as a Housing Renewal Area under The Housing (Scotland) Act 2006; and
- (e) Re-visit Upper Port Glasgow and the potential to extend the 'New Neighbourhood' to include Slaemuir/Upper Auchinleck and for further adjustments to be made along this Green Belt edge (for example at Park Farm/Midhill Plantation).

**(3) Other work streams to be pursued as part of preparations for the new Local Development Plan, are:**

- (a) A Review of Business Land Supply/Designations, for example the total area required for business at Port Glasgow Industrial Estate; a reassessment of Faulds Park as a High Amenity location and parts of the Greenock East Business Area;
- (b) A Review of the Inner Green Belt Boundary (for local planning purposes and also to address the Joint Structure Plan's Policy SP2(a) 'Long Term Potential for Development in Greenock/Port Glasgow', and taking into account new policy guidance in SPP21 'Green Belts');
- (c) A Land Use Audit, with particular regard to designated open space, green space and new Green Network Opportunities; and
- (d) The Integration of the recently adopted Core Paths Plan's network of paths into the Local Development Plan.

## **CHAPTER 4 – GREEN BELT AND THE COUNTRYSIDE**

### **INTRODUCTION**

4.1 The Local Plan's primary objective in securing sustainable urban development is to maximise the use of brownfield land in preference to Green Belt sites. Designation and protection of the Green Belt and the wider countryside is used to minimise development there and direct it towards the urban areas.

4.2 In Inverclyde a distinction is made between the Green Belt and the Countryside beyond to clarify the role and purpose of the Green Belt and establish appropriate planning policy guidance for each.

#### **Development on the Ground**

4.3 In the period between the previous adopted Local Plan (1988) and the current adopted Local Plan (2005), there was significant development pressure that required adjustments to the Green Belt, resulting in land being removed. In some other, fewer instances, land was added to the Green Belt. In contrast to this long period of adjustment and change, there has been minimal change over the last 3-4 years, demonstrating the success of the policy in the adopted Plan.

4.4 There has, however, been a trend towards conversion of agricultural buildings for residential use resulting in planning permission being granted for 16 dwelling units within the Green Belt since 2005.

### **STRATEGIC POLICY CONTEXT**

#### **National Planning Policy and Planning Advice**

4.5 SPP21 'Green Belts' (2006) has replaced SDD Circular 24/1985 and advocates that where it is considered necessary, the proposed release of Green Belt land should be taken forward as part of a long term settlement strategy in the development plan. In Inverclyde, the first stage of that strategy is the concern of the Strategic Development Plan, with its planned 20 year time horizon for the assessment of all land requirements.

4.6 The main pressure for development in the Green Belt continues to be for house building and despite the current and foreseeable economic downturn which is likely to modify this pressure, policy guidance in SPP3 'Planning for Homes' will be the main basis upon which decisions are taken on development proposals in addition to the Plan's policies. A revised version of SPP3 was published in July 2008 and comment is made on this in Chapter 7 of this report.

4.7 It should be noted that the consultation draft of SPP14 'Natural Heritage' (2008) is almost finalised and will soon replace NPPG14 (1999), which includes in its policy coverage matters of relevance to the Green Belt designation and the countryside.

4.8 PAN72 'Housing in the Countryside' (2005) has replaced PAN 36 'Siting and Design of New Housing in the Countryside'. PAN 72 expands on PAN36 and addresses some of the remaining problems surrounding housing developments in the countryside such as understanding local design, a lack of clarity in development plans and guidance,

and a lack of confidence in holding-out for quality design, resulting in an over-reliance on generic designs.

### **The Structure Plan**

4.9 The 2006 Third Alteration to the Glasgow and the Clyde Valley Joint Structure Plan, in Strategic Policy 1: Strategic Development Locations updates Green Belt policy to take account of SPP21. The principal implication for local planning and preparations for the new LDP are outlined below.

## **LOCAL PLAN STRATEGY**

### **Green Belt**

4.10 There are a number of implications arising out of SPP21 for the preparation of the Local Development Plan. Land will be required to be identified between the current edge of settlements and the designation of the inner Green Belt boundary to accommodate assessed long term requirements for future development, to comply with the new policy guidance. A review of the inner Green Belt boundary is already underway and is an essential exercise as part of the review of the Plan and in preparation for the LDP. This review has as its focus two principle issues:

- (a) as part of strategic planning requirements arising out of the 2006 Third Alteration to the Structure Plan, Strategic Policy SP2 requires Inverclyde Council to assess the long term potential of Greenock and Port Glasgow to accommodate future growth; and
- (b) as for the current adopted Plan 2005, the removal of local anomalies.

4.11 In addition to the above, there are also implications arising from PAN 45 Annex 2 'Spatial Frameworks and Supplementary Planning Guidance for Wind Farms', which requires authorities to attempt to identify *broad areas of search* to meet the targets for renewable energy from strategic wind farms.

### **Policy DS8 - Green Belt** **Policy DS10 - Countryside**

4.12 Policy DS8 states that there is a general presumption against development in the Green Belt and leads onto Policy DS10 which outlines the criteria which have to be met for development to be permitted. It is considered that the exceptions listed and the policy itself remain relevant and valid in relation to development proposals in general, and in addition, appropriate to deal with renewable energy proposals in the Green Belt or Countryside, in conjunction with Policy UT6 (refer to chapter 11).

4.13 As with all policy, there is a level of detail that could be presented in a more direct and less ambiguous manner. In reviewing these two linked policies for the LDP, it is the intention to re-examine the wording of policy, but its spirit and intent is likely to remain unchanged.

## **URBAN FRINGE**

### **Policy DS9 - Urban Fringe**

4.14 Promoting measures to improve the degraded and underused land in the Green Belt around the urban fringes, this Policy remains relevant and valid. The Green Network Partnership and its vision and strategy, and latterly the Study, identifies a number of initiatives that should benefit Inverclyde. These include:

- a) creating high quality open spaces within regeneration projects on the Riverside, connecting communities to the waterfront/River Clyde;
- b) creating a network of high quality and functional green spaces, linking people with local services, town centres and infrastructure; and
- c) maximising the local and wider value of Clyde Muirshiel Regional Park and the coastline of the River and Firth of Clyde.

## **CLYDE MUIRSHIEL REGIONAL PARK**

### **Policy DS11 Clyde Muirshiel Regional Park**

4.15 The Green Belt/Countryside Policies, DS8 and DS10 and the Development Management principles stated in those Planning Practice Advice Notes (PPANs), relevant to the Park, combine to afford the Regional Park adequate protection from inappropriate development.

4.16 Each of these policies and the more detailed planning advice all remain relevant and valid, but as indicated above (paragraph 4.13), the policy coverage for the Park will be re-examined for the LDP.

## **CONCLUSION**

4.17 A number of significant changes were made to the Green Belt through decisions on development proposals prior to the publication of the Final Draft Plan 2002 (refer paragraph 4.1 and Table 4.1 of the adopted Plan), and again in preparation for the adopted Local Plan 2005. The latter involved mainly making some small changes and adjustments to remove anomalies. At the time of the Local Plan's preparation, there was no requirement to undertake a Green Belt review as there was no strategic requirement for land to be released in Inverclyde through the approved Structure Plan 2000.

4.18 In preparation for the new LDP, a major task to be completed to accord with SPP21 is the exercise ongoing at present to review the inner Green Belt boundary. In so doing, areas of land between the existing edge of settlement and the designation of a new inner Green Belt boundary require to be identified, to accommodate the assessed requirements for land for development over a longer term 20-year planning horizon.



## **CHAPTER 5 – TRANSPORTATION AND ACCESSIBILITY**

### **INTRODUCTION**

5.1 The Local Plan continues to promote increased accessibility, a reduction in the need to travel and a shift to more sustainable modes of transport throughout Inverclyde, in order to allow the transport network to continue to function efficiently and safely, whilst serving the needs of all Inverclyde's inhabitants.

#### **Development on the Ground**

5.2 Since the adoption of the Inverclyde Local Plan (2005) a number of transport and accessibility developments have taken place. The most significant of these is the realignment of the A8 trunk road in Port Glasgow, identified in the Plan in Schedule 5.1 as transport proposal (tp2). This scheme involved the creation of two new roundabouts to move the road north of its previous position to allow the development of the former East Glen/Scott Lithgow Yards for retailing, and to give access to new housing sites at Kingston Dock. The other main proposals implemented have been the improvement of the junction of Ratho and East Hamilton Streets, identified as tp6, to improve access for the new housing at the former Kincaid Works, Carttsyde; and the improvement of the junction of the A78(T) and the A770 (Cloch Road) (tp8).

5.3 In addition to these physical developments, the Accessibility Study referred to in paragraph 5.42 of the adopted Local Plan, was updated in 2006 and the Inverclyde Core Paths Plan, which provides a comprehensive network of paths sufficient to give reasonable access throughout Inverclyde, was adopted in March 2009 (see Chapter 10).

### **NATIONAL AND STRATEGIC POLICY CONTEXT**

#### **Climate Change**

5.4 The UK Climate Change Programme was updated in 2006, but its main aims remain the same. Scotland's Climate Change Programme was also updated in 2006 and identifies a target for carbon emission savings for Scotland of 2.7 million tonnes by 2010. To meet this target requires a reduction in the carbon intensity of Scotland's economy. For the transport sector this means breaking the link between economic activity and rising transport demand.

#### **Air Quality**

5.5 The UK Air Quality Strategy was updated in 2007. Road transport is a key source of many air pollutants, particularly in urban areas. There are two main trends in the transport sector working in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but total vehicle kilometres travelled are increasing.

## **Transport White Papers**

### Scotland's Transport Future (2004)

5.6 The White Paper aims to create better quality transport services for all through the modernisation and reform of service delivery. This has led to the creation of the Government agency, Transport Scotland and seven new Regional Transport Partnerships, which in turn have produced National and Regional Transport Plans. The objectives of the White Paper are to increase efficiency, accessibility, safety and integration while minimising emissions and conserving energy and resources.

### The Future of Transport (2004)

5.7 The Future of Transport is the transport white paper for the UK, which sets out a strategy for the next 30 years. It recognises that demand for travel will increase and seeks to accommodate this sustainably. The strategy seeks to balance the need to travel with the need to improve quality of life through sustained investment in transport networks, improved transport management and by planning ahead.

5.8 *The Transport (Scotland) Act (2005)* has no impact on planning policy and so no effect on the Development Strategy of the Local Plan.

## **National Policy and Advice**

### National Transport Strategy (2006)

5.9 The National Transport Strategy (NTS) for Scotland promotes better synergies between the transport network and the land use planning process in order to minimise the environmental impacts of the transport network and contribute toward health improvements.

### Regional Transport Strategy (2008)

5.10 The Transport (Scotland) Act 2005 requires Regional Transport Strategies to integrate with land use planning. 'A Catalyst for Change', the Regional Transport Strategy (RTS) for the Strathclyde Partnership for Transport (SPT) area, aims to improve connectivity and access for all and reduce emissions to make travel attractive, seamless and reliable.

### National Policy and Advice

#### SPP17 and PAN75 Planning for Transport (2005)

5.11 Two new documents have been published since the adoption of the Local Plan. In a similar way to NPPG17, integration is the key aim of SPP17 and the planning system is seen as a key mechanism in achieving this due to its influence over patterns of development, provision of access, management of motorised travel and ICT infrastructure. As in NPPG17, this is seen as important in helping reduce the need to travel and achieve changes in mode share, including encouraging more active travel, and creating a more sustainable transport system.

5.12 PAN75, like PAN57, provides best practice advice on the practical measures that can be used to deliver transport outcomes.

### **The Structure Plan**

5.13 The Third Alteration (2006) to the Joint Structure Plan increases the importance of transportation within the Metropolitan Development Strategy, inserting an additional Schedule (1(e)) into Strategic Policy 1, identifying joint transport priorities.

5.14 Schedule 1(e) identifies the upgrading of the western M8, which is reliant on securing government support, and River Clyde Transport as joint transport priorities to be safeguarded and investigated. Both of these should have an impact on the accessibility of Inverclyde within the wider Glasgow and Clyde Valley Conurbation.

5.15 In addition to changes to Strategic Policy 1, Strategic Policy 5 now identifies in Schedule 5(f) Inchgreen/Great Harbour, along with the Ocean Terminal as International Transport Facilities to be safeguarded. The Structure Plan also indicates that the former rail lines/solums that serve both these ports should be safeguarded.

### **THE LOCAL PLAN STRATEGY**

5.16 The general policy direction and context for transport policy has not changed since the adoption of the 2005 Local Plan, so the Local Plan Strategy which focuses on integration between transport and land use planning remains relevant.

5.17 The Council's Local Transport Strategy is in the process of being reviewed and updated and the conclusions and priorities identified in the finalised version will be taken into account in the development of the Local Development Plan.

5.18 Since the Local Plan's adoption, a third stage review and assessment of air quality in Inverclyde has been undertaken. The 2006 review found that all the air quality objectives set by the Air Quality (Scotland) Amendment Regulations 2002 will be met. Local Plan policies which seek to reduce reliance on road-based transport, and thereby contribute to better air quality, will continue to have an important role in ensuring air quality is kept within set limits and future targets can be met.

### **DEVELOPMENT STRATEGY POLICIES**

#### **SUSTAINABLE TRANSPORT**

5.19 Car ownership and use levels have continued to increase since the adoption of the Local Plan, as have the distances travelled in them. New legislation and policy continues to stress the importance of reducing the need to travel and encouraging the use of modes other than the car. The measures set out in the Regional Transport Strategy and the Structure Plan should help toward achieving these aims in Inverclyde.

5.20 **Policy TA1 Promotion of Sustainable Transport** sets out the Council's support for an integrated transport system and the promotion of sustainable forms of transport for both private uses and for freight. This is in line with current Government policy and advice and therefore the policy remains relevant and valid.

## **ACCESSIBILITY OF MAJOR DEVELOPMENTS**

5.21 SPP17 now requires travel plans to be submitted as well as transport assessments with applications for developments that will generate significant amounts of travel.

5.22 **Policy TA2 Accessibility of Major Developments** states the Council's aim to reduce the need to travel by directing major travel generating developments to accessible locations, and that developers may be required to submit a transport assessment and green travel plan for such developments. This should be revised in the Local Development Plan to reflect that these documents are now a requirement for *significant travel generating developments*.

## **SUSTAINABLE TRANSPORTATION OF FREIGHT**

5.23 There continues to be a large volume of freight transported through Inverclyde, much of it associated with the container shipping at Ocean Terminal. As there are no operational freight rail lines connecting the ports in Inverclyde to the national rail network, all freight is transported by road. Reducing the volume of freight transported by road is identified as an aim in national and regional policy.

5.24 **Policy TA3 Promotion of Sustainable Transportation of Freight** encourages freight movement by train and sea in preference to by road and therefore remains relevant and valid.

## **THE STRATEGIC ROAD NETWORK**

5.25 **Policy TA4 Managing the Strategic Road Network** aims to manage development that would affect traffic flow on the strategic road network to allow it to function efficiently. This reflects current Government policy and advice and remains relevant and valid.

## **IMPLEMENTING THE DEVELOPMENT STRATEGY**

### **The Local Transport Strategy**

5.26 The Local Transport Strategy is currently being updated. It will integrate with the National and Regional Transport Strategies and set out detailed policies and actions to be implemented to help meet their aims at a local level, as well as addressing locally important issues.

5.27 **Policy TA5 Local Transport Strategy** states that the Council, in its role as Planning Authority, will support proposals to implement policies and actions in the Local Transport Strategy, where they accord with other development plan policies and remains relevant and valid.

### **Public Transport**

5.28 Inverclyde continues to have a well-developed public transport network, with the majority of the urban area well served by bus or train services. Strathclyde Partnership for Transport's 'Transport Outcome Report for Inverclyde', which is based on the

Regional Transport Strategy, identifies improving public transport connections in the Linwood-Bridge of Weir-Kilmacolm corridor, including an examination of fixed rail options and improving regional public transport interchanges, including improvements at Gourrock. Any proposals in the new Local Transport Strategy that will have land use implications will also require the support of the Planning Service. The forthcoming LDP will include any relevant transport schemes with land use planning implications.

5.29 **Policy TA6 Safeguarding the Public Transport Network** aims to retain the efficiency and effectiveness of the existing network, improve it where possible, and specifically, safeguard land and infrastructure required for two projects: the re-opening of the Kilmacolm railway line, east to Bridge of Weir and Paisley and the proposed Gourrock interchange. As this is in line with current regional policy, it remains relevant and valid.

### **Walking and Cycling**

5.30 **Policy TA7 Promotion of Walking and Cycling** requires major destinations to be accessible and linked by clearly signposted and well lit and direct footpaths and cycle routes, and that the needs of cyclists and pedestrians are recognized in new developments and considered in transport plans. This policy remains relevant and valid.

## **ROUTES TO REGENERATION – INVERCLYDE ACCESS STRATEGY**

5.31 The core path network was established through the adoption of the Inverclyde Core Paths Plan in March 2009. New developments along the waterfront in Greenock and Port Glasgow have also included the provision of links with the strategic Inverclyde Coastal Route path for pedestrians and cyclists.

### **Improving Accessibility**

5.32 The public transport accessibility study was updated in 2005. The Glasgow and the Clyde Valley Strategic Development Planning Authority Core Team is undertaking accessibility work as part of the development of the preparation for the Strategic Development Plan, and SPT are also carrying out accessibility mapping. The outputs from these studies will be available during the development of the Local Development Plan and any relevant findings and conclusions can be incorporated into this Plan.

5.33 **Policy TA8 Improving Accessibility**, requiring proposals for major trip-generating developments in areas difficult to access by public transport to be accompanied by a commitment from the developer to introduce and sustain public transport improvements. This policy remains relevant and valid.

### **Funding of Transport Improvements**

5.34 **Policy TA9 Developer Contributions**, requires contributions to be made towards pedestrian, cycle, public transport and highway improvements identified as necessary in a transport assessment for major trip-generating developments. This is Government policy and therefore the policy remains relevant and valid.

## **Safeguarding Infrastructure for Freight**

5.35 **Policy TA10 Safeguarding Infrastructure for Freight Movement** reflects the designation of two locations, Ocean Terminal and Inchgreen/Great Harbour in Greenock, in the Structure Plan and so remains relevant and valid.

## **Trunk Road Network**

5.36 As levels of car ownership and the number of cars on the road continues to rise, congestion and road safety continue to be issues for the road network in Inverclyde, and in particular the trunk road network in terms of maintaining good levels of accessibility.

5.37 Three of the proposals listed in Schedule 5.1 for the A8(T) and A78(T) have been completed since the adoption of the Plan, and a number of developments have taken place on their respective transportation corridors. However, a number of the proposals in Schedule 5.1 are still to be implemented, and several sites on the A8(T) and A78(T) road corridors remain to be developed. In view of this, **Policy TA11 Trunk Road Proposals** and **Policy TA12 Impacts on Capacity of Trunk Roads** remain relevant and valid.

## **Local Road Network**

5.38 The Greenock Town Centre and Kempock Street Relief Roads continue to be proposed schemes to help remove traffic from Greenock and Gourrock town centres, and so help achieve congestion and road safety aims. **Policy TA13 Safeguarding Land for New Road Proposals**, which deals with these two proposals, therefore remains relevant and valid.

5.39 National and regional policy are increasingly emphasising that the first response to congestion should not be to build new roads or increase the capacity of existing roads, for example through road widening. Rather, such physical improvements should only be undertaken where it will generate wider benefits, either social or economic, or for the community. Therefore, **Policy TA14 Local Road Improvements** remains relevant and valid.

## **Parking Standards**

5.40 A number of studies have been undertaken to determine the most appropriate solution to parking issues in Greenock town centre, but at present no firm conclusions and definitive proposals have been drawn-up. SPP17 continues the requirements introduced in NPPG17 for maximum parking standards for on-site parking at new developments.

5.41 **Policy TA15 Parking Standards** remains relevant and valid.

## **Greenock Town Centre Action Plan**

5.42 Policy R7 in Chapter 8 of the Local Plan sets out the Council's commitment to preparing, adopting and implementing a Town Centre Action Plan for Greenock Town Centre. The Plan has however, not been progressed as was anticipated in 2005, due largely to other competing commitments and other priorities, but also because of insufficient resources, including staff time, to take this work forward. Latterly, Riverside

Inverclyde has included much of what was intended in this Action Plan among its programme of initiatives but to date, no real progress has been made other than some small scale public realm improvements (refer to Chapter 9). The original focus in the Action Plan would help to address the issues lying behind the designation of Greenock Town Centre as a strategic Town Centre Renewal Priority in the 2006 Third Alteration of the Structure Plan.

## CONCLUSION

5.43 A decision has still to be made on the nature and content of the Transportation and Accessibility issues that should form part of the new LDP. If it is concluded that the approach in the adopted Local Plan should be continued, Chapter 5 will require little updating, since only a few of the development proposals have been implemented, and the overall strategy and policies to achieve its aims and objectives are in line with current Government and Regional policy and advice. Therefore, no substantive work should be required on transportation and accessibility issues ahead of the preparation of the Local Development Plan.

### Schedule 5.1 : TRANSPORTATION and ACCESSIBILITY OPPORTUNITIES [refer Policies TA6, TA11, TA13]

REF No.	LOCATION	DETAILS
<b>(a) ROAD SCHEMES AND IMPROVEMENTS</b>		
<b>A8 Trunk Road</b>		
tp1	A8(T) Bay Street, Port Glasgow	Junction improvement
tp2	<b>Scott Lithgow and East Glen Yards, Port Glasgow (~)</b>	Realignment of trunk road and formation of new junctions to facilitate town centre expansion and access to adjoining development opportunity to west
tp3	A8(T)/Port Glasgow Road, Greenock	New roundabout
tp4	A8(T)/Gibshill Road, Greenock	New roundabout
tp5	A8(T)/James Watt Dock – Sinclair St, Greenock	Junction improvement
tp6	<b>A8(T)/Ratho St, Greenock (~)</b>	Junction improvement
tp7	A8(T)/Main St, Greenock	Junction improvement
<b>A78 Trunk Road**</b>		
tp8	<b>A78(T)/Cloch Road (~)</b>	Junction improvement
tp9	A78(T)/Main St, Inverkip (NE)	Junction improvement
tp10	A78(T)/Main St, Inverkip (SW)	Junction improvement
tp11	Brueacre Interchange	Junction improvement

tp12	A78(T)/Ardgowan Rd, Wemyss Bay	Junction improvement
tp13	A78(T)/Wemyss Bay Rd, Wemyss Bay	Junction improvement
tp14	A78(T)/Wemyss Bay Station & Pier	Junction improvement #

### Local Roads

tp15	Dellingburn St, Baker St, Drumfrochar Rd, Cornhaddock St and Dunlop St, Greenock	Junction improvements and realignment of Baker St to form Greenock Town Centre Relief Road
tp16	Gourock Town Centre	Construction of Kempock Street Relief Road to north of existing Kempock St
tp17	Central Gourock/Gourock Pierhead	Various junction improvements along the A770 (Shore St, Chapel St and Cardwell Rd) to facilitate access to new development in the Gourock Pierhead and Admiralty Jetty area

### (b) PUBLIC TRANSPORT

tp18	Glasgow Central to Kilmacolm Railway line	Investigation into the potential re-opening of passenger railway line
tp19	Gourock Pierhead	Public transport interchange

**Note:** \* Access Proposals (footpaths/cyclepaths), Inverclyde Coastal Route, and the 'Glasgow to Inverclyde Sustrans Route' are included in Schedule 10.1 (Chapter 10).  
 \*\* In addition to the specific junction improvements listed any proposals for the dualling of the A78(T) will be supported and encouraged.  
 # And investigation of additional car parking provision, associated with station and pier (Bute Ferry) [refer LTS (IC, 2000), Policy 7]  
 (~) **These schemes have been implemented and will not feature in the new Local Development Plan.**



## **CHAPTER 6 – ECONOMY AND EMPLOYMENT**

### **INTRODUCTION**

6.1 The Local Plan continues to support business and industrial activity and to encourage the sustainable economic regeneration of Inverclyde. There has been major redevelopment in Inverclyde since the Local Plan 2005 was published. However, this has been predominantly for housing and to a lesser extent, retail. There was very limited, small scale, changes in land supply for business and Industrial development until last year when development began to pick up a little with the redevelopment in the A8 Corridor/Waterfront area encouraging economic development.

### **Development on the Ground**

6.2 The majority of the few changes that have occurred in the business and industrial land supply position have been within the A8 Corridor/Waterfront Special Area. At the Ladyburn/Pottery Street business area (the new 'Riverside Business Park'), the existing Ladyburn Business Centre is undergoing a £720,000 refurbishment to provide space for visual artists and companies involved in the community and voluntary sector. To the west of the Business Centre, land has been cleared, access roads constructed, three platforms have been formed and frontage environmental works have been carried out. A 2 storey office block is under construction on one of the platforms and there is an extant planning permission granted for business units on a second platform.

6.3 Also within this locality, the redevelopment proposals for Victoria and East India Harbours have full planning permission for a mixed use development which will include business units, and two adjoining industrial units have been erected in the long established Cappielow Industrial Estate.

6.4 Elsewhere in the authority, planning permission has been granted for the erection of a new manufacturing unit in Port Glasgow Industrial Estate.

6.5 There are also proposals in the pipeline which will provide addition business space. Discussions have been ongoing for sometime between developers, Inverclyde Council and the Riverside Inverclyde (Ri) Urban Regeneration Company, on the redevelopment of the James Watt Dock area, including the re-use of the 'A' listed Sugar Warehouses. This redevelopment would provide in the region of 10,000m<sup>2</sup> business space. There have also been discussions between Inverclyde Council and developers regarding the redevelopment of the Spango Valley IBM site. Although the proposal involves a reduction and consolidation of the land given over to business and industrial use, the intention is to retain a considerable area for business development on the site.

6.6 There has been pressure on the designated business and industrial areas in the Plan for alternative uses. The former Bus Depot on East Hamilton Street is presently in use as an outdoor car storage area. The site, however, remains in the ownership of Clydeport plc (for Peel Holdings) and their masterplan for the area specifies business for this site.

6.7 Non business/industrial development has taken place on the eastern section of the Cartburn SIBL with the erection of a nursing home. The SIBL area has been reduced by 0.46ha to 1.35ha. To date, no interest has been expressed in developing

the SIBL site for business use, and Ri URC have been in discussions with River Clyde Homes with a view to developing mixed use commercial/office units in the form of platforms behind a façade of mixed use tenure residential flats along the A8 trunk road. This proposal raises issues in terms of the adopted Local Plan, and indeed the Development Plan, given its strategic status in the Joint Structure Plan. However, this proposal is no longer being pursued.

## **POLICY CONTEXT**

### **STRATEGIC CONTEXT**

#### National Planning Framework

6.8 In the first National Planning Framework (NPF), introduced in 2004, Inverclyde was not regarded as an 'active area' in the strategic development of Scotland to 2025. However, the NPF has been reviewed and a discussion draft NPF2 was published in January 2008. In NPF2, the Government reflects on the designation of the new urban regeneration companies in the interim, including Riverside Inverclyde URC. The draft NPF2 recognizes that new employment opportunities are being created in Inverclyde, that connectivity between the area and the centre of the Conurbation needs to be improved, and that the quality of housing and the environment is improving in Greenock and Port Glasgow.

6.9 NPF2 also reports on the success of Ocean Terminal in Greenock as an increasingly popular port of call for cruise liners and that container traffic through the port is growing. The NPF encourages more generally, a more even spread of economic activity which would help relieve pressures in high growth areas, such as Edinburgh, and provide additional opportunities in areas such as Inverclyde.

#### SPP2: Economic Development

6.10 Single User High amenity sites were a requirement for inward investment in NPPG2. SPP2 however, acknowledges that the type and nature of inward investment has changed and that a more flexible approach to the use, and possible sub-division, of some of the existing single user sites is appropriate. This is of importance to the future planning of the strategic site of Faulds Park, west Gourock.

#### SPP17: Planning for Transport

6.11 This policy document aims to reduce the need to travel and to promote the use of sustainable transport. Maximum parking standards should be employed and the use of strategic routes for short local journeys reduced.

#### The Structure Plan

6.12 The Competitive Economic Framework in the 2006 Third Alteration to the Glasgow and the Clyde Valley Joint Structure Plan, complements the wider initiatives being implemented by the Enterprise Network to stimulate enterprise and promote an inclusive economy. These initiatives have been identified in the forthcoming Economic Development Action Programme for Glasgow and the Clyde Valley.

6.13 Local plans are urged to give consideration to the provision of small scale opportunities to meet local industry and business development needs. The area in which this Authority should identify opportunities for industrial and business development, in the order of up to 5 - 10 hectares, has been expanded in the 2006 Third Alteration to include Greenock as well as Port Glasgow.

6.14 Under Strategic Policy 5: 'Competitive Economic Framework', Faulds Park has been deleted from Schedule 5(d): Nationally Safeguarded Inward Investment Locations and added to Schedule 5(b): Strategic Industrial and Business Locations. This is to reflect the guidance in SPP2, as noted above (paragraph 6.10).

## **LOCAL CONTEXT**

6.15 The local policy context has changed over the last 3-4 years: the most notable changes for planning for economic regeneration and sustainable economic growth are noted in Chapters 2 and 3 above (paragraphs 2.15 and 3.7, respectively). In addition to these changes and with reference to this section of the adopted Local Plan (paragraphs 6.12 to 6.19), there is no longer a formal meeting in connection with the Joint Derelict Land Strategy; Scottish Enterprise Renfrewshire no longer exists, having been absorbed under the Government's reorganization of the Enterprise Network into to larger west of Scotland region; and a new Economic and Social Regeneration Strategy of the Council is in place. However, the latter does not have the same relevance for the Development Plan, this having been taken over by Riverside Inverclyde URC.

### **Riverside Inverclyde URC**

6.16 Riverside Inverclyde (Ri) is the Urban Regeneration Company set up by the Scottish Government in February 2007 as a joint public/private partnership initiative between Inverclyde Council, Clydeport plc (now part of Peel Holdings), Scottish Government (was Scottish Enterprise Renfrewshire) and Scottish Government, Housing Investment Division (was Communities Scotland). The partnership has the potential to draw down £400m in capital investment over ten years to secure and enhance the long-term economic growth and prosperity of over four and a half miles of Inverclyde's Waterfront. Its main area of operation runs from the edge of Port Glasgow in the east to Greenock town centre, and includes planning the provision of 35,000m<sup>2</sup> of business space on designated development sites for sustainable economic purposes. The sites accord with the Waterfront/A8 Corridor designated in the adopted Local Plan, under Policies SA1 and SA2.

6.17 The development projects within Ri's portfolio include: refurbishment of the Business Centre and new office accommodation at Ladyburn (Riverside Business Park); office space in the Council approved masterplan for The Harbours, Greenock; land allocated for business accommodation at Cartsburn/Cartsdyke; provision of business units as part of the proposed refurbishment of the 'A' Listed Sugar Warehouses and new dedicated business units in James Watt Dock generally; and an expressed intention to further develop the Kelburn Business Park in the east end of Port Glasgow, a site well located for access east via the A/M8 to the Airport and the Central Scotland. It is anticipated that the overall regeneration project will take 10 years to complete.

## **LOCAL PLAN STRATEGY**

6.18 The Local Plan strategy for economic regeneration and competitiveness continues to be focused on providing adequate land for the attraction of new business and for the expansion of existing companies, to create more jobs in the local economy. That said the uptake of land for business and industrial development has been minimal. An issue which continues to undermine attempts to attract new businesses is the condition of the existing industrial estates and parks, which appear not to be attractive to investors. In contrast, interest is regularly expressed in locating to suitable quality locations, with good access to the strategic road network. The review of the Local Plan for the LDP will, like the current Plan, need to address these shortcomings and more broadly, in light of expressed demand over the last ten years, a reassessment will be undertaken of the land supply and business/industrial land designations in the Plan.

### **Strategic Economic Locations**

6.19 The Strategic Economic Locations identified in the Structure Plan and used for local plan purposes remain unchanged and are protected. However, as noted above, there has been a change to the designation of Faulds Park, west of Gourrock, reclassified from a Single User High Amenity Site, to being given protection in the 2006 Third Alteration to the Structure as a Strategic Industrial and Business Location (SIBL), similar to Cartsburn. This among other change will be formalized in the new LDP.

### **Business and Industrial Land Supply**

6.20 There has been very limited take up of land registered on the Business and Industrial Land Supply Survey for business and industry. A total of only 0.44 hectares has been taken up since the adoption of the Local Plan.

## **DEVELOPMENT STRATEGY POLICIES**

6.21 The following outlines our current understanding of the policy base of the Development Strategy policies in the Economy and Employment chapter, and where there is a need for review in advance of preparation for the Local Development Plan.

### **Business and Industrial Areas**

#### **General Business and Industrial Areas**

6.22 **Policy B1** supports development for Use Classes 4, 5 & 6 in areas identified in the Plan for business and industry. This policy is used regularly and remains relevant and valid. However, to make the policy more robust, the areas identified for general business and industry in Schedule 6.1 and on the Proposals Map require to be reviewed. This will be done during preparations for and consultation on the Local Development Plan.

#### **Mixed (Business) Use Areas**

6.23 **Policy B2** allows for development of non industrial/ business uses in predominantly industrial areas where that development would contribute to permanent employment creation or be clearly supportive of the operation of existing businesses in

the area. Similar to Policy B1, this is a well used Policy but the area coverage of the Policy in the Plan requires to be reviewed as part of preparations for the LDP.

### **Strategic Employment Locations**

6.24 **Policy B3** identifies and safeguards three strategic development opportunities. The first site, Faulds Park is no longer identified as a nationally safeguarded inward investment location. It has however, been designated as a SIBL (similar to the other two sites covered by the policy), in the Third Alteration of the Glasgow and the Clyde Valley Joint Structure Plan. As such, it still warrants protection under this Policy. The Policy therefore, will require to be amended in the review of the Plan for the LDP, and potentially to reflect the wider review of the land supply.

### **Strategic Business and Industrial Locations (Reserved Sites)**

6.25 **Policy B4** supports major business and industrial employers and the expansion of their existing premises. The Policy is relevant and valid but as with previous policies, the sites to be covered by the policy will be reassessed in the review for the LDP.

## **IMPLEMENTING THE DEVELOPMENT STRATEGY**

6.26 The following section sets out the implementation policies and recommendations for economy and employment in the chapter, and noting where a review would be beneficial in advance of preparation for the Local Development Plan.

### **Business and Industrial Proposals and Development Opportunities**

6.27 **Policy B5** supports and encourages business and industrial development on the sites included in Schedule 6.1 and indicated on the Proposals Map. The policy remains relevant and valid and the schedule will be updated for the LDP. For the purposes of this Monitoring and Update Report, **Schedule 6.1** has been updated to a March 2008 base. In both the two marketable categories, there are fewer sites and a marginally smaller area for development than at March 2004.

**Table 6.1 Business and Industrial Land Supply, as at March 2008**

<b>Site Category</b>	<b>Sites (No.)</b>	<b>Supply (Area (ha))</b>
<b>Marketable</b>		
Readily Available Marketable Sites	3	4.61
Potential Marketable Sites	5	8.58
<b>Non-marketable</b>		
General Industrial Sites	7	6.03
Sites Reserved by Firms	5	7.04
<b>TOTAL LAND SUPPLY</b>	<b>20</b>	<b>26.26</b>

6.28 Linked to Policy B5, the Derelict Land Strategy through **Recommendation B1 & Schedule 6.2** was a means of identifying and prioritizing sites for remediation and environmental improvement with the backing of public and private finance. The aim was to achieve quality sites which would attract developer interest. Among the sites that have benefitted from the DLS are:

- (i) Ingleston North, Greenock: site preparation and environmental works;
- (ii) East India Harbour, Greenock: environmental works (in advance of the Tall Ships Event in 1999)
- (iii) Former Kincaid Works, East Hamilton Street, Greenock: demolition and decontamination;
- (iv) Pottery St (South)/Ladyburn St, Greenock: decontamination and environmental works;
- (v) Kelburn Business Park, Port Glasgow: decontamination work and marketing.

6.29 The majority of the sites involved have been within the core area covered by Ri URC, and those that still require this type of investment, are equally within the URCs principal area of operations. This function therefore, rests largely with the URC, and the continuation of having such a recommendation in the LDP will be discussed with relevant partners in its review and preparation.

### **Annual Monitoring and Review of Industrial and Business Land Supply**

6.30 **Policy B6** sets out the Council's requirement to annually monitor and review its land provision for industry and business. Information on the land supply and take-up of land for development is published annually and is available from the Service. This Policy remains relevant and valid as the principal means of monitoring the success of the Plan in relation to economic development and employment growth.

### **Tourism**

6.31 Inverclyde Council, together with its partners, continues to promote the area as a tourist destination, with a focus on some key built heritage and natural resource assets, and in particular, maximizing the values of its location on the Firth of Clyde. Other parts of the Plan are concerned with the protection, conservation and enhancement of these resources, in particular chapters 4 and 9. In terms of economic and employment benefits, the Local Plan includes a number of policies welcoming proposals for tourist related development and the economic benefits it provides: these are **Policy LR10: The Promotion and Provision of Tourist Facilities** and **Policy LR12: Water-Based Sports**. The relevance and validity of these Policies are further considered in Chapter 10 'Open Space, Access and Recreation' of this monitoring document.

### **DEVELOPMENT CONTROL POLICIES**

6.32 This final section outlines the Development Control policies in the chapter, noting where a review would be beneficial in advance of preparation for the Local Development Plan.

## **Business and Industrial Development In Designated Areas**

### **Character and Amenity of Designated Business Areas**

6.33 **Policy B7** sets out criteria against which development proposals, which are acceptable in principal, require to be assessed. This is to ensure that development improves the character and amenity of an area and that it has little or no adverse impact upon surrounding users. The Policy remains relevant and valid.

### **Business and Industry Outwith Designated Areas**

6.33 There are a number of existing businesses and industries that lie outwith the areas identified for business and industry in the Local Plan Proposals Map. The Council generally supports the continuation of these activities and **Policy B8: Existing Businesses Outwith Designated Areas** is in place to ensure that these concerns, often long established and important local employers, are allowed to continue operating effectively and are not impeded by future development. The Policy remains relevant and valid.

6.34 In contrast to Policy B8, **Policy B9: Development Proposals Outwith Designated Areas** sets out criteria for the establishment of new businesses, or the expansion of existing businesses that are already established and located outwith the 'business and industrial areas' designated on the Local Plan Proposals Map. There are circumstances where the Council may look favourably on development proposals of this kind, for example as part of restructuring in the 'New Neighbourhood Initiatives'. It is important however, that care is taken to ameliorate any adverse implications for existing neighbouring uses and the surrounding environs that could be affected by such proposals. This Policy remains relevant and valid.

### **Uses other than Business and Industry Within Business and Industrial Areas**

6.35 **Policy B10: Development Proposals for Uses other than Business and Industry Within Business and Industrial Areas** sets out criteria against which an application for an alternative use can be assessed. The Policy is in place to ensure that such a development would neither impact on the overall supply of land for business and industry nor undermine the surrounding industrial uses. The Policy is relevant and valid.

### **Proposals for Home Working**

6.36 The Council continues to support businesses operating from home and **Policy B11: Home Working** is still relevant and valid in ensuring the preservation of the existing character and amenity of an area in which such a business is operating.

### **Development Proposals for Noxious Industrial Uses**

6.37 **Policy B12: Noxious Industrial Uses** provides a set of criteria against which an industrial development or the use of existing business space, dedicated to the accommodation of noxious uses can be assessed. The Policy remains relevant and valid.

## **Development Proposals Adjacent to Noxious Industrial Uses**

6.38 **Policy B13** is in place to ensure that, where the operation of a noxious industrial use is considered acceptable, the Council does not wish that use to be unduly prejudiced by new development, whether of a similar or less contentious nature. This Policy remains relevant and valid.

### **Mineral Extraction**

6.39 There is no requirement in the latest approved 2006 Third Alteration of the Joint Structure Plan for provision to be made for mineral extraction in the Inverclyde area. However, to allow for a change in this position in the future, **Policy B14: Requirement for Mineral Extraction**, requires mineral extraction to be justified in terms of the Structure Plan's assessment of strategic demand and supply for minerals and therefore remains relevant and valid.

6.40 The Structure Plan does allow for some local discretion and to accommodate the likelihood of a proposal coming forward. **Policy B15: Proposals for Mineral Extraction** sets out criteria for the assessment of such proposals and is still considered relevant and valid.

## **CONCLUSION**

6.41 Although take up for business and industry has been minimal since the publication of the Local Plan 2005, the ongoing redevelopment of the Waterfont/A8 Corridor for housing and other mixed use development is expected to stimulate more business investment in the area. Indeed, interest is being expressed by businesses at present in locating to suitable quality locations, with good access to the strategic road network.

6.42 The Policies in the Economy and Employment chapter of the Plan generally remain relevant and valid. However, this review highlights the need to undertake further work in preparation for the Local Development Plan to address some of the shortcomings identified and reassess the industry and business land supply and business/industrial land designations in the Plan, for the next ten years in the new LDP.

### **Attachments**

- (1) Schedule 6.1 (updated to March 2008 base)
- (2) Schedule 6.2 (updated to March 2008 base)



**Schedule 6.1: Business and Industrial Development Opportunities  
(updated to March 2008 base)**

	<b>Business Land Use Area/Location (Address)</b>	<b>Policy Category</b>	<b>Special Area Policy</b>	<b>Local Plan Site Ref (where applicable)</b>
<b>(A) STRATEGIC</b>				
Strategic Industrial and Business Location (SIBL)	<i>Faulds Park (part), Gourock West</i> <b>(a)</b>	B3	n/a	<del>bi4</del>
	Cartsburn (Riverside) & Cartsdyke, Greenock, incl fmr Kincaids <b>(b)</b>	B3	SA2(a)	bi2 (area reduced)
	Pottery Street (North)/A8(T) Port Glasgow Road, Greenock <b>(c)</b>	B3	SA2(f)	bi3 (area reduced)
Strategic Industrial and Business Location (Reserved Sites)	Cartsburn (Riverside East) [RBoS], Greenock Inchgreen Graving Dock & Gt Harbour (South Quay), Greenock	B4	n/a	bi4
Strategic Maritime Resource [Clydeport]		B4	n/a	
Strategic Maritime Resource [Clydeport]	Ocean Terminal, Greenock <del>Spango Valley [IBM], Greenock</del> <b>(d)</b>	B4	n/a	<del>bi5</del>
<b>Marketable and Potential Marketable Sites</b>				
<b>(a) Within Core Economic Development Area</b>				
(i) Mixed (Business) Areas	Pottery Street (South)/Ladyburn Street, Greenock <b>(e)</b>	B2	[SA2(e) (p)]	bi6 (area reduced)
	Regent Street, Greenock	MD (B2)	SA3(*)	bi7
<b>(b) Outwith Core Economic Development Area</b>				
(i) General Business/Industry Areas	Kelburn (Phase II), Port Glasgow	B1	n/a	bi8
<b>(B) GENERAL</b>				
<b>Locally Important Business/Industrial Areas</b>				
<b>(a) Within Core Economic Development Area</b>				
(i) General Business/Industry Areas	Kingston Industrial Estate, Greenock/Port Glasgow	B1	n/a	
	Ingleston (North East), Greenock	B1	SA3	(ei8)
	Ingleston (South East) - (part), Greenock	B1	SA3	
	Ingleston (West), Greenock	B1	SA3	#
	Lyndoch Industrial Estate, Greenock	B1	n/a	
(ii) Mixed (Business)	Sinclair Street, Greenock <b>(f)</b>	MD (B2)	SA2(b) (p)(*)	bi9

Areas

	James Watt Dock (North)/Garvel Island & <i>Garvel Island (MoD)</i> , (West) Greenock	<b>(g)</b>	AO (B2)	SA2( c)	(ei5)
	Bogston, Greenock		B2	n/a	#
	Fmr Tate & Lyle, Drumfrochar Road ( <i>NE, NW &amp; SE</i> ), Greenock	<b>(h)</b>	MD (B2) ( <i>area reduced</i> )	SA3	#
	<del>Garvel Island (MoD)</del> & Great Harbour (South Quay (W)), Greenock	<b>(i)</b>	B2	n/a	#
(b) Outwith Core Economic Development Area					
(i) General Business/Industry Areas	Cartsburn (Landward), Greenock (Empress Ct & E Stewart St)		B1	n/a	
	Cartsdyke (East), Greenock (Ratho St & Macdougall St)		B1	n/a	
	Cappielow Industrial Estate, Greenock		B1	n/a	
	Drumfrochar Industrial Estate, Greenock		B1	n/a	
	Kelburn (Phase I), Port Glasgow		B1	n/a	
	Port Glasgow Industrial Estate (Devol), Port Glasgow		B1	n/a	bi10
	Port Glasgow Industrial Estate (Devol), Auchenleck Lane		B1	n/a	bi11
	Larkfield Industrial Estate, Greenock	<b>(j)</b>	B1	n/a	<del>bi12</del>
Mixed (Business) Areas	Anderson Street Area, Port Glasgow		B2	n/a	
	Newark (Shipyards), Port Glasgow		B2	n/a	
	East Blackhall St/Carnock St, Greenock		B2	n/a	
	Fort Matilda, Greenock West		B2	n/a	

Notes (1) : regarding the update, 2004 to 2008, and potential for review for LDP –

- (a) delete reference to site ‘bi1’ as no longer new development opportunity (Chap 6)**
- (b) area reduced since nursing home new build on part of site (Chap 6)**
- (c) are reduced since Car Parking (Temporary Consent) granted, but remains a potential SIBL (Chap 6 & 14)**
- (d) designation requires review, with new land use designation likely, albeit still including land for business and industry (Chap 6)**
- (e) area reduced due to take-up since 2004 and potential for review of business and industry designation**
- (f) designation requires review, due to change in ownership and owner’s intentions for future use of the site**
- (g) area included in new Development Framework/Masterplan for the JWD/GI, with new land use designation likely for the new LDP (Chap 14)**
- (h) area reduced due to take-up since 2004 and potential for review of business and industry designation (Chap 15)**
- (i) area included in new Development Framework/Masterplan as in (f) above**
- (j) delete reference to site ‘bi12’ as no longer a development opportunity (Chap 6). /**

Notes (2) : (to adopted Schedule 6.1), with amendments:

1) The principal distinction between (A) 'Strategic' and (B) 'General' sites is based on the categorisation of business and industrial land in the Structure Plan.

2) The categories 'SIBL', 'CEDA' and 'Locally Important Business/Industrial Areas' are area/locational policy definitions in the Structure Plan, the first two collectively known as 'Strategic Economic Locations', for promoting a 'competitive economic framework' in the Glasgow and Clyde Valley, including Inverclyde.

3) Due to the scale and significance of the 'Inverclyde Waterfront CEDA', which includes Greenock East Business Area, and to accord with the provisions in the Structure Plan, the Schedule is further categorised according to whether business/industrial sites are *within or without*, the defined CEDA.

4) *Marketable and Potential Marketable Sites* are identified separately in the Schedule in order to promote their reuse, as either quality business/industrial areas or mixed (business) areas, according to Policies B1 and B2, respectively. ~~The two mixed (business) area sites (site ref bi6 and bi7) and the potential SIBL site (ref bi3), are included in the Derelict Land Strategy's 'Short-Medium Term Priorities', listed in Schedule 6.2.~~

5) A (\*) denotes 'Options' within 'Mixed Use' (MD) and 'Major Areas of Potential Change' (AO) policy areas. For policy coverage and definitions, including 'MD' and 'AO' areas, refer to **Chapter 14** and the 'Glossary of Terms' in **Appendix C**.

6) A (p) denotes part of an identified Sub Area of the Inverclyde Waterfront/A8 Corridor Special Area.

7) The site refs 'ei5' and "ei8" relate to the identified 'Environmental Improvement Opportunities', listed in **Schedule 12.1** (refer Ch 12, p.181).

8) Business and Industrial sites included on the Proposals Map are the two categories, 'Marketable' and 'Potentially Marketable'. A further four sites (denoted #) recorded on the 2008 IBLs as 'Non-marketable', are not included on the Proposals Map.

**Schedule 6.2: Derelict Land Strategy: Short-Medium Term Priorities \***  
(updated to March 2008 base)

No.	Site Address	Site Ref. No.	Policy Ref.
1	Pottery St (South)/Ladyburn St, Greenock (a)	bi 6	B2 (area reduced)
2	Pottery St (North)/A8(T) Port Glasgow Road, Greenock (b)	bi 3	B3 (area reduced)
<del>3</del>	<del>Sinclair Street, Greenock</del>	<del>bi 9</del>	<del>B2</del>
4	Regent Street, Greenock (c)	bi 7	B2

Notes (1) : regarding the update, 2004 to 2008, and potential for review for LDP –

- (a) land preparation and new build well underway, so DLS priority implemented
- (b) remains a priority for DLS or similar future Strategy, to fulfil Strategic Policy 5(b) of the JSP, and Policy B3 of the adopted Local Plan
- \*\* Site 'bi9' – delete as no longer in public ownership and in use: reserved for new owner's use: **designation requires review for the new LDP**
- (c) **remains a priority for DLS or similar future Strategy, to fulfil Local Plan policy.**

**NB** : For the LDP, if DLS or similar Strategy is retained, consultation and engagement with relevant partners will be undertaken, including Riverside Inverclyde and private sector.

## **CHAPTER 7 – HOUSING AND COMMUNITIES**

### **INTRODUCTION**

7.1 The Local Plan continues to support the development of sustainable communities, maximizing where appropriate new build on brownfield land, to make an effective contribution to the social, economic and physical regeneration of Inverclyde. A primary focus of new housebuilding activity has been the introduction of new localities for owner-occupied housing, principally along the Greenock – Port Glasgow Waterfront and in the Area Renewal Strategy led by the Council/Registered Social Landlords in partnership with the private sector housebuilders, through the creation of mixed tenure ‘New Neighbourhoods’.

### **Development on the Ground**

7.2 The most noticeable physical change in Inverclyde since the publication of the Final Draft Plan in 2002 is the development of new houses and flats along the Inverclyde Waterfront/A8 Corridor. Kenmore Homes, Turnberry Homes and Taymast Ltd have completed developments of 80 flats, 107 flats and 14 houses, and 32 flats respectively in the James Watt Dock/Cartsburn/Cartsdyke area. In Port Glasgow developments are well underway by Wimpey Homes, Persimmon Homes and to be followed by Highmore Homes in the Kingston area will when complete, provide approximately 433 new homes.

7.3 In terms of the area renewal strategy and the developments in the former Council Housing estates and creation of ‘New Neighbourhoods’, building has also commenced. Developments by Oak Tree Housing Association in the Branchton and Grieve Road/Wren Road areas of south west Greenock are already partially occupied and when complete will provide 189 new homes for rent and 51 for low cost home ownership, replacing the unpopular tower blocks and tenements that used to occupy these sites. The current partnership development between Cloch Housing Association and Persimmon Homes will provide 77 homes for sale and 26 for rent and will complete the new housing element of the regeneration of Gibshill in the east end of Greenock. Nearby, the Ladyburn Sidings development by Cloch Housing Association has provided 75 homes for rent and 12 for low cost home ownership.

7.4 Significant demolitions of unpopular housing stock has continued in the Woodhall and Park Farm/Oronsay areas of Port Glasgow and in the Maukinhill and Peat Road/Holefarm areas of Greenock, in preparation for large scale new build mixed tenure housing. These were areas identified as New Neighbourhoods in the Local Plan.

7.5 In addition to the waterfront sites large owner-occupied developments have been completed at Levan Farm in west Gourock and Swallow Brae in Inverkip, and are continuing or have commenced at Broadfield Hospital and the former Ropeworks Building in Port Glasgow, Campbell Street in Greenock, and Hill Farm and Kip Marina in Inverkip.

7.6 Larger owner-occupied opportunities remain at Clune Brae-Nether Auchenleck in Port Glasgow, James Watt Dock, Wellington Park/Strone Farm, The Harbours and Ravenscraig Hospital in Greenock, further phases at Levan Farm and the Pierhead area in Gourock, and the Inverkip Power Station.

## **POLICY CONTEXT**

### **National Housing Policy**

7.7 The Housing (Scotland) Act 2006 contains little that has an impact on planning policy, and does not require any changes to the housing policy framework of the Local Plan.

7.8 Firm Foundations (2008), a discussion document prepared by the Scottish Government on the future of housing in Scotland, does highlight potential challenges for land use planning. Most significantly there is a call for an increase in the annual rate of new housebuilding in Scotland from 25,000 to 35,000 by the middle of the next decade, with local authorities encouraged to co-operate at a regional level to meet realistic housing supply targets through local authority's local housing strategies. The land use requirements of these targets would be identified through the Development Plan, and there will be an increased focus on the delivery of housing. New and expanded settlements will have a role in meeting this increase. Also suggested through the document is the ending of Right-to-Buy for new social housing properties and enabling local authorities to build new council houses.

7.9 The functions and duties of Communities Scotland were taken on by the Scottish Government in April 2008.

### **National Planning Policy and Advice**

7.10 A revised version of SPP3, with the new title of 'Planning for Homes', was published in July 2008. This document supersedes the previous SPP3 and PAN38 'Housing Land'. The overarching aim is to refocus the role of planning in the delivery of housing from housing requirement calculations and land availability to the delivery of better housing meeting the requirements and aspirations of Scotland. There is a strong focus on joint working between local authorities – housing and planning – and a range of partners to identify housing need and demand on a more consistent and robust basis. A closer tie in is expected between Local Housing Strategies (LHS) and the Development Plan, and a 'Housing Needs and Demand Assessment' should inform both the LHS and the Development Plan. The SPP calls for *generous* land allocations to be made to meet identified housing requirements. Local Development Plans are required to allocate land to meet requirements up to 10 years from the predicted date of adoption, with effective sites identified to meet the requirement for at least 5 years.

7.11 PAN74 – 'Affordable Housing' was published in March 2005 setting out how the planning system can support the Government's commitment to increase the supply of affordable housing. It requires Local Plans to allocate sufficient land for housing including affordable housing, and where the planning system is to be used to support affordable housing provision it requires this to be set out in local plan policy, particularly where a percentage contribution is required on private sites. With regard to the latter circumstance, the PAN indicates a 25% contribution from private sites as a benchmark. Supplementing a general policy through more detailed statutory planning guidance is encouraged in the PAN, however full justification for any affordable housing requirement is required.

7.12 PAN76 – ‘New Residential Streets’ published in November 2005 provides advice on the design of better quality residential streets.

### **The Structure Plan**

7.13 The strategic context provided by the 2000 Structure Plan in respect of housing remains broadly similar in the Third Alteration 2006 Structure Plan. However, there are a number of changes that have implications for the Inverclyde Local Plan.

7.14 Strategic Policy 2 of the Plan requires that Greenock and Port Glasgow be explored in terms of their potential to become more integrated with the Central Conurbation Housing Market Area. This could result in the identification of opportunities for development of new housing that would prove attractive to house-buyers who would otherwise look for a home closer to the heart of the Glasgow conurbation, or alternatively further afield.

7.15 With regard to affordable housing, the Structure Plan, under Strategic Policy 6 identifies a Local Plan priority within Inverclyde in respect of the reprovisioning of the area’s social rented housing stock. In doing so, this policy no longer highlights the ‘Renfrewshire Villages’ as a category for the examination of their affordable housing requirements, a policy which included Kilmacolm and Quarriers Village.

7.16 The Structure Plan uses a Housing Market Area (HMA) framework as the basis for its housing supply and demand calculations. Much of Inverclyde sits within the self-contained Inverclyde HMA. Kilmacolm and Quarriers and the surrounding countryside forms part of the Renfrewshire Sub-market Area (SMA) of the Central Conurbation HMA. Within the Inverclyde HMA the update of owner-occupied housing supply and demand contained within the 2006 Structure Plan identifies a shortfall of land for housing when compared to calculated demand, of 250 housing units over the period 2004-2011. However, a surplus of housing land equating to 700 housing units is estimated to be available in the period 2011-2018. The Structure Plan therefore concludes that there is an adequate land supply to meet demand within Inverclyde overall, and requires no additional supply to be identified in the periods to 2011, or 2018. A shortfall of land for housing in the periods to 2011 and 2018 is identified in the Renfrewshire SMA. However, this is being met through land releases within the Renfrewshire local authority boundary.

### **Local Context**

7.17 In December 2007, with the support of the majority of tenants, Inverclyde Council transferred 7,900 Council homes to River Clyde Homes (RCH), a new Registered Social Landlord established to receive the council housing stock, and a further 217 in the Maukinhill area of Greenock to Cloch Housing Association. RCH and other housing landlords – social and private - in the area now have the responsibility of bringing the stock they manage up to the Scottish Housing Quality Standard by 2015. RCH strategy for doing this involves the large scale demolition of unpopular housing stock, investment in which would be wasteful and the delivery of 800 new homes for social rent and 150 new homes for low cost home ownership by 2015. It is through this strategy that the Local Plan’s New Neighbourhoods will be created.

7.18 Inverclyde is continuing to see a decline in its population, despite an objective of the Local Plan being the reversal of this decline. It is recognized in the Local Plan that

the development of new housing of the right type in the right location has an important role to play in addressing this decline. This policy remains relevant and valid. The development of new housing along the Greenock and Port Glasgow waterfront and A8 Corridor is an important element of changing the image of Inverclyde. But housing development elsewhere in the Inverclyde HMA, particularly in the areas undergoing renewal and restructuring, is equally important in providing housing choice for existing and attracting new residents.

### **Housing for Particular Needs**

7.19 The housing requirements for those with particular needs, including the growing elderly population, and the need for a range of different forms of community care housing, either in sheltered or other suitable accommodation, is recognized in the Local Plan. Since 2005, the Social Care Services, the Joint Improvement Team, Scottish Government and local housing providers and relevant agencies, have been preparing a strategy to deal with households with particular needs in Inverclyde. The findings and recommendations of this work will be incorporated first, in the next Local Housing Strategy, covering the period 2011 to 2016 (refer to the LHS Monitoring and Update Report of the Service (April 2009)); and secondly, in terms of any additional land requirement in the new Local Development Plan. The 'Housing Need and Demand Assessment' being undertaken at the strategic Glasgow and Clyde Valley level (refer to paragraph 7.10) should also inform future provision for the range of particular needs across the authority.

## **LOCAL PLAN STRATEGY**

### **A BALANCED HOUSING DEVELOPMENT STRATEGY**

7.20 A focus of the Local Plan is the redevelopment of vacant, derelict and underused land in order to realize a more compact, sustainable urban form.

### **Owner-Occupied Housing Provision**

#### Flexibility in the Planning Assumptions

7.21 Inverclyde's special circumstances with regard to area renewal and population decline were recognised in the 2000 Structure Plan. In response to this the Local Plan highlights the possibility of making Green Belt land release where this would assist adjoining renewal areas. Scope for such releases was identified in Port Glasgow (East) and Greenock (South/East) and (South and West). As previously mentioned, the particular circumstances relating to housing renewal in Inverclyde continues to be recognised by the 2006 Structure Plan, through Strategic Policy 2 and also with regard to affordable housing. The scope for Green Belt adjustment within the context of the Development Plan therefore remains.

#### The Inverclyde Housing Market and Land Supply

7.22 Through the Local Plan, policy seeks to address a feature of the Inverclyde housing market which in many years saw the majority of new housing in the Inverclyde HMA built in the western settlements of Gourrock, Inverkip and Wemyss Bay. Were this trend to continue, the task of regenerating Inverclyde as a whole would be much more

difficult. The attractive housing development opportunities along the Greenock-Port Glasgow Waterfront/A8 Corridor that have come on stream over the past couple of years have significantly addressed this situation, with the vast majority of new build owner-occupied housing since 2006 being built in Greenock and Port Glasgow. There remains a substantial effective land supply and longer term opportunities in the western settlements, but at the current time the majority of building is taking place in Greenock and Port Glasgow. The challenge will be to maintain an attractive land supply in the towns Greenock and Port Glasgow so that this trend continues into the medium term.

### **Affordable Housing Provision**

7.23 There remains no identified quantitative shortfall of affordable housing within Inverclyde as a whole, albeit it is recognized that at settlement/neighbourhood level there may be a limited supply of appropriate affordable housing which creates a number of access issues. This issue as a whole was examined through 2005-07 following the Reporter's recommendations from the Local Plan Inquiry in 2004, primarily at that time seen as a Kilmacolm issue by the housebuilders. An Issues Report was published for consultation on a potential Alteration to the Plan in November 2005, followed by a Consultative Draft Supplementary Planning Policy Guidance document in August 2006, in recognition of the responses received and the conclusion then reached that this was a marginal issue in some localities and did not merit on the evidence of the 2004-05 Housing Needs Assessment, the release of land to provide for 'affordable housing'. Following concerns expressed on the SPPG by both Government and the house builders that it could be open to challenge under the terms of SPP3 and PAN 74, the Council concluded that the issue would be re-visited once a new HNA had been undertaken and in preparations for the new LDP.

## **DEVELOPMENT STRATEGY POLICIES**

7.24 The following outlines our current understanding of the policy base of the Development Strategy policies in the Housing and Communities chapter, and where there is a need for review in advance of preparation for the Local Development Plan.

### **Safeguarding Residential Areas**

7.25 **Policy H1: Safeguarding the Character and Amenity of Residential Areas** seeks to safeguard the character and amenity of residential areas and in principle accepts new residential development within such areas. This policy is used regularly and usefully and remains valid.

### **Redevelopment of Brownfield Sites**

7.26 **Policy H2** supports the redevelopment of brownfield land within residential areas for housing and community facilities, subject to certain exceptions. This support and the relevant exceptions remain valid.

### **Designated Renewal Areas/New Neighbourhoods**

7.27 **Policy H3: Support for Designated Renewal Areas** supports residential and community development in what were formerly Inverclyde's Social Inclusion Partnership



(SIP) (as were) areas – now Community Regeneration Areas (CRAs) - and other designated renewal areas, in particular those designated ‘New Neighbourhoods’ in the adopted Plan. This support remains relevant and the policy valid, as demonstrated by the area renewal strategy and the strategy of re-provision of the social rented stock being undertaken by RCH and the other local RSLs.

### **A Long Term Perspective: Land Supply and ‘Place Making’**

#### **Development Proposals in the Green Belt and the Countryside**

**7.28 Policy H4: Proposals for Development in the Green Belt and Countryside** sets out the exceptional circumstances under which new dwelling houses may be permitted within the Green Belt and the wider countryside. It is considered that these exceptions and the policy remain valid.

#### **IMPLEMENTING THE DEVELOPMENT STRATEGY**

7.29 The following section sets out the implementation policies and recommendations for housing and communities in the chapter, and noting where a review would be beneficial in advance of preparation for the Local Development Plan.

#### **Meeting Housing Demand and Need**

7.30 Taking account of a 2004 baseline, the Local Plan identified more than sufficient land to meet forecast owner-occupied demand in the period to 2011.

7.31 It is worth reconsidering the spatial and chronological requirements of the Plan’s housing strategy. They are as follows:

- (1) To 2011: a balanced portfolio of effective brownfield and greenfield sites and a continuing supply of sites for social renting;
- (2) To 2016: a sharper focus on bringing forward ‘quality’ brownfield developments, including realizing the full potential of the Waterfront, to create the conditions necessary for the restructuring.

#### **Indicative Renewal Areas – ‘New Neighbourhoods’**

7.32 There has been progress, to varying degrees, on all of the ‘New Neighbourhoods’ identified in the Local Plan. This is described in Chapter 3, para 3.15.

7.33 **Policy H5: Housing Development Opportunities** supports and encourages residential development on the sites, locations and ‘New Neighbourhoods’ included in Schedule 7.1 of the Plan. The policy remains relevant and valid. An updated version of **Schedule 7.1** with a 2008 base date is included within this report.

#### **Marketability and Deficit Funding**

7.34 **Recommendation H1** of the Plan calls for Communities Scotland (as was) to continue to provide the necessary funds to make brownfield housing sites effective,

especially those within the SIP areas (as was, now Community Regeneration Areas) and 'New Neighbourhoods'. This recommendation has been dated by changes in terminology and governmental change. However, the purpose and intent of the recommendation remains relevant and valid and in so doing, will be reviewed and revised for the new LDP.

7.35 **Recommendation H2** of the Local Plan calls for additional funds for the Derelict Land Strategy to implement an annual programme of brownfield land reclamation for owner occupied housing development in the designated renewal areas and New Neighbourhoods. In a similar way to Recommendation H1, the wording in this recommendation is dated by changes in terminology and organizational change, both locally (DLS) and nationally (SER, CS and Scottish Government). However, the purpose and intent of the recommendation remains relevant and valid and in so doing, will be reviewed and revised for the new LDP.

### **Greenfield Release: Hill Farm, Inverkip**

7.36 **Policy H6** of the Local Plan involves the revocation of a historic planning permission and release of alternative greenfield land for housing at Hill Farm in Inverkip, subject to several conditions. These conditions having been met, the old planning permission has been revoked and a new planning permission issued. Agreement has also been reached over the land revoked and the provision of a new pedestrian bridge linking the Hill Farm area to Inverkip railway station. Developers Stewart Milne Holdings and Redrow Homes are currently on-site at Hill Farm. Policy H6 can be considered implemented.

## **THE PREFERRED HOUSING STRATEGY AND COMPLETION RATES**

7.37 The Local Plan indicates that to reverse population decline in Inverclyde an average of 300 owner-occupied homes and 150 social rented homes would have to be built per year in the Inverclyde HMA over the twelve years from 2004 to 2016. The Development Strategy requires this housing to be built on brownfield land and in the centre and east of the authority: Greenock and Port Glasgow. As such, new greenfield releases for housing is limited. The Plan states that this situation should be considered in two to three years time in light of monitoring the implementation of the Housing Strategy.

### **Annual Monitoring and Review**

7.38 **Policy H7: Annual Monitoring and Review of Housing Strategy** requires the annual monitoring and review of the housing provisions of the Development Strategy, and the publication of annual monitoring statements. This has been done with the most recent statement reported to Committee in January 2009: the sixth in as many years.

7.39 The January 2009 Committee Report includes in Table 1 house completions in the Inverclyde HMA in the period 2004 to 2008. This shows that the indicative targets of 300 and 150 new houses in the owner occupied and social rented sectors respectively have still to be met, and that completions in excess of these targets would have to be built over the next 8 years for the overall indicative target to be met. In terms of the market for new houses within the Inverclyde HMA this still has to be considered as achievable. The improving image of the area and the closer integration sought with the

conurbation housing market means that the area should continue to strive to reach these levels of completions. However, this Monitoring and Update Report offers an opportunity to consider whether there is sufficient housing land, and in the right location, to allow these targets to be met.

7.40 The same Committee Report also contained a review of the housing land supply position in Inverclyde in the context of the current credit situation / economic downturn. The situation has not changed greatly since then, with still severe constraints on both housing providers in securing credit and potential homeowners mortgage finance. In terms of the next few years, the economic downturn/recession is expected to continue well into 2010 and according to some commentators, for at least another 2 to 3 years. This will have a serious impact on house completions in Inverclyde like elsewhere. In late 2008, Homes for Scotland (HfS) (the representative body for the housebuilders in Scotland) indicated that they expected house completions across Scotland by the end of 2008 to be 50% of the 2007 outturn, and for 2009 to be even lower with recovery only beginning towards the end of 2010 at the earliest. In light of the exceptional economic situation facing the industry, HfS has this year been unable through the annual land audit exercise to provide planning authorities with their view on the 'effective housing land supply' for the 7-year Plan Period, in accordance with SPP3 'Planning for Homes'.

## **DEVELOPMENT CONTROL POLICIES**

7.41 This final section outlines the Development Control policies in the chapter, and noting where a review would be beneficial in advance of preparation for the Local Development Plan.

### **The Character and Amenity of Residential Areas**

7.42 **Policy H8** of the Local Plan sets out criteria for the assessment of proposals for residential development that are acceptable in terms of the Development Strategy. It is considered that these criteria remain relevant and valid. However, it is the case that the criteria would also be relevant for assessing residential development proposals that are *not acceptable* in terms of the Development Strategy.

### **Within Settlements**

#### **Non-Residential Development within Residential Areas**

7.43 **Policy H9** of the Plan states that proposals for new or extended non-residential uses in existing residential areas will be acceptable only where the uses are compatible with the character and amenity of the area and satisfy other relevant policies of the Plan. This policy is considered to remain relevant and valid.

#### **Development of Community Facilities**

7.44 **Policy H10** of the Plan sets out criteria for the assessment of proposals for community facilities. The policy and its criteria are considered to remain relevant and valid.

## **Residential Development and Open Space Provision**

7.45 **Policy H11** of the Plan requires developers of new housing to make provision for public open space, play areas and private garden ground or make a financial contribution towards the provision, maintenance or improvement of existing play equipment in the vicinity of the development. This policy is considered to remain relevant and valid.

### **Sub-Division of Residential Units**

7.46 **Policy H12** of the Plan sets out criteria for the assessment of proposals for the sub-division of residential units. This policy and its criteria are considered to remain relevant and valid.

### **Change of Use and Conversion**

7.47 **Policy H13** of the Plan sets out criteria for the assessment of proposals for the change of use and conversion of buildings to create new residential units. This policy and its criteria are considered to remain relevant and valid.

### **Sub-Division of Dwelling Plots**

7.48 **Policy H14** of the Plan sets out criteria for the assessment of proposals for the sub-division of dwelling plots to create new residential development. This policy and its criteria are considered to remain relevant and valid.

### **House Extensions**

7.49 **Policy H15** of the Plan sets out criteria for the assessment of proposals for house extensions. The policy and its criteria are considered to remain relevant and valid.

### **Improvement of Dwellings and Housing Action Areas**

7.50 **Policy H16** supports proposals for the improvement of dwellings, including in Housing Action Areas, where these have had regard to the relevant Planning Practice Advice Notes. This policy is considered to remain relevant and valid, and should have additional relevance in any future areas designated for major improvements, such as a Housing Renewal Area, designated under the Housing (Scotland) Act 2006.

## **Outwith Settlements - Green Belt and Countryside**

### **Large Redundant Buildings and Institutions**

7.51 **Policy H17** sets out criteria for the assessment of proposals to reuse large redundant buildings and institutions in the Green Belt and Countryside for residential purposes. This policy is considered to remain relevant and valid.

## **Conversion, Re-use or Rehabilitation of Buildings**

7.52 **Policy H18** sets out criteria for the assessment of proposals for the conversion, reuse or rehabilitation of buildings in the Green Belt and Countryside for residential purposes. This policy is considered to remain relevant and valid.

## **Deletion of Operational Needs Condition**

7.53 **Policy H19** of the Plan sets out the conditions under which the Council will remove an operational needs condition on a house that has been approved in the Green Belt. This policy is considered to remain relevant and valid.

## **CONCLUSION**

7.54 The general thrust of the Housing Strategy of the adopted Local Plan, being a concentration of new housing development on brownfield sites in Greenock and Port Glasgow, with a restriction of additional greenfield sites in the western settlements, remains valid and in accordance with SPP3 and the Structure Plan.

7.55 The Structure Plan requires the assessment of the potential of the closer integration of Greenock and Port Glasgow with the Central Conurbation HMA. This is coupled with a requirement to ensure an attractive land supply in these towns that can continue to increase overall housing completions and address the historic proportional oversupply of land for housing in the western settlements. This work should commence immediately in preparation for the Local Development Plan and to allow, should it prove necessary, for the release of additional housing land ahead of the adoption of the LDP.

7.56 All of the policies in the Housing and Communities chapter of the Local Plan are considered to remain relevant and valid. There is a level of detail within the policies that may not be appropriate for the new Local Development Plan, and this could be better placed in statutory supplementary planning guidance under the new Development Plan system. This will be an issue to be addressed at the time of LDP preparation.

## **Attachments**

- (1) Table 7.1 (updated to March 2008 base)
- (2) Table 7.2 (updated to March 2008 base)
- (3) Schedule 7.1 (updated to March 2008 base)

**Schedule 7.1 - Housing Development Opportunities (updated as at 31st March, 2008)**

Site/Location Address	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	Effective(3)	Non-Effective(4)	Medium(2)	Long(2)	Location(5)
<b>Schedule 7.1(a) Inverclyde Housing Market Area</b>									
<b><u>Port Glasgow</u></b>									
Fmr Broadfield Hospital	priv	18	18	s	18				~
Fmr Broadfield Hospital (Grnds)	priv	122	76	s	76				~
Gourock Ropeworks (Conv)	priv	35	24	s	24				*
Gourock Ropeworks (New Build)	priv	58	58	s	58				*
Gourock Ropeworks (New Build)	priv	24	24	s	24				*
Woodhall	HA	175	175	s		175			#
fmr Broadstone Hospital	priv	8	8	s/m	4		4		
Kingston Basin Environs	priv	92	43	s	43				*
Kingston Basin Environs	priv	200	200	s	200				*
Kingston Basin Environs	priv	141	78	s	78				*
Woodhall	priv	160	160	s/m	90		70		#
fmr East Glen/Glen Yard	tns	40	40	m			40		*
Park Farm/Oronsay	HA	45	45	s		45			#
Oronsay	priv	15	15	s	15				#
Parkhill (greenfield)	tns	100	100	m			100		#
20/24 Robert Street^	tns	12	12	m			12		
Birkmyre Avenue^	priv	16	16	s	16				
14 Highholm Street^	HA	28	28	s		28			
Clune Brae - Nether Auchenleck	tns	100	100	m/l			50	50	~
Moray Rd^	HA	20	20	s		20			
Woodhall	priv	45	45	s	45				#
<b>PORT GLASGOW TOTAL</b>		<b>1454</b>	<b>1285</b>		<b>691</b>	<b>268</b>	<b>276</b>	<b>50</b>	<b>0</b>

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Site/Location Address	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	Effective(3)	Non-Effective(4)	Medium(2)	Long(2)	Location(5)
<b>Greenock</b>									
<b>Greenock South/East</b>									
Gibshill East	priv	77	77	s	77				#
Gibshill East	HA	26	26	s		26			#
Ratho St/East Hamilton St	priv	121	9	s	9				*
<i>Maukinhill^</i>	<i>HA</i>	<i>177</i>	<i>177</i>	<i>s</i>		<i>177</i>			#
<i>Garvald Street^</i>	<i>HA</i>	<i>23</i>	<i>23</i>	<i>s</i>		<i>23</i>			
Clydeview Road	HA	22	22	s		22			
<i>Maukinhill^</i>	<i>priv</i>	<i>14</i>	<i>14</i>	<i>s</i>	<i>14</i>				#
James Watt Dock	priv	32	27	s	27				*
Renton Rd	priv	31	31	m			31		
28 Sinclair St ^	tns	12	12	m			12		
<i>Strone - Gareloch Rd</i>	<i>HA</i>	<i>53</i>	<i>53</i>	<i>s</i>		<i>53</i>			~
<i>Grosvenor Rd</i>	<i>tns</i>	<i>12</i>	<i>12</i>	<i>m</i>			<i>12</i>		
<i>Strone Farm (greenfield)</i>	<i>priv</i>	<i>100</i>	<i>100</i>	<i>m</i>			<i>100</i>		~
<i>Wellington Park</i>	<i>priv</i>	<i>120</i>	<i>120</i>	<i>m</i>			<i>120</i>		~
Cartsdyke Church, Crescent St^	priv	14	14	m			14		
<i>Gilmour St/Fairrie St/Sinclair St</i>	<i>HA</i>	<i>113</i>	<i>113</i>	<i>s</i>		<i>113</i>			~
<i>Gilmour St/Fairrie St</i>	<i>priv</i>	<i>33</i>	<i>33</i>	<i>s</i>	<i>33</i>				~
<i>Gilmour St/Fairrie St</i>	<i>priv</i>	<i>20</i>	<i>20</i>	<i>s</i>	<i>20</i>				~
<i>James Watt Dock/Garvel Island</i>	<i>priv</i>	<i>500</i>	<i>500</i>	<i>m/l</i>			<i>250</i>	<i>250</i>	*
Renton Road	priv	19	19	m			19		
Carwood St^	HA	15	15	s		15			
Land off Killochend Dr^	priv	10	10	l				10	
<i>Kier Hardie St^</i>	<i>HA</i>	<i>20</i>	<i>20</i>	<i>s</i>		<i>20</i>			#
<b>SE GREENOCK TOTAL</b>		<b>1564</b>	<b>1447</b>		<b>180</b>	<b>449</b>	<b>558</b>	<b>260</b>	

cont'd/

Site/Location Address	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	Effective(3)	Non-Effective(4)	Medium(2)	Long(2)	Location(5)
<b>Greenock Central/West</b>									
11a Jamaica Street^	priv	8	3	s	3				
Robertson St/Finnart St	priv	40	40	s	40				
Lyle Road^	priv	10	10	s	10				
10 Eldon Street^	priv	13	3	s	3				
112 West Blackhall Street^	ha	9	9	s		9			
<i>The Harbours</i>	<i>priv</i>	<i>200</i>	<i>200</i>	<i>s/m</i>	<i>40</i>		<i>160</i>		*
The Harbours	priv	88	88	s/m	75		13		*
15 & 17 South Street^	priv	4	4	s/m	2		2		
11 Houston St	priv	18	18	m			18		
32 Union St	priv	40	40	m			40		
<i>Regent St</i>	<i>tns</i>	<i>40</i>	<i>40</i>	<i>m</i>			<i>40</i>		
5/7 Argyle St^	priv	30	30	m			30		
37 Roxburgh Street^	tns	16	16	m			16		
87 Newton St^	priv	5	2	s	2				
98-100 Roxburgh St^	priv	15	15	s	15				
69-71 West Blackhall St^	HA	20	20	s		20			
Octavia Terrace - Fort Matilda									
Playing Fields^	priv	14	14	s	14				
Nelson St - United Reform Church^	priv	12	12	m			12		
39 Newton St	priv	8	8	s	8				
<b>CW GREENOCK TOTAL</b>		<b>590</b>	<b>572</b>		<b>212</b>	<b>29</b>	<b>331</b>	<b>0</b>	
Site/Location Address	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	Effective(3)	Non-Effective(4)	Medium(2)	Long(2)	Location(5)
<b>Greenock South West</b>									
Neil Street^	priv	4	4	s	4				
Branchton Rd	ha	15	15	s		15			~
Branchton Rd	priv	27	27	s	27				~
Kirkwall Rd	ha	78	63	s		63			~



Rankin Park	priv	5	5	s/m	3		2		
Grieve Rd - ABC	ha	20	20	s		20		~	
Grieve Rd - ABC	priv	24	24	s	24			~	
Wren Rd	ha	76	76	s		76		~	
<i>Ravenscraig Hospital</i>	<i>priv</i>	<i>130</i>	<i>130</i>	<i>m</i>			<i>130</i>	~	
<i>Peat Rd/Hole Farm Rd</i>	<i>priv</i>	<i>14</i>	<i>14</i>	<i>s</i>	<i>14</i>			#	
<i>Peat Rd/Hole Farm Rd</i>	<i>priv</i>	<i>52</i>	<i>52</i>	<i>s</i>	<i>52</i>			#	
Inverkip Rd^	HA	20	20	s		20			
Earnhill Rd^	HA	11	11	s		11			
<i>Tay St (Upper Bow Farm)^</i>	<i>HA</i>	<i>53</i>	<i>53</i>	<i>s</i>		<i>53</i>			
<i>Burns Rd^</i>	<i>HA</i>	<i>10</i>	<i>10</i>	<i>s</i>		<i>10</i>			
<i>Peat Rd</i>	<i>HA</i>	<i>89</i>	<i>89</i>	<i>s</i>		<i>89</i>		#	
<b>SW GREENOCK TOTAL</b>		<b>628</b>	<b>613</b>		<b>124</b>	<b>357</b>	<b>132</b>	<b>0</b>	
<b>GREENOCK TOTAL</b>		<b>2782</b>	<b>2632</b>		<b>516</b>	<b>835</b>	<b>1021</b>	<b>260</b>	
<b><u>Gourock</u></b>									
Trumpethill (site B)	priv	12	4	s	4				
Rosemount Pl	priv	8	8	s/m	4		4		
53/55 Shore Street^	priv	7	7	s/m	4		3		
Levan Farm - Phase 3^	priv	150	150	s/m	60		90		
Tarbert St	priv	20	20	m			20		
<i>Pierhead</i>	<i>priv</i>	<i>80</i>	<i>80</i>	<i>m</i>			<i>80</i>	*	
<i>Riverside/Marina</i>	<i>priv</i>	<i>120</i>	<i>120</i>	<i>m</i>			<i>120</i>	*	
Cloch Road - Ramada^	priv	102	102	s	102				
<b>GOUROCK TOTAL</b>		<b>499</b>	<b>491</b>		<b>174</b>	<b>0</b>	<b>317</b>	<b>0</b>	

cont'd/

Site/Location Address	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	Effective(3)	Non-Effective(4)	Medium(2)	Long(2)	Location(5)
<b><u>Inverkip</u></b>									
Kip Marina	priv	210	76	s	76				
Langhouse Rd (GB)	priv	13	12	s	12				
The Glebe (D)	priv	25	25	s	25				
Station Avenue - Inverkip House^	priv	8	8	s	8				
Bogside Farm	priv	5	4	s	4				
Hill Farm	priv	135	135	s	135				
Hill Farm - Areas 6&7	priv	89	89	s	89				
Bridgend^	priv	28	28	s	28				
<b>INVERKIP TOTAL</b>		<b>513</b>	<b>377</b>		<b>377</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b><u>Wemyss Bay</u></b>									
The Meadows - Phase 2	priv	21	21	s	21				
Rear of Cardell	priv	5	5	s/m	3		2		
Power Station	priv	400	400	s/m	80		320		*
Dunloe^	priv	4	4	s/m	2		2		
<b>WEMYSS BAY TOTAL</b>		<b>430</b>	<b>430</b>		<b>106</b>	<b>0</b>	<b>324</b>	<b>0</b>	
<b>INVERCLYDE HMA TOTAL</b>		<b>5678</b>	<b>5215</b>		<b>1864</b>	<b>1103</b>	<b>1938</b>	<b>310</b>	

cont'd/

**Schedule 7.1(b): Renfrewshire Sub-Market Area (Part)**

Site/Location Address	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	Effective(3)	Non-Effective(4)	Medium(2)	Long(2)	Location(5)
<b><u>Kilmacolm</u></b>									
Knockbuckle Road^	priv	6	6	s	6				
Whitelea Rd	priv	4	4	s/m	2		2		
<i>Leperstone Ave</i>	<i>tns</i>	<i>15</i>	<i>15</i>	<i>m</i>			<i>15</i>		
fmr Balrossie School (GB)	priv	40	40	s	40				
Smithy Brae^	priv	4	4	s/m	2		2		
<b>KILMACOLM TOTAL</b>		<b>69</b>	<b>69</b>		<b>50</b>	<b>0</b>	<b>19</b>	<b>0</b>	
<b><u>Quarriers Village</u></b>									
Mount Zion Church^	priv	12	12	s	12				
Faith Avenue - Old Village Shop	priv	11	11	s	11				
<b>QUARRIERS VILLAGE TOTAL</b>		<b>23</b>	<b>23</b>		<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>RENFREWSHIRE SUB-MKT TOTAL</b>		<b>92</b>	<b>92</b>		<b>73</b>	<b>0</b>	<b>19</b>	<b>0</b>	
<b>INVERCLYDE TOTAL</b>		<b>5770</b>	<b>5307</b>		<b>1937</b>	<b>1103</b>	<b>1957</b>	<b>310</b>	

Notes

- 1) Tenure: Priv - Private/Owner Occupied; HA - Housing Association; TNS - Tenure Not Specified.
- 2) Timescale: s - Short-term 2008-2015; m - Medium Term 2015-2020; l - Long Term Post 2020.
- 3) This column shows the number of units programmed for completion in the period 2008-2015 on effective sites.
- 4) This column shows the number of units predicted to be completed in the period 2008-2015 on non-effective sites i.e housing association sites
- 5) Location: \* indicates an indicative location within a Special Area and in particular, a waterfront location.  
# indicates an indicative renewal area or 'New Neighbourhood'.  
~ indicates a 'major development opportunity site' within Greenock and Port Glasgow, acting as a catalyst for wider area renewal
- 6) The capacities of sites shown in italics are indicative.
- 7) (GB) alongside a site name denotes a site in the Green Belt

cont'd/

8) ^ indicates a site added to this Schedule since it was first published in the First Review - Final Draft (2002).

9) Figures are derived from the Finalised 2008 Housing Land Supply. Homes for Scotland dispute the effectiveness of 120 units, all within the Inverclyde HMA. The disputed sites are designated by a (D).

Updated and checked

**Table 7.1 - Owner-Occupied Housing Land Supply, updated as at March 2008  
(Dwelling Capacity \*)**

<b>Inverclyde HMA</b>	<b>Total</b>	<b>Brownfield</b>	<b>Greenfield</b>	<b>% B'field</b>
Effective Sites (to 2015)	1864	1334	530	71.6
Established (post 2015)	1916	1410	506	73.6
<b>Total</b>	<b>3780</b>	<b>2744</b>	<b>1036</b>	<b>72.6</b>
<b>Renfrewshire Sub Mkt Area (IC part)</b>				
Effective Sites (to 2015)	73	63	10	86.3
Established (post 2015)	4	0	4	0.0
<b>Total</b>	<b>77</b>	<b>63</b>	<b>14</b>	<b>81.8</b>
<b>INVERCLYDE TOTAL</b>				
Effective Sites (to 2015)	1937	1397	540	72.1
Established (post 2015)	1920	1410	510	73.4
<b>Total</b>	<b>3857</b>	<b>2807</b>	<b>1050</b>	<b>72.8</b>

**Notes:**

- (1) The above figures have been sourced from the Finalised 2008 Housing Land Supply. Homes for Scotland dispute the effectiveness of 120 units, all within the Inverclyde HMA.
- (2) The dwelling capacity figures for many of the sites forming the Established Land Supply (post 2015) are indicative. These include indicative locations identified through the Area Renewal Strategy Plans and sites on the Waterfront and along the A8 Corridor. Table 7.2 provides further details of this medium to long-term land supply.

**Table 7.2 – Summary of Programmed ‘Effective’ Housing Sites and Indicative Programming for the Short, Medium and Long Term Housing Opportunities, by Settlement and Location**

(Dwelling Figures shown are rounded Indicative Capacities)

Inverclyde HMA	Short Term (incl. Effective)	Medium Term	Long Term
<b>Port Glasgow</b>	960	280	50
of which 'New Neighbourhoods'	370	170	0
of which 'Waterfront'	430	40	0
of which 'Major Development Opportunities'	90	50	50
<b>Greenock</b>	1340	1020	260
of which 'New Neighbourhoods'	170	0	0
of which 'Waterfront'	150	160	250
of which 'Major Development Opportunities'	440	350	0
<b>Gourock</b>	170	320	0
of which Special Area SA4	0	200	0
<b>Inverkip</b>	380	0	0
of which Hill Farm sites (ho78/84)	220	0	0
<b>Wemyss Bay</b>	110	320	0
<b>TOTAL HMA</b>	2960	1940	310
of which 'New Neighbourhoods'	540	170	0
of which 'Waterfront'	580	200	250
of which 'Major Development Opportunities'	530	400	50

**Notes**

(1) The Short Term output shown above differs from the Effective Housing Land Supply shown in Table 7.1 owing to the inclusion of output from housing association sites.

(2) The dwelling capacity figures for the Medium and Long Term periods are largely indicative, as noted in Table 7.1, since much of this supply is formed of sites with 'residential potential' based on the indicative locations identified through the Area Renewal Plan studies and estimates of capacity for the Waterfront sites. Paragraph 7.64 of the adopted Local Plan notes the significance of 'windfall' sites to the eventual total number of completions in any one year in Inverclyde. An annual estimate of 50 completions from this source would add circa 250 houses to the Inverclyde HMA total estimate of 1,940 over the medium term, and a similar amount to the total for the long term period.

(3) The total indicative dwelling capacities in this Table translate into a housing land supply that would allow for annual dwelling completions (all tenures) to be sustained at circa 400 units per annum over the short term, excluding any allowance for additional windfall contributions.

## **CHAPTER 8 - TOWN CENTRES AND RETAIL DEVELOPMENT**

### **INTRODUCTION**

8.1 The Local Plan continues to assist Inverclyde in having a good choice and wider range of modern shopping facilities, through encouraging new investment and development in appropriate and accessible locations, most notably at Port Glasgow, and through safeguarding and supporting the three town centres as the focus of retail and commercial activity. Through the Plan, Inverclyde has successfully reversed the trend of leakage of retail expenditure over the last few years.

#### **Development on the Ground**

8.2 A number of retail developments have taken place since the adoption of the 2005 Local Plan. The most significant of these is the major development at the former Scott Lithgow/East Glen Yards adjacent to Port Glasgow Town Centre. Other developments affecting retail provision include the closure of the Tesco store in Inverkip St, Greenock, the creation of a car park at the Inverkip St/Roxburgh St site, identified as retail opportunity ro6 in Schedule 8.1 of the Plan, and the conversion of the Co-op in Greenock into offices. The Tesco Store at Dalrymple St in Greenock has also undergone reconstruction, with the addition of over 300 square metres of floorspace in the form of a mezzanine floor and the creation of a decked car park.

### **POLICY CONTEXT**

#### **National Policy and Advice**

SPP8 Town Centres and Retailing (2008) and  
PAN 59 Improving Town Centres (1999)

8.4 SPP8 introduces a number of changes in retail policy from NPPG8. It retains town centres as the first choice for retailing development, but also introduces 'commercial centres' into the sequential test. These are out of centre locations with a focus on retail, and possibly leisure, uses. They are part of the sequential test after edge-of-centre sites in preference to other out-of-centre locations.

8.5 Government policy now direct development plans to identify a network of town, commercial and other local centres and to set out their relationship to one another, their role and where appropriate their function. This network may take the form of a hierarchy and will provide the context for the assessment of proposals for the development of town centres of town centre uses. Where such proposals support a centre's role and function as set out in the development plan, SPP8 states that there is no requirement to provide a detailed assessment of need. Proposals for the development of town centre uses within defined town centres also do not require to be assessed in terms of their impact on the viability of similar uses in that centre. Proposals that would maintain or improve commercial centres identified in the network should also be supported where they will not undermine town centres.

8.6 The network and each centre's role should be established and monitored through the use of health checks. These are presented as the appropriate tool for measuring the

strengths and weaknesses of a town centre and to analyse the factors which contribute to its vitality and viability. Examples of vitality and viability indicators are given.

8.7 Bulky goods retailing is encouraged in town centres, but edge, commercial and out-of centre locations may be considered where they would provide a qualitative benefit to customers.

8.8 SPP8 also changes the threshold for impact assessments for developments that are not consistent with the development plan to 2,500 square metres, but accepts that they may be needed for smaller applications where they would impact on the vitality and viability of town centres.

8.9 In addition to these changes SPP8 also continues to emphasise the importance of good design and high levels of accessibility in town centres.

8.10 PAN59 provides advice on the safeguarding and improvement of town centres. It remains unchanged since the publication of the adopted Local Plan.

### **The Structure Plan**

8.11 The retailing section of the 2006 Third Alteration Structure Plan is the subject of a Fourth Alteration due to unresolved objections to the Third. The Consultative Draft Fourth Alteration is limited in its scope, only changing the terminology in the Plan for out-of-centre locations to that of commercial centres, otherwise the substance of the policy remains the same. None of the changes in designation affect any Inverclyde centres.

8.12 Gourock is now identified as a town centre to be safeguarded along with Greenock and Port Glasgow, and Greenock has been added as a renewal and safeguarding priority in Schedule 1(a) of the Third Alteration. The other change is that the retail opportunity adjoining Port Glasgow Town Centre identified in the 2000 Plan is now removed now that the development is underway.

### **Planning Policy Position Statement (PPPS) and Town Centre and Retailing Alteration (2009)**

8.13 The Council adopted a PPPS in May 2008 regarding the altered planning policy relationship between the designated town centres in light of the new retail development at the former Scott Lithgow/East Glen Yards in Port Glasgow. In addition, a 2009 Alteration to the Local Plan has been adopted that makes changes to the wording of Policies R3, R10 and R11 of the Chapter, to remove ambiguity and clarify these policies.

### **THE LOCAL PLAN STRATEGY**

8.14 The adopted Local Plan strategy (and the PPPS) on town centres and retailing meets the requirements of the revised national guidance, guiding development of town centre uses to designated centres through the sequential approach, identifying a network of centres and setting out a clear framework to support them.



8.15 There are no sites within Inverclyde currently that could be designated as commercial centres and the approach to the town centre extension at Port Glasgow into the former Scott Lithgow/East Glen Yards site, prior to any further consideration in preparation for the Local Development Plan, is set out in the Planning Policy Position Statement.

8.16 The Local Plan strategy therefore remains relevant and valid and does not require any further alteration or augmentation.

### **A Strategy for Inverclyde's Town Centres**

8.17 The PPPS sets out the latest policy position regarding Greenock, Port Glasgow and Gourock town centres, and the desire to have an up to date strategy of complementarity between the centres, as envisioned in the EDAW study. Gourock serves a local area and only lacks a modern foodstore, as indicated in the Plan.

8.18 The new developments on the edge of Port Glasgow Town Centre both fulfil one of the proposals in Table 8.1, and helped create a new relationship between this centre and Greenock Town Centre. This new relationship will be further enhanced when the remainder of the development site is completed, thereby helping Port Glasgow serve a much wider catchment than only the eastern part of the Authority area and complement further the retail offer for Inverclyde as a whole.

8.19 A number of the other proposals in Table 8.1 have also seen progress (see details below).

## **DEVELOPMENT STRATEGY POLICIES**

### **Designated Centres**

8.20 Overall the Development Strategy policies – **R1 to R5 inclusive; R3 (amended)** - continue to be relevant and valid and in line with national and strategic policy. However, a number of changes should be considered in the development of the new Local Development Plan, including:

- (1) **Policy R1** – with regard to the designated Local Centres in part 2 of this policy, a re-evaluation will be undertaken of the applicability of the centres included in this policy and whether any new centres require adding to the policy; and
- (2) **Policy R4** - Greenock Central Shopping Area: greater clarification will be provided on where the 25% rule applies, and an examination of the case for the inclusion of the indoor market within the Primary Shopping Area.

**Note:** It would have been inappropriate to introduce further amendments to the Local Plan through the recently adopted Alteration, other than that to Policy R10. In particular, the amendment regarding a further change to Policy R10 (refer to para 8.21 below) required the change to be aligned with an outstanding change to the approved 2006 Third Alteration Structure Plan, which will be undertaken this year as part of the preparation for the forthcoming Strategic Development Plan.

## IMPLEMENTING THE DEVELOPMENT STRATEGY

### Town Centre/Retail Development Opportunities

8.21 There has been progress, to varying degrees, on some of the sites identified in the Local Plan. This is described in paragraph 8.2 above.

8.22 **Policy R6** supports and encourages the development of town centre uses on the sites included in Schedule 8.1 of the Plan. The policy remains relevant and valid, and an updated version of **Schedule 8.1** with a 2008 base date is included at the end of this chapter, and as part of the new Local Development Plan, a Monitoring Report will be published to accompany Main Issues Report, expected in spring 2011.

### The Town Centres

8.23 In a similar way to Policy R6 and Schedule 8.1, the respective three policies on the three designated Town Centres – **Policies R7, R8 and R9** – remain relevant and valid. However, these policies will be refreshed and updated through the preparation of the new LDP over the next two years, with particular regard to:

- (a) **Greenock Town Centre:** with its designation in the 2006 Third Alteration of the Structure Plan as a Town Centre Safeguarding and Renewal Priority, and with Ri URC including it within its programme of projects, the particular focus and emphasis in the policy is expected to change, with consequential amendments made to the wording of Policy R7;
- (b) **Port Glasgow Town Centre:** reference should be made to the above mentioned 'Planning Policy Position Statement' for an update on the post-adoption planning context for this Centre; in relation to Policy R8, as with Policy R7, the wording of the policy is likely to be changed for the new LDP; and
- (c) **Gourock:** as with Greenock, a change in the designation of Gourock in the 2006 Third Alteration of the Structure Plan (subject to any further change in the forthcoming GCV SDP), and any further developments concerning Special Area Policy SA4, will require to be reflected in the wording of Policy R9.

## DEVELOPMENT CONTROL POLICIES

### Assessing Development Proposals for Town Centre Uses

8.21 **Policy R10** – with the change made to criterion (a) of the Policy in the 2009 Alteration (referred to in para 8.13 above), this Policy is relevant and valid. However, with the publication of Government policy guidance in SPP8, which states that there is no need to demonstrate need or impact for town centre uses being developed within a defined centre, criterion (b) does not accord with SPP8. This issue remains outstanding and an amendment will be brought forward in the new LDP.

### Use of Conditions

8.22 With the changes made in the 2009 Alteration to the Local Plan relating to this policy, **Policy R11** is relevant and valid.

8.23 The rest of the policies in this chapter – **Policy R12 ‘Residential Uses Above Hot food Takeaways’**; **Policy R13 ‘Shopping Facilities to Meet Local Needs’**; **Policy R14 ‘Temporary Street Markets’**; **Policy R15 ‘Hot Food Take-away Vans’**; **Policy R16 ‘Retailing as an Ancillary Use’**; **Policy R17 ‘ Car Showrooms’**; and **Policy R18 ‘ Shopfront Design’**, all remain relevant and valid.

## **CONCLUSION**

8.24 The new Tesco Extra foodstore and other developments in Port Glasgow, and their impact on the role of Port Glasgow Town Centre within the network of centres, has been addressed in the Planning Policy Position Statement (PPPS) published in May 2008. Changes to policy in SPP8 are, in the main, already dealt with in the Plan’s Development Strategy as it sets out a network of centres and the role of each in relation to the others. As there are no locations currently in Inverclyde that could be classified as commercial centres, this addition to policy and the proposed Fourth Alteration to the Structure Plan does not present any issues for the Development Strategy of the Local Plan in relation to Town Centres and Retail Development.

8.25 The outstanding issue identified in Policy R10 can be dealt with as part of the preparation for the Local Development Plan. Overall, the Local Plan Strategy for town centres and retail development, with the addition of the PPPS and the 2009 Alteration, remains relevant and valid and is not expected to require further updating ahead of the preparation of the new LDP. However, account will have to be taken of any revised findings and conclusions arising from the strategic assessment of retailing and other commercial floorspace requirements across the Glasgow and the Clyde Valley SDPA area, currently being undertaken for the GCV SDP.

**Schedule 8.1 : Retail and Town Centre Development Opportunities [refer Policy R6]**

<b>Location</b>	<b>Sequential Status</b>	<b>Policy Coverage</b>	<b>Acceptable Use Classes</b>	<b>LP/Site Ref (&amp; denoted)</b>
<b><u>(A) STRATEGIC OPPORTUNITY</u></b>				
<b>Fmr East Glen Yard, Port Glasgow #</b>	Edge of Centre	R6, SA2	See Policy SA2(j)(2)	ro1 Symbol
<b><u>(B) LOCAL OPPORTUNITIES</u></b>				
Gourock Pierhead	Town Centre	R6, SA4	See Policy SA4	ro2 Symbol
Inverkip Power Station	Out of Centre *	R6, SA5	See Policy SA5	ro3 Symbol
25 West Stewart St, Greenock	Town Centre	R6	1, 2 & 3	ro4 Site Outline
4 West Stewart St, Greenock	Town Centre	R6	1, 2 & 3	ro5 Site Outline
<b>Inverkip Street/Roxburgh Street, Greenock ~</b>	Town Centre	R6	1, 2 & 3 and residential above ground floor	ro6 Site Outline

**Note: # This site has now been partially developed for retail use, with permission for further retail development and other town centre uses in place for the remainder of the site.**

Neighbourhood/Local Centre, as part of redevelopment of this area.

**~ This site has been developed as a car park and will not feature in the Local Development Plan.**

**Note (2) :** In addition to the opportunities identified in the Adopted Local Plan (Schedule 8.1), there is a proposal to extend the Oak Mall at Hunters Place, Greenock which, if not implemented in the next two years, will be included in the Local Development Plan.

## CHAPTER 9 – ENVIRONMENTAL RESOURCES AND BUILT HERITAGE

### INTRODUCTION

9.1 The Local Plan continues to support the protection, conservation and enhancement of the many natural and man made features designated within Inverclyde which enhance the image and attractiveness of the area, to the benefit of householders and businesses as both a place to live and to invest, and for visitors.

#### Development on the Ground

9.2 Since the adoption of the Local Plan, there has been a major addition to the natural heritage designations in Inverclyde. On 24<sup>th</sup> October 2005, the 'Renfrewshire Heights' Site of Special Scientific Interest (SSSI) was designated, followed by its international designation as a Special Protection Area (SPA) on 14<sup>th</sup> December 2007. A note to Schedule 9.1, anticipating this addition was included in the adopted Local Plan.

9.3 A number of changes have also taken place within the built environment which have had, and will have, an impact. **Proposal HR1** in the adopted Plan – to review the **Greenock West End Conservation Area** (GWE CA) boundary – has been carried out with a new boundary confirmed on 29 August 2007. An Article 4 Direction has since been promoted for this Conservation Area, to place greater controls on development within it and, to bring it into line with the other four conservation areas in Inverclyde which are already covered by Article 4 Directions. This is currently with the Scottish Government awaiting approval.

9.4 In 2008, the Phase 1 of a range of environmental improvements was carried out in the Cathcart Square/William Street Conservation, with the pavements replaced and cobbles on the roadway re-laid along William Street. Phase 2 will consist of relaying and replacing the cobbles in Cathcart Square and along a section of Cathcart Street. These works will enhance those already carried out to the gable of the Municipal Buildings.

9.5 The Grade 'A listed' former Gourock Ropeworks building has been refurbished and converted through redevelopment to loft apartments, having been derelict for 30 years. This is the first phase of a flatted housing development on this site on the edge of Port Glasgow town centre.

9.6 Structural work got underway in 2008 on the iconic Grade 'A listed' Sugar Warehouses at James Watt Dock in Greenock, in preparation for a major conversion to a mixed use development, incorporating potentially business, commercial, education/heritage and residential. The Warehouses are expected to be the centrepiece of a major redevelopment of the wider dock area, already underway to the west of the 'A listed' structure.

9.7 Greater protection will hopefully be afforded to more buildings in Inverclyde with the number of Listed Buildings increased from 235 to 244 over the last three years. On the down side however, three further structures, at Den O'Gryffe, Scott's Dry Dock and the former police station building at 107-109 Dalrymple Street, have been added to the Buildings at Risk Register.

## **POLICY CONTEXT**

### **National Planning Policy and Advice**

9.8 Additional Scottish Planning Policy documents and Planning Advice Notes have been produced since the Plan was prepared.

9.9 SPP15 'Rural Development' (2005) has replaced NPPG15. It is more supportive towards '*appropriate*' development in the countryside whilst acknowledging the great diversity of the rural area; the objectives and main principles of the SPP also apply to protected landscapes but in ways appropriate and sympathetic to their special context.

9.10 SPP14 'Natural Heritage' (2008) is almost finalised and will replace NPPG14 while SPP23 'Planning and the Historic Environment' (2008) has replaced NPPG18 which had the same title and NPPG5 'Archaeology and Planning'. However, with the consolidation of Scottish Government planning policy (refer Chapter 2, paragraphs 2.5 and 2.6), the status of these new SPPs is likely to change.

9.11 PAN 71 'Conservation Area Management' (2004) provides further advice on the management of the conservation areas, including managing change, undertaking character appraisals, funding and implementation.

### **The Structure Plan**

9.12 The Third Alteration to the Glasgow and the Clyde Valley Joint Structure Plan (2006), in Strategic Policy 7 Strategic Environmental Resources, adds the wording "informed where necessary by an Appropriate Assessment of the proposal on the conservation interests in the area". An Appropriate Assessment is a requirement of the European Habitats Directive and is carried out to assess the impacts of plans and projects on internationally designated nature conservation sites. In Inverclyde this applies to the two SPA sites and the Ramsar site.

## **LOCAL PLAN STRATEGY**

### **Protecting Our Environment and Heritage**

9.13 The rate that church buildings are becoming redundant continues to increase across Scotland including within Inverclyde. These buildings often contribute greatly visually and aesthetically to the streetscape and the sky line, as well as to the cultural heritage of a place. It is therefore desirable to retain them where possible by finding suitable alternative uses. To this end a new policy will be considered for inclusion in the forthcoming Local Development Plan to protect these buildings.

9.14 The expected planning application for a mixed use development for the James Watt Dock Sugar Warehouses is another example where the built heritage of the area needs to be safeguarded and protected. A balance will be sought in the development proposals between retaining the character of the Grade 'A Listed' buildings and its conversion to a new use.

## **Glasgow & the Clyde Valley Landscape Assessment**

9.15 The Scottish Government's targets for renewable energy developments have implications for Inverclyde's natural heritage resources, as they will come under increased scrutiny as sites are sought for such developments. While international designations are protected, others will have to be assessed against criteria to determine whether development could be accommodated without damaging those elements of the resources for which they are designated.

### **ENVIRONMENTAL AND HERITAGE DESIGNATIONS**

#### **Designated Environmental Resources and Built Heritage**

9.16 **Policy HR1** sets out criteria for the protection of natural and built heritage resources and the limited conditions under which exceptions will be made for development. This policy and its criteria are considered to remain relevant and valid.

9.17 In addition to those resources and heritage that fall within designated areas or sites, to reflect their special species, habitats and/or cultural significance, there are potentially others that may only come to light through further surveys or the assessment of planning applications. In such circumstances, Policy HR1 will apply.

#### **Biodiversity**

9.18 **Policy HR2: Safeguarding Biodiversity** relates to the preparation of the Local Biodiversity Action Plan (LBAP) in conjunction with Renfrewshire and East Renfrewshire Councils. This has now been completed and the LBAP should be a Material Consideration where relevant in determining planning applications. This should be reflected in the new LDP.

#### **The Coast**

9.19 The protection afforded the undeveloped coastline of Inverclyde, which lies within the Green Belt, is covered by Policy DS8. Parts of the coast have additional policy protection through being sited adjoining environmental designations, the most notable being the Inner Clyde Estuary SPA/Ramsar Site, while in the west Policy DS11 covering the Clyde Muirshiel Regional Park affords protection at Lunderston Bay. Within the developed coastline of Inverclyde, where considerable development activity has taken place and is planned (eg. four of the Special Development Areas are on the coast) planning decisions that would have an impact on the coast are taken in accordance with the relevant policy and development framework.

### **ENVIRONMENTAL RESOURCES**

#### **The Inner Clyde Estuary SPA / Ramsar Site The Renfrewshire Heights SPA**

9.20 **Policy HR3: Protection of the Inner Clyde Estuary** affords protection to the Inner Clyde Estuary SPA and Ramsar site and identifies the few exceptions where development could be permitted. The policy now requires to be updated to include the protection of the Renfrewshire Heights SPA.

## Revised Policy

### ***Policy HR3: Protection of the Inner Clyde Estuary and Renfrewshire Heights SPAs***

***Developments adversely affecting the integrity of the Inner Clyde Estuary SPA and Ramsar site and the Renfrewshire Heights SPA will not be permitted unless there are:***

- a) no alternative solutions; and***
- b) imperative reasons of overriding public interest, including those of a social or economic nature***

## **Water Quality and Environment**

9.21 The water environment is sensitive to development and can be affected either directly through works or indirectly through pollution. The impact of development on the water environment must therefore be taken into consideration and **Policy HR4** remains relevant and valid.

9.22 The quality of water bodies in Inverclyde is addressed as part of the Clyde Draft Area Management Plan 2009-2015, which is supplementary to the draft River Basin Management Plan (RBMP) for the Scotland River Basin District. River Basin Planning is the process used to manage the water environment. It aims to avoid deterioration and improve, where necessary, the ecological quality of rivers, lochs, estuaries, coastal waters and groundwater. The key objective of river basin planning is to achieve good ecological status by 2015 (or by 2021 or 2027 where 2015 will not be feasible). The quality of most of the water bodies in Inverclyde has been assessed as part of the development of the RBMP. Those not covered in the draft plan will be assessed before the publication of the final plan in December 2009. As part of the RBMP process, an interactive GIS based map has been developed showing the quality of individual water bodies and setting out a summary classification, pressures that are causing it to fall below good standard, and measures to be taken to address these pressures and objectives for 2015, 2021 and 2027.

## **THE COUNTRYSIDE**

### **West Renfrew Hills Scenic Area**

9.23 This scenic area is of strategic significance with great recreational benefits. It requires a sensitive approach to development and is therefore afforded the additional protection of **Policy HR5** which remains relevant and valid.

### **Forestry**

9.24 Mature broadleaved woodlands are important for landscape and the quality and setting of rural areas, and it is important to retain and improve these habitats. The Indicative Forestry Strategy provides an assessment of new commercial forestry planting opportunities away from the sensitive areas, in preferred areas. Forestry planting proposals within these areas will be assessed against **Policy HR6** which remains relevant and valid.



## **Agricultural Land**

9.25 The agricultural land within Inverclyde which is graded 3.1 and 3.2 remains unchanged and will continue to be protected by **Policy HR7** which remains relevant and valid.

## **Agricultural Diversification**

9.26 It is accepted that some farm units may be under pressure having never recovered fully from the legacy of foot and mouth in 2001 and due to future uncertainty from climate change which could affect the growing seasons and yield. This may result in continued farm diversification and into new areas which will be addressed initially through Policies DS8 Green Belt and DS10 Countryside and in more detail through **Policy HR8** which remains relevant and valid.

## **TREES AND WOODLAND**

### **The Preservation of Trees**

9.27 Of the 12 new TPO's designated in the Local Plan, all but one at Barrhill Road, Gourrock have now been confirmed while the modifications noted in the adopted Local Plan to 5 existing TPO's are still outstanding. Details are shown on Table 9.1. Development proposals affecting TPO's will be assessed against **Policy HR1** and **Policy HR9**, and while the latter policy remains relevant and valid, consideration requires to be given to strengthening this policy for the new LDP.

### **Planting and Management of Trees and Woodland**

9.28 There are some trees which are not protected by TPO's and do not form part of a forestry plantation yet still have an important role to play in terms of biodiversity, amenity and their impact on the landscape or townscape. They provide habitats for flora and fauna and green spaces for the residents of Inverclyde in both rural and urban settings. It is necessary, therefore, to protect and manage these trees through **Policy HR10** which remains relevant and valid.

## **THE BUILT HERITAGE**

9.29 SPP23 'Planning and the Historic Environment' published in 2008 provides model policies for **Conservation Areas, Listed Buildings, Archaeology and Gardens and Designed Landscapes**. The existing Policies, outlined below, cover each of these subjects and are still considered to be relevant. However, the model policies will be looked at in preparation for the LDP.

**HR11 – Development Within and Adjacent to Conservation Areas**

**HR12 – Impact of Development Within Conservation Areas**

**HR13 – Demolition in Conservation Areas**

**HR14 – Alterations and Extensions to Listed Buildings**

**HR15 – The Setting of Listed Buildings**

**HR16 – Demolition of Listed Buildings**

**HR18 – Development Affecting Archaeological Sites**

**HR19 – Historic Gardens and Designed Landscapes.**

## **Conservation Area Enhancement**

### Cathcart Square/William Street

9.30 The proposed works described in the adopted Local Plan are now under way.

9.31 Work was carried out to replace the paving and kerb stones on the footpaths around Cathcart Square, along William Street, and along the length of Cathcart Street which lies within the Conservation Area. The cobbles on William Street were also lifted and re-laid and bollards erected to deter illegal parking. The next stage of the work will involve the relaying of the cobbles in Cathcart Square.

### **Proposed Boundary Changes Greenock (West End)**

9.32 Following extensive consultation, a new Greenock West End Conservation Area boundary was confirmed on 29<sup>th</sup> August 2007. **Proposal HR1** to review the boundary is no longer valid and can be removed.

### **Improving the Public Realm**

9.33 Public places can be improved for the benefit of those using them through:

- Regular street cleaning and maintenance;
- The use of planning legislation to improve the individual quality of the buildings and spaces in between; and
- Initiatives and schemes to contribute to the public realm such as Per Cent for Art.

In Inverclyde, there have already been a number of such initiatives including the sculptures erected along the Paisley and Clyde Coast Cycle Path (N75) and at the Waterfront in Greenock, and a community mural in Burns Square in Greenock. **Policy HR17** will continue to promote improvements to the public realm and remains relevant and valid.

## **CONCLUSION**

9.34 It is important to ensure the natural and built heritage of Inverclyde continues to be safeguarded and protected and where possible enhanced, to maintain the character and setting of the towns and villages. As new development pressures arise – whether it is the increased targets for renewable energy and the resultant need to consider sites for development or the decline of congregations and the proliferation of redundant church buildings – policies have to adapt to ensure the valuable heritage is protected or in exceptional circumstances developed in a sensitive manner.

9.35 The policy guidance in this chapter is based on the principal that the environmental resources and built heritage of Inverclyde are considered an integral part of the planning process, and that with the introduction of strategic environmental assessment as a core process in land use planning, this approach will be the foundation of the new Local Development Plan.

9.36 Future work to assist preparation for the new LDP is likely to include:

- A review of the SINC's designated in the Local Plan, given the deficiencies that have become apparent in the survey work when sites have been investigated: the scope and comprehensiveness of this review will be dependant upon staff resources and/or Service budgets; and
- A survey of redundant churches in Inverclyde and consideration of the relevance of drafting a new Policy.

### **Attachments**

- (1) Table 9.1 : Tree Preservation Orders (TPOs) – updated as at March 2009
- (2) Table 9.3 : Summary of Listed Buildings – updated as at March 2009
- (3) Schedule 9.1 : Environmental Resources and Built Heritage – updated as at March 2009

Schedule 9.1 : Environmental Resources and Built Heritage Designations

NATURAL HERITAGE DESIGNATIONS

International

2 ~~1~~ Special Protection Area (SPA)/Ramsar Site (a)

National

7 ~~6~~ Sites of Special Scientific Interest (SSSIs) (b)

Local

52 Sites of Importance for Nature Conservation (SINCs); including 1 Local Nature Reserve (LNR) (c)

BUILT HERITAGE DESIGNATIONS (All National, unless indicated)

3 Outstanding Conservation Areas (OCAs) and 2 Conservation Areas (CAs) (d)

25 ~~23~~ 'A' Listed Buildings (e) #

43 ~~146~~ 'B' Listed Buildings (e) #

74 ~~66~~ 'C(S)' Listed Buildings (e) #

9 ~~7~~ Scheduled Ancient Monuments (f)

17 Unscheduled Archaeological Sites thought to be of National Importance (g)

4 Other Sites (Regional & Local Importance) (g)

9 Industrial Archaeological Resources (Regional) (h) #

3 Historic Gardens and Designed Landscapes (Inventory of Gardens...Scotland) (i)

9 ~~6~~ Historic Gardens & Designed Landscapes (Interim List of Non Inventory) (i) #

*These are mapped based on Hist  
See previous info. If they have  
changed they can tell us.  
Nothing on file.*

OTHER DESIGNATIONS

National

32 Tree Preservation Orders (TPOs) (j)

Strategic

1 Regional Park [Policy DS11 'Clyde Muirshiel']

1 Regional Scenic Area [Policy HR5 'West Renfrew Hills']

Green Belt [Policy DSB 'Glasgow and Clyde Valley']

Notes: (#) indicates the resource is NOT included on the Proposals Map.

NB: The number in each category of designation is as at January 2006. These will be subject to change. Additional sites/buildings designated in any category will be protected under Policy HR1.

(a) refer to Supplementary Document (SD No.1) & Policy HR3 'Inner Clyde Estuary'

(b) refer to Supplementary Document (SD No.1)

(c) refer to Supplementary Document (SD No.2)

(d) refer to Supplementary Document (SD No.4) & Policies HR11 and HR12.

(e) refer to 'Directory of Listed Buildings in Inverclyde', & Policies HR14, HR15 and HR16.

(f) refer to Supplementary Document (SD No.5) }

(g) refer to Supplementary Document (SD No.6) } & Policy HR18

(h) refer to Supplementary Document (SD No.7) }

(i) refer to Supplementary Document (SD No.8) & Policy HR19

(j) refer to Supplementary Document (SD No.3) & Policy HR9.

~~N.B. SNH began formal consultation in October 2005 on a Special Protection Area designation within Clyde Muirshiel Regional Park to protect the hen harrier. The boundaries of the potential Special Protection Area (pSPA) are coincident with those of the new Renfrewshire Heights SSSI. The new designations are cross-boundary, extending into Renfrewshire and North Ayrshire, and cover an extensive area of the Regional Park (nearly 9,000 hectares, of which around half is within Inverclyde), and they also coincide with the West Renfrew Hills Regional Scenic Area designation in the Plan. Copies of Plans denoting this new designation are available from Planning Services.~~

Table 9.1 : New and Modified Tree Preservation Orders (TPOs)

New TPOs		Confirmed
1. Castlehill Road/Broomknowe Road	Kilmacolm	✓
2. Ravenscraig Hospital	Greenock	✓
3. Pritchard Wood	Gourock	✓
4. 'Shambala' Trumpethill Woods	Gourock	✓
5. Cloch Plantation	Gourock	✓
6. Ashburn	Gourock	✓
7. Barrhill Road	Gourock	✓
8. Wemyss Plantation	Wemyss Bay	✓
9. Cliff Terrace Road (No. 2)	Wemyss Bay	✓
10. Avenel (woodland) Knockbuckle Road	Kilmacolm	✓
11. Avenel (garden) Knockbuckle Road	Kilmacolm	✓
12. Fmr Bridge of Weir Hospital	Quarriers Village	✓
13. The Spinney, Castlehill Rd / Broomknowe Rd	Kilmacolm	✓
Modified TPOs		
1. Castlehill Road / Corlic Way	Kilmacolm	-
2. Glenberrie Place	Gourock	-
3. Levan Wood, Area B	Gourock	-
4. Cliff Terrace Road(s)	Wemyss Bay	-
5. Cliff Terrace Road (n) (No. 1)	Wemyss Bay	-

2 wrong numbering in LP - just leave to avoid confusion

Table 9.3 : Summary of Listed Buildings

Category	No of Buildings	March '09
A	23	25
B	146	145
C(S)	66	74
Total	235	244

## **CHAPTER 10 – OPEN SPACE, ACCESS AND RECREATION**

### **INTRODUCTION**

10.1 The Local Plan's suite of policies in this chapter continue to assist the social, economic and physical regeneration of Inverclyde, by making provision for an appropriate range, quality and distribution of recreational opportunities to cater for all sections of the community, and to assist in raising the profile of Inverclyde as a tourist destination. In particular, the Local Plan continues to protect open space from development and promote new provision, and assists in the protection of the access routes identified in the Plan.

#### **Development on the Ground**

10.2 The most notable impact the Local Plan has had in terms of the leisure, recreation and access opportunities identified in the early 2000s, is the continuing work to complete the strategic access routes through Inverclyde. In particular, further extensions have been constructed to National Route 75 (the Sustrans route from Glasgow to Inverclyde via Quarriers Village and Kilmacolm down through Port Glasgow to the coast in central Greenock) and the Coastal Route itself, with additions also to the west into Gourrock and beyond. The adoption of the Council's Core Paths Plan in March 2009 is a notable achievement in itself and will help to secure and improve access routes identified in the current Plan.

10.3 In terms of open space and recreation, a number of improvements have been made to individual existing sites, and in more general terms, the Lower Clyde Greenspace project and latterly the Green Network Partnership, in partnership with both developers and community groups, have assisted in the realisation of a number of initiatives, including greening projects on the waterfront at Port Glasgow and the Wemyss Bay Community Woodland.

### **POLICY CONTEXT**

10.4 The national planning policy context has changed little over the last four years, with only a few updates:

- SPP11 Open Space and Physical Activity (2006), has replaced NPPG11; and
- PAN65 Planning and Open Space, has been updated (2008).

### **OPEN SPACE**

#### **Safeguarding Open Space**

10.5 **Policy LR1** remains relevant and valid however, account will need to be taken of the Greenspace Audit and the Greenspace Strategy which were prepared in 2006, and the Green Network Strategy, published in 2008, in preparation for the LDP. These documents provide information on quality and quantity of provision and detail on where there are any shortfalls.

## **Securing Open Space by Planning Agreements**

10.6 **Policy LR2** has proved to be an extremely worthwhile policy and remains relevant and valid. It will require a change however, in relation to the reference to the 1997 Act, which is no longer relevant.

## **PROVISION OF RECREATION AND SPORTING FACILITIES (Within Settlements)**

10.7 **Policy LR 3: Provision of Recreation and Sports Facilities** and **Policy LR4: Community Use of Council Facilities** remain relevant and valid, although in preparations for the LDP, account will have to be taken of the Council's deliberations at the Regeneration Committee in October 2008, to consider a range of options for the development of a number of Inverclyde's key leisure sites. The new LDP should take into account the Council's decision on taking forward a number of potential development proposals, once it has considered the feasibility of work and assessed costs and funding options. It should be noted that some of these project proposals are long term and plans require external funding to be identified.

10.8 The proposals arising out of recent Council decisions are shown in a partially revised Local Plan **Schedule 10.1** at the end of this chapter.

## **PROVISION OF RECREATION AND SPORTING FACILITIES (Outwith Settlements/Built-up Area)**

### **Recreation Proposals Outwith the Built-up Area**

10.9 **Policy LR5** sets out the criteria for development proposals outwith the built-up area, including the Green Belt and the designated Countryside, much of which is covered by the Clyde Muirshiel Regional Park. The latter area, in particular, has been subject to a number of proposals which require the application of this policy. The policy remains relevant and valid.

## **ACCESS**

### **Inverclyde Access Strategy**

10.10 **Policy LR6** remains relevant and valid, but will require amending to reflect the adoption by the Council in March 2009 of the Inverclyde Core Paths Plan. Consideration will also have to be given to what elements of the Core Paths Plan are appropriately incorporated into the Local Development Plan and any other updates required to reflect changes to the Access Forum.

### **Access Priorities – Walkways and Cycleways**

10.11 **Policy LR7 'Strategic Route: Glasgow to Inverclyde'**; **Policy LR8 'Inverclyde Coastal Route'**; and **Policy LR9 'Rights of Way and Other Routes'** each remain relevant and valid, but the policy wording will be reviewed in the light of any changes in circumstance prior to their inclusion in the new LDP.

## **PROMOTION OF TOURISM: Development Opportunities**

### **The Promotion and Provision of Tourism Facilities**

#### **Golf Courses**

#### **Water-Based Sports**

10.12 **Policy LR10, Policy LR 11** and **Policy LR12** each remain relevant and valid. In March 2008, however, the Council approved a £225,000 package over the next 3 years to improve Inverclyde's status as a key tourist destination. The expenditure will be invested in promoting what is good about the area and on focusing on tourism, and it will support the private sector initiative of promoting tourism, retail, arts and leisure through 'Discover Inverclyde'. The full implications of this announcement for land use planning and development will be considered for any update for this part of the new LDP.

10.13 It should be noted that the reference to PAN 43 'Golf Courses and Associated Developments' (1994) under Policy LR11 in paragraph 10.51 of the Plan, while cross-referring to Green Belt and Countryside policies (DS 8 and 10) and the Urban Fringe Policy DS9, its relevance in terms of planning advice should be specifically referenced in Chapter 4 in relation to these policies.

### **Tourist Accommodation**

#### **Caravan Parks**

10.14 **Policy LR13** and **Policy LR 14** both set out criteria that require to be assessed in the consideration of proposals for development, relating to tourist accommodation and caravan parks, respectively. Both of these two policies remain relevant and valid.

## **CONCLUSION**

10.15 Most of the coverage of the elements addressed in this chapter remains unchanged and the policies are therefore, still relevant and valid. Since the Local Plan was adopted a large amount of work has, however, been carried out on reviewing and recording the open spaces within Inverclyde and determining a strategy for their use. This exercise combined with the implementation of projects through the Green Network Strategy, the Access Strategy and the adoption of the Core Paths Plan, means that updating of the background information will be required for the new LDP, although the key policies are likely to remain unchanged.

10.16 Among the strands of future work required for preparation of the new LDP are:

- (a) completion of the Land Use Survey underway with its particular relevance to recording open spaces and green spaces in the authority, and the assessment of the results for categorising each area/site's role and function for a comprehensive Open Space Audit and Strategy;
- (b) consideration will have to be given to what elements of the recently adopted Inverclyde Core Paths Plan are appropriately incorporated into the Local Development Plan and of any other updates required to reflect changes to the Access Forum.



## Schedule 10.1 : Leisure, Recreation and Access Opportunities

LP Ref	Location/Address
Iro1 <i>update -</i>	Rankin Park <i>sports/leisure campus, community facilities, library (£10.9m allocated)</i>
Iro2	Wellington Park
Iro3	Gourock Bay/ Marina
<i>added site -</i>	<i>Gourock Park repair amphitheatre, install seating and canopy, improve disabled access (£500,000 allocated)</i>
<i>added site -</i>	<i>Gourock Pool refurbishment (£1.8 million allocated)</i>
Iro4 <i>update -</i>	Garvel Island (West) <i>being considered as part of the James Watt Dock/Garvel Island development framework and masterplan, currently the subject of pre- application discussions between Clydeport plc (for Peel Holdings), Ri URC and the Council, and more recently a first phase infrastructure and access planning application has been submitted for determination (refer to Chapter 14)</i>
Iro5	Cappielow Football Ground
Iro6 <i>update -</i>	Inverkip Power Station <i>being considered as part of the 'Brueacre Urban Village' planning and development framework/masterplan, currently the subject of pre- application discussions between Scottish Power and the Council (refer to Chapter 17)</i>
<i>added site -</i>	<i>Ravenscraig Stadium Upgrade or build new stand, changing facilities and running track (£1.7m allocated)</i>
<i>added site -</i>	<i>Parklea Playing Fields Develop 3G Fieldturf pitch, changing facilities &amp; upgrade pitches at Parklea or develop leisure facilities at KG V playing fields &amp; Kelburn Park</i>
not site specific	Glasgow-Inverclyde Sustrans route <i>update – extensions/improvements to the route undertaken since 2004</i>
not site specific	Footpath/Cycleways (Access Strategy) <i>update – extensions/improvements undertaken since 2004</i>
not site specific	Open Space Provision in Residential Areas <i>update – additions to provision within new residential areas granted planning permission since 2004.</i>

## **CHAPTER 11 – UTILITIES AND SERVICE INFRASTRUCTURE**

### **INTRODUCTION**

11.1 The Local Plan's suite of policies and guidance in this chapter continues to facilitate the provision of the utilities and services required to implement the Development Strategy and bring about the economic, social and physical regeneration of Inverclyde. The Plan will continue to ensure these are provided with minimum impact on the environment and on residential amenity.

### **Development on the Ground**

11.2 Since the Local Plan was adopted, six applications for telecommunications equipment have been granted in Inverclyde and one has been refused.

11.3 Applications have been approved for six roof-mounted wind turbines at the Tesco Foodstore in Greenock and for one stand-alone wind turbine at Kelburn Business Park.

### **POLICY CONTEXT**

#### **National Planning Policy and Advice**

11.4 New additional Scottish Planning Policy documents and Planning Advice Notes have been produced since the Plan was adopted.

11.5 SPP6 'Renewable Energy' (2006) has replaced NPPG6. This policy guidance reaffirms the Government's commitment to renewable energy and the delivery of renewable energy targets while still taking account of designated protected areas. The role of the Development Plan remains to ensure developments are guided to the most appropriate locations.

11.6 Two Annexes to PAN 45 have been produced to address the continued growth and advancements in renewable technology. PAN 45 Annex 1 (2006) provides advice on the siting and design of micro renewables, while PAN 45 Annex 2 (2008) provides information on the preparation of Supplementary Planning Guidance for wind farms, based on Annex A of SPP6.

11.7 SPP10 'Planning for Waste Management' (2007) has replaced NPPG10. The challenge at local level continues to be identifying locations required for waste installations within agreed 'search areas' to accommodate waste diverted from landfill. The aim is now to prevent rather than reduce waste but landfill will still be required and future sites may have to be identified in Inverclyde in consultation with communities.

11.8 SPP10 also introduces the concept of buffer zones between certain operations and sensitive neighbouring uses which will have implications for Policy in the future Plan.

**Note:** The Flooding Bill which is going through Parliament (when enacted) and the River Basin Management Plan which went out for 6 months consultation in January 2009, is likely to have an influence on policy when it comes to the preparation of the LDP.

## **The Structure Plan**

11.9 The approved 2006 Third Alteration to the Glasgow and the Clyde Valley Joint Structure Plan has made the following two changes which affect the adopted Local Plan:

- (a) in Strategic Policy 8 the terms 'Preferred' and 'Intermediate' *Search Areas* for wind farms have been replaced by 'Potential' to indicate the possibility of areas being suitable rather than favoured; and
- (b) in Strategic Policy 9B (viii), the wording has been extended to place more emphasis on the protection of the storage capacity of the flood plains.

## **LOCAL PLAN STRATEGY**

11.10 The policy in the 2006 Third Alteration to the Structure Plan on wind farms has since been superseded by the Scottish Government's requirement that local authorities prepare Supplementary Planning Guidance on wind farms. There is an outstanding need to identify broad areas of search for wind farms.

## **IMPLEMENTING THE DEVELOPMENT STRATEGY**

### **Sustainable Use of Existing Infrastructure**

11.11 Development will be directed to sites where the best use can be made of existing service infrastructure and public utilities to reduce the requirement for the development of new infrastructure. To assist this aim, the existing infrastructure must be repaired and maintained as indicated in **Policy UT1** which remains relevant and valid.

### **New Infrastructure**

11.12 Where there is a need for new infrastructure, the impact on the environment can vary greatly. In some cases the location and design has to be seriously considered to minimise the impact. Excessive costs can also be significant and may be passed on to developers of unprogrammed schemes. **Policy UT2** addresses these environmental and cost issues and remains relevant and valid.

### **Water Supply and Drainage Sustainable Urban Drainage Systems (SUDS)**

11.13 Much of rural Inverclyde falls into the water catchment area feeding the reservoirs which provide the water to the homes and businesses in the area. It is imperative, therefore, that the quality and quantity of this water supply is safeguarded.

11.14 The use of SUDS in new developments helps to control the rate of the surface water run-off and reduce the adverse effects polluted run-off can have on the water quality by treating pollutants such as oil, road salt and detergents at the point where it is drained. SUDS also help to alleviate flooding by controlling run-off into watercourses which might otherwise overflow.

11.15 Continual maintenance of SUDS schemes is crucial if they are to remain effective. All planning applications involving SUDS will require a maintenance regime to be agreed between the developer and the Council prior to planning permission being granted. This will be required under **Policy UT3** which remains relevant and valid.

## **Flooding**

11.16 Climate change predictions continue to emphasise the likelihood of an increase in the number and severity of flooding events across Scotland, including in Inverclyde.

11.17 The Council's responsibilities regarding flooding are in the process of being revised through the implementation of the European Water Framework Directive in a number of Acts. Primary to these are the Water Environment and Water Services (Scotland) Act 2003, which sets out the River Basin Management Planning framework discussed in chapter 9, and the Flood Risk Management (Scotland) Bill. The Bill confers a number of functions on Local Authorities as part of a wider framework. Once it has been enacted the Bill will require the creation of Flood Risk Management Plans, the provision of which will have to be taken into account in the Local Development Plan.

11.18 SPP7 remains in force, but the Association of British Insurers (ABI), in partnership with the Scottish Government, released a revised statement of principles in December 2008 to cover the period up to 30 June 2013. This identifies a significant flood risk as no worse than a 1.3% or 1 in 75 annual probability. Insurance will continue to be provided for domestic properties and small businesses as part of standard insurances where the risk is not significant and will be offered to existing domestic properties and small businesses at significant risk where the local authority plans to reduce this risk. This does not apply to new property built after the 1<sup>st</sup> of January 2009 however, and this will need to be taken into account in revision to policy in the Local Development Plan.

11.19 **Policy UT4 Reducing Flood Risk** will require to be updated to reflect the new flood risk management planning regime introduced in the Flood Risk Management (Scotland) Act once it comes into force and the new statement on insurance provision made by the ABI.

## **Waste Management**

11.20 **Policy UT5** will require to be brought into line with SPP10, as there will be a need to incorporate reference to buffer zones between certain operations and sensitive neighbouring uses.

## **Renewable Energy**

11.21 A report taking the form of Supplementary Planning Guidance (SPG) is being prepared by the Service, specifically on wind farms, with the intention of incorporating it into a wider Renewable Energy SPG. In the meantime Policy UT6 will apply.

11.22 **Policy UT6 Renewable Energy Infrastructure** will require to be altered in a number of respects in light of changes in national policy (refer above). For example,

impact on residential amenity will need to be more clearly defined to include air quality, noise and other nuisances (which can be defined as necessary).

11.23 To take account of the greater number of wind farms already developed and likely to be proposed to meet the Government's renewables targets, cumulative impact will also need to be addressed. The new policy wording could read as follows:

*'The cumulative impact of the proposed development along with any other existing and approved similar developments will not lead to an unacceptable impact on the environment and amenity.'*

11.24 A statement relating to requirements for reinstatement of sites after the operation has ceased should also be incorporated in the future Plan.

### **Telecommunications**

11.25 The rapid expansion of the telecommunication industry has led to an increase in demand for mast sites and base stations which is likely to continue.

11.26 While the Scottish Government and the Council generally supports this industry, the equipment can be obtrusive and unattractive leading to potential conflict with environmental objectives. A balance has to be struck between protecting amenity and technological requirements.

11.27 Due to such conflicts, all mast and base station developments were brought under full planning control and PAN62 'Radio Telecommunications' (2001) was produced to provide advice on siting and design. **Policy UT7 Telecommunications Equipment** addresses these matters and remains relevant and valid.

### **Hazardous Uses: Notifiable Installations**

11.28 All installations handling significant quantities of hazardous substances have a consultation zone around them defined by the Health and Safety Executive. It is necessary to control developments within consultation zones and ensure new hazardous installations are not developed in inappropriate locations. **Policies UT8 Proposals for Development within Hazardous Use Zones** and **UT9 Proposals for Hazardous Use Installations** deal with these issues and remain relevant and valid.

### **Noise**

11.29 Planning can help prevent and limit noise pollution through the control of the location and design of development that causes noise. It is important that noise sensitive uses such as housing, hospitals, educational establishments and offices are protected from the nuisance associated with land uses generating high levels of noise. Equally though, sites need to be located where noise generating land uses can operate and not be curtailed by the proximity of noise sensitive uses. **Policies UT10 Proposals for Development Involving Noise** and **UT11 Proposals for Development Adjacent to Noise Generators** deal with these matters and remain relevant and valid.

## **CONCLUSION**

11.30 Of the varied elements that come under the umbrella of Utilities and Service Infrastructure, renewable energy has evolved the most since the Local Plan was adopted. Targets for energy generation from wind farms are a particular focus of the Scottish Government. Provision for such development will have to be addressed in the new Local Development Plan, following work that is ongoing in relation to the preparation of the Strategic Development Plan and account being taken of these findings.

11.31 Future work required for the LDP will include:

- Preparation (underway) of non-statutory Supplementary Planning Guidance (SPG) under the advise of the Scottish Government;
- preparation of SPG on Renewables in general, in liaison and jointly with the GCV SDPA; and
- the likely requirement to identify a site, or site options, for a Waste Transfer Facility.

## **CHAPTER 12 – SPECIAL AREAS**

### **INTRODUCTION**

12.1 The Local Plan includes five Special Areas as part of its Planning and Development Framework, with three associated with Inverclyde's maritime and industrial past and offering the potential to redevelop large areas of vacant and/or derelict land on waterfront sites. The other two represent major but contrasting potential development opportunities.

12.2 The first type designated are: The Harbours, in central Greenock (Chapter 13 of the Plan); Inverclyde Waterfront/A8 Corridor – an extensive area from the edge of Greenock town centre to the east of Port Glasgow town centre, comprising of several sub areas with separate planning policy coverage and development frameworks (Chapter 14); and Greenock East Business Area (Chapter 15). The other two Special Areas are: Central Coastal Gourock, including much of the designated Town Centre (Chapter 16) and the site of the former Inverkip Power Station, by Wemyss Bay (Chapter 17 of the Plan).

### **Development on the Ground**

12.3 Progress in implementing the development frameworks and identified development opportunities within each of the five Special Areas over the last four years is outlined in each of the respective chapters: 13 to 17.

### **SUMMARY OF REVIEW**

12.4 This assessment demonstrates that much has been achieved in the implementation of the Plan in some of the Special Areas over the last four years, particularly in the Waterfront/A8 Corridor and to a lesser extent in Greenock East. However, much remains to be done, both in these areas and the other three.

12.5 Chapter 13 'The Harbours' sets out the problems and constraints that have led to this ambitious housing-led mixed use marina development opportunity not being fulfilled to date. However, planning permissions have been granted over the last two years and progress is now being made towards their implementation.

12.6 Chapter 14 outlines the considerable development that has been undertaken in accordance with the Local Plan, largely in the form of housing-led regeneration but also other mixed use retail/town centre development. Despite the scale of change and the transformation of much of this area over the last four years, the scale of opportunity still to be realised along the Greenock – Port Glasgow waterfront/A8 Corridor remains considerable, as was understood would be the case when the Local Plan was adopted.

12.7 For the 'Greenock East Business Area', Chapter 15 sets out the continuing constraints and problems in turning round and redeveloping an old urban industrial building fabric that covers much of this Special Area, and in a time frame that is realistic. The long planned Greenock Town Centre Relief Road (GTCRR) has still to be implemented by the Council, largely due to funding constraints. In many respects the absence of this project has prevented or delayed other planned changes that would be beneficial in this designated area.

12.8 Chapter 16 'Central Coastal Gourock', like The Harbours, has faced a successive range of difficulties over the last four years involving a wide range of stakeholders and interested parties. A viable set of development proposals within a masterplan, which covers a number of discrete and sensitive coastal locations and that accords with approved Council Policy SA4, has proved extremely difficult to achieve. The likelihood now is that a revised development framework will be required for the new LDP.

12.9 The fifth Special Area 'Inverkip Power Station' has been the subject of continuing, if somewhat protracted, discussions between Scottish Power (the owners of the site), their planning consultants and the Council, for the last three years. The position has been reached that an outline planning application largely in accordance with Local Plan Policy SA5 (Chapter 17) should be submitted in the spring of 2009.

### Implementation of Environmental Improvement Opportunities

12.10 Chapter 12 of the Local Plan includes Schedule 12.1 which lists the main environmental improvement opportunities associated with the development frameworks of the five Special Areas, and a few others of more than local significance. An update indicating progress in fulfilling these opportunities is included in the amended Schedule below.

#### Schedule 12.1 : Summary of Environmental Improvement Opportunities (including Town Centre Action Plans)

LP Ref	Location/Address	Policy Coverage	Relevant Chapters
ei1	Greenock Town Centre, including 'The Harbours' Special Area ~	R7 & SA1 DS5, DS6, HR17	3, 8, 9, 13
ei2	<b>Port Glasgow Town Centre, particularly the Extension #</b>	R8, TA11, TA12, SA2(j)2; DS5, DS6, HR17	3, 5, 8, 9, 14
ei3	Gourock Town Centre, including 'The Pierhead' ~	R9, TA6, TA13, SA4 DS5, DS6, HR17	3, 5, 8, 9, 16
ei4 to ei7	<b>Inverclyde Waterfront/A8 Corridor [four Sub Areas: (b), (c), (j)(1), (m)] #</b>	DS3, DS5, DS6, TA11, TA12, HR17, SA2(b), (c), (j)(1), (m)	3, 5, 9, 14
ei8	Greenock East Business Area, particularly Ingleston St. (North) ~	SA3, DS5, TA13	3, 5, 15
ei9	Inverkip Power Station	DS5, DS6, TA11, TA12, SA5, HR17	3, 5, 9, 17
ei10	Upper Bow Farm	DS5, LR1	3, 10

**Note:** Those entries marked # and in **bold** denote where improvements have been implemented. In addition, limited or partial improvements have taken place at locations marked ~ .



## **CHAPTER 13 - THE HARBOURS AREA, GREENOCK**

### **INTRODUCTION**

13.1 This Special Development Area, under **Policy SA1**, has not progressed as anticipated in 2006. Legal and procedural issues surrounding the joint venture between Inverclyde Council and Clydeport plc (now Peel Holdings) have delayed the implementation of this major project.

13.2 With the establishment of Riverside Inverclyde URC in February 2006 and the active consideration of this and other key development projects on the Waterfront/A8 Corridor, the expectation is that this Special Area will see development commence over the coming year. Despite the added urgency with Ri URC involvement, a key issue remains the prevailing economic and financial climate for large capital investments such as this one.

### **Development on the Ground**

13.3 There has been no development on this site, although preliminary ground works and investigative bore holes have been undertaken.

### **POLICY CONTEXT**

13.4 A development brief/masterplan was drawn up for the development of The Harbours and received outline planning permission in early 2006. This is for a residential-led mixed use development comprising residential flats, marina, bar, restaurant, leisure and retail units, all with associated car parking and landscaping. The scheme would also require the infilling of the small 'finger dock' and partial infilling of the dry dock at East India Harbour, the narrowing of both harbour entrances, together with the construction of roads, footpaths, cycle paths, landscaping and a new footbridge to the Scotts Dry Dock basin. Two detailed applications for residential flats and infilling and access works have received planning permission and another for an office block and café/restaurant has received detailed permission earlier this year. Negotiations concerning operators and development partners are ongoing.

### **DEVELOPMENT FRAMEWORK**

13.5 The development framework for a housing-led mixed use marina development remains generally relevant and valid.

### **SPECIAL DEVELOPMENT AREA POLICY**

13.6 Existing policy, reflecting the development framework, also remains valid.

### **CONCLUSION**

13.7 Although no development has yet taken place on this site, the framework remains valid and it is being used as the basis for determining planning applications and proposals at the current time. It is anticipated that it will require little or no alteration ahead of the Local Development Plan.

## **CHAPTER 14 - INVERCLYDE WATERFRONT/A8 CORRIDOR**

### **INTRODUCTION**

14.1 There has been considerable and significant change throughout this diverse Special Area over the four years since the adoption of the Local Plan. On an administrative and implementation level, the most significant change has been that of the designation of the area covered by the Policy SA2 Special Area as the operational area of the new Urban Regeneration Company of Riverside Inverclyde (Ri). Formally established in February 2006, Ri URC has assumed responsibility for the development and marketing of a number of the development opportunity sites identified in the Local Plan. While much has been achieved in the last 3-4 years, much has still to be done.

14.2 Elsewhere, the private sector has continued to invest and develop in the Waterfront/A8 Corridor, with landmark developments of flatted residential conversions and new build, and large scale lower density housing on the former shipyards. Both these housing development types are new to the Waterfront and in new in providing owner-occupied housing for Greenock and Port Glasgow.

### **Development on the Ground**

14.2 In summary, there has been development in 8 of the 14 Sub Areas subject to change within the Policy SA2 Special Development Area. The details of these changes are outlined below.

### **IMPLEMENTING THE VISION FOR THE INVERCLYDE WATERFRONT**

14.3 The Waterfront/A8 Corridor continues to represent the most significant area for development in Inverclyde. The area importantly forms the principal Inverclyde part of the Joint Structure Plan's 'Clyde Waterfront Metropolitan Flagship Initiative'. The Special Area lies within the 'Corridor of Growth' as identified in the approved JSP. The 'Corridor of Growth' stretches through the structure plan area across the Glasgow Conurbation from west to east. Investment is directed towards this Corridor as it contains the area's principal transport links, centres of employment and areas in most need of renewal.

14.4 The Development Strategy's vision and objectives for the Waterfront/A8 Corridor as set out in the Inverclyde Local Plan 2005 are being realised in many of the Sub Areas, with development already on the ground, taking place now or programmed over the coming years, as identified in the Local Plan.

14.5 Development of the Waterfront/A8 Corridor will be assisted further over the coming years with the establishment of Riverside Inverclyde URC. Riverside Inverclyde (Ri) is a joint partnership initiative between Inverclyde Council, Clydeport plc (now Peel Holdings Ltd), Scottish Enterprise and the Scottish Government, Housing Investment Division (formerly Communities Scotland) The URC has private and public capital investment funding and is supported by the Scottish Government.

14.6 Ri URC's regeneration initiative is currently seeking to market and develop seven strategic development sites along the A8 Corridor between Port Glasgow and Greenock. Three of these sites are within the Local Plan's Waterfront/A8 Corridor Special Area:

- The Cartsburn/Cartsdyke area in Local Plan Policy SA2, sub areas (a) and (b);
- The James Watt Dock area, including the Grade 'A listed' Sugar Warehouses in Local Plan Policy SA2 sub areas (b), (c) & (h) ; and
- The 'Riverside Business Park' at Pottery Street/Ladyburn in Local Plan Policy SA2 Sub Area (e).

## DEVELOPMENT FRAMEWORK

14.7 The Local Plan Development Strategy's vision and objectives informed the development framework for this area and this is central to the Local Plan achieving its aims and objectives for the Waterfront/A8 Corridor Special Area. These policy aims and objectives are being successfully undertaken through the following initiatives:

- **Quality employment sites:** New business and office provision is being provided through the development of Riverside Business Park (Sub Area (e) refer below), the erection of new units in Sub Area (d) and the provision of business space in the overall masterplanning proposals for the James Watt Dock area (sub areas (b), (c) and (h)). The Harbours area (Policy SA1, refer previous chapter 13) also has provision for business in its approved proposals.
- **Housing development.** Housing, consisting of residential flats and semi and detached dwellings, have been completed or are under construction in sub areas (b), (j)(1) and (m). Housing is the main land use component of the overall plan for the James Watt Dock area (sub areas (b), (c) and (h)).
- **Tourism:** The River Clyde walkway/cycleway has been successfully incorporated in the development of sub areas (j)(1) and (j)(2). The development of the James Watt Dock area (sub areas (b), (c) and (h)), will provide full access to the river and the harbour areas. The development of James Watt Dock has the provision of a hotel included in its proposals and a hotel and restaurant has been included in the outline planning permission for Sub Area (j)(2).
- **Landmark Projects:** A number of potential projects are identified in the Local Plan and progress has been made on achieving their successful development. The area identified for the expansion of the town centre of Port Glasgow has been partially completed (Sub Area (j)(2)) and the former Gourock Ropeworks 'A listed' building has been redeveloped (Sub Area (m)). The Harbours (Policy SA1 area) and the proposals being discussed for the 'A listed' Sugar Warehouses (Sub Area (b)) will require in their development proposals a high quality of urban design and will in their own settings create a significant landmark contribution to the Waterfront/A8 Corridor.
- **Quality Urban Design:** An Urban Design Framework for the area covered by the Riverside Inverclyde URC, looking separately but in a complementary manner, at the Waterfront, A8 Corridor and the two town centres of Greenock and Port Glasgow, was adopted by the Council as **Supplementary Planning Guidance** in May 2007. The SPG Urban Design Framework supports the Local Plan therefore

and provides design guidance and advice for those involved in promoting and assessing development proposals in the Riverside Inverclyde URC area.

- **Transportation Infrastructure:** The A8 trunk road has been realigned north of Port Glasgow Town Centre to facilitate the extension of the centre and further west, the development of the Kingston Basin (sub area (j)(1) and (j)(2)). In addition, traffic lights have been installed at the junction of Ratho Street and East Hamilton Street (sub areas (b) and (d)). Although no improvements have been made to the railway stations/halts, and the Ladyburn rail solum and the bridge over to the Great Harbour and Inchgreen docks remains closed, all development proposals along the Waterfront/A8 Corridor are required to ensure that they improve and have easy access to the rail network and to bus services.

## **THE LAND USE PLANNING STRATEGY**

14.8 As anticipated in the Local Plan, housing is playing a major part in the redevelopment of the Waterfront. As the strategy requires however, other uses are being incorporated into the masterplan for the James Watt Dock area (sub areas (b), (c) and (h)) - leisure and recreational provision, including marina development proposals – the former also in the Kingston Basin Sub Area ((j)(1)), and in addition to the main retail use in Sub Area (j)(2)), business growth is being supported and encouraged in addition to those sub areas designated as business and industrial areas in the Plan.

14.9 The environment along the A8 trunk road has been greatly improved with the new developments, including the housing and flats at the former Kincaids site (Sub Area (b)) and on the north side with the lowering of the dock wall separating the main road from the flats to the west of the 'A listed' Titan Crane. Elsewhere, at Kingston Basin (Sub Area (j)(1)), and on both sides of the A8 trunk road at Pottery Street (South)/Ladyburn (Sub Area (e)) and the frontage of the former Arriva Bus Depot site in Sub Area (f), extensive environmental works have been completed or are planned to be carried out. The realignment of the A8 road and the development of the Retail Park extending Port Glasgow town centre (Sub Area (j)(2)), has led to significant environmental improvements, although while the next phases of this development are likely to be delayed due to the economic downturn, there is a considerable prominent area of land that will need to be addressed for the short term.

## **PLANNING SUB AREAS**

14.10 The Local Plan as indicated divides this diverse area into a number of sub areas, some of which are covered by additional policy content, under sub-parts to Policy SA2. These sub areas are identified in Figure 14.1 on page 191 in the 2005 Local Plan. Progress to date is detailed in each, outlined below.

### **(a) Cartsburn (Riverside) Edge of Town Centre & Cartsydyke Strategic Employment Location**

(1) Construction is almost complete of a 80 bed nursing home at the eastern side of the Cartsburn Strategic Industry and Business Location (SIBL), on the south side of the A8 trunk road. It is adjacent to and accessed from the new housing development on the

former Kincaids east site. As a consequence, the SIBL area has been reduced by 0.46ha to 1.35ha. No interest has been expressed in the SIBL site to date.

(2) Sub Area (a) - apart from site bi4 on Cartsburn (Riverside) - is covered by **Policy B3: Strategic Employment Locations**, which safeguards this area with a preference for Business Use Class 4.

(3) The Cartsburn SIBL is also covered by **Policy SA2(a): Cartsburn (SIBL): Cartsydyke (Extension)** which sets out criteria for the assessment of proposals for development on that site. Negotiations were conducted between Riverside Inverclyde (Ri) URC and River Clyde Homes, and the landowner Clydeport plc (for Peel Holdings), over the use of the balance remaining on the site on the south side of the A8. A mixed use scheme including Class 4 business/commercial use and potentially, an element of residential flatted use were the subject of discussions. This proposal is no longer being pursued.

(4) In view of these discussions and the reduction in size of the SIBL, it is considered that while this Policy in principal remains relevant and valid, it is likely that it will require re-examination and be subject to consultation for the new Local Development Plan.

(5) The Royal Bank of Scotland Reserved Site (bi4) is protected under **Policy B4: Strategic Business and Industrial Locations (Reserved Sites)**. This Policy is in place to ensure that the expansion of new business development is compatible with existing uses. In a similar way to that of Policy SA2(a) and the SIBL (Extension), it is considered that while this Policy in principal remains relevant and valid, it is likely that it will require re-examination in the light of the change in economic circumstances and the subject of consultation for the new Local Development Plan.

#### **(b) James Watt Dock (South Quay) & A8 Corridor (West)**

(1) Two flatted developments comprising 112 residential units have been completed at James Watt Way, west of the Grade 'A' listed titan crane. A further 72 flats were granted planning permission in June 2008 on the dockside area east of the crane.

(2) A housing development of 121 units by Turnberry Homes comprising predominantly flats (107), and detached and semi-detached properties has been completed on the former Kincaids east site, accessed off Ratho Street.

(3) Discussions are ongoing between the Council, Clydeport plc (for Peel Holdings) regarding the preparation of a Masterplan for the remaining undeveloped James Watt Dock area, which covers a sizable area including the dockside area of Sub Area (b) north of the A8, Sub Area (c) 'JWD/Garvel Island' and Sub Area (h). Other than Sub Area (h) where business and marine- related uses should continue, the proposals for much of the remaining area are for housing-led mixed use development. The development proposed comprises mainly private housing but with an element of social housing likely to the east of the main dock. An infrastructure and road access planning application for the east end entry into the dock has been submitted and is currently being processed and assessed.

(4) The grade 'A' listed sugar warehouse is presently being made wind and watertight in advance of a comprehensive programme of redevelopment which should comprise mixed residential, business, retail and leisure development. Prince Charles and the Princes Trust previously showed interest in the property, and as in the case of Anchor Mills in Paisley, they have been kept abreast of progress in saving this historic building.

(5) Sub Area (b) is covered by **Policy SA2(b): James Watt Dock (South Quay) & A8 Corridor (West)**, which sets out criteria for the assessment of proposals for the development of this area within a mixed use planning policy framework. These criteria remain relevant and valid and the 'A' listed Sugar Warehouses continue to be protected from inappropriate development.

#### **(c) James Watt Dock (North) & Garvel Island (West)**

(1) This area is included in the proposed Masterplan for the James Watt Dock area. Due to the considerable uncertainty over the future of the businesses in this part of the docks and the absence of any clear vision over a timescale relevant for inclusion of firm proposals at the time of the preparation of the Local Plan, this broad area was designated an 'Area of Potential Change'.

(2) The area is covered by **Policy SA2(c): James Watt Dock (North) & Garvel Island (West)** which sets out criteria for the assessment of proposals that are acceptable in terms of the Development Strategy for development of this area. It is considered that these criteria remain relevant and valid, insofar as this area is being progressed currently in the aforementioned proposed masterplan/development framework.

#### **(d) Cappielow**

(1) A new business unit has been erected in Cappielow and the business park continues to function as a business and industrial area.

(2) The business park is protected under **Policy B1: General Business and Industrial Areas**. This Policy is in place to support general business and industrial uses within this area and it is considered that this Policy remains relevant and valid.

#### **(e) Pottery St (South)/Ladyburn Street & Bogston**

(1) Demolition and decontamination work has been completed at the Riverside Business Park and the construction of a 2 storey office block is underway. That office block, in addition to the former school building and the 'bungalow', will provide office space geared towards new business incubation. Planning permission has been granted for two general industrial/storage and distribution units.

(2) The church and manse on Gibshill Road have been demolished providing an additional development opportunity for business and industry usage or for a suitable associated use, in accord with policy.

(3) This area is protected under **Policy B2: Mixed (Business) Use Areas**. This Policy supports developments that contribute to employment creation in addition to general business and industrial uses. The Policy remains valid and relevant for the majority of the area. However, with the development of the Riverside Business Park, which is a

prime location and important for business growth, the protection of the Business Park under Policy B3 or a similar policy supporting and encouraging Use Class 4 & 5 may be the appropriate way forward in the review of the Local Plan.

#### **(f) Pottery St (North)/A8(T) Port Glasgow Road (North)**

(1) The former Arriva Bus Garage site, which was designated a SIBL in the 2005 Local Plan, is presently in use for car storage. Landscaping works have been carried out to the site to improve the frontage to the A8 trunk road and to attract future investment. Ownership of the site remains with Peel Holdings (for Clydeport plc.) and their draft masterplan for the area correctly indicates business use for the site.

(2) This prime location is covered by **Policy B3: Strategic Employment Locations** which safeguards this area for Use Classes 4 & 5. The policy is consistent with the development of the neighbouring area, Riverside Business Park to the south of the A8 road, and this policy is considered to remain relevant and valid.

(3) However, the realization of this strategic employment location remains dependent upon a Council decision concerning the re-location of its facilities on the land it occupies to the west of Pottery Street. It is anticipated that by the time of the finalization of the new Local Development Plan, a firm timescale will be able to be placed on planned future development of these sites and the fulfillment of the objectives in the 2005 adopted Plan, to rationalize and consolidate land holdings in this area will have been achieved.

#### **(g) Inchgreen Graving Dock & Great Harbour (South)**

(1) There has been no significant new development in this area since the 2005 Local Plan was published and the dock facility continues to be operational.

(2) The area is protected under **Policy B4: Strategic Business and Industrial Locations (Reserved Sites)**. This Policy is in place to ensure that the expansion of new business development is compatible with existing uses. It is considered that this Policy remains relevant and valid.

#### **(h) Garvel Island (incl MoD) & Grt Harbour (South Quay)**

(1) This area is included within the proposed Masterplan/Development Framework for the James Watt Dock/Garvel Island area, referred to above.

(2) The area is protected under **Policy B2: Mixed (Business) Use Areas**. This Policy supports developments that contribute to employment creation in addition to general business and industrial uses. As the 'Plinth' to the north of the Great Harbour is likely to be included in the development of the James Watt Dock area, it may be appropriate to amend the policy cover for this area and include it under Policy SA2(c). This change would be subject to consultation and could be made in the new Local Development Plan.

#### **(i) Kingston Business Area**

(1) There has been no significant development in this area since the 2005 Local Plan was published.

(2) The Business Area is protected under **Policy B1: General Business and Industrial Areas**. This Policy is in place to support general business and industrial uses within this area and it is considered that this Policy remains relevant and valid.

#### **(j)(1) Kingston Basin**

(1) This area is well under development for housing by three developers, in three separate phases. The two developers on the two southern sites are more advanced, with construction comprising a total of 233 housing units, which is almost complete. The northern sector, for circa 192 housing units, the developer has submitted a detailed planning application and this is being assessed.

(2) This area is covered by **Policy Policy SA2(j)(1): Kingston Basin & Environs** – and designated an ‘Area of Potential Change’, in view of the uncertainty over the timeframe of its future development at the time of the finalization of the Local Plan. The policy framework includes a set of criteria for the assessment of a range of proposals for the development of this area. The criteria in the Policy are still broadly relevant to ensure that access and the other specified additional considerations comply with the Masterplan/Development Brief for the Kingston Basin area.

(3) With the completion of the three sites within this broad area and in the review for the new Local Development Plan, the area would more appropriately be covered by residential policies, **Policy H1: Safeguarding the Character and Amenity of Residential Areas** and **Policy H8: The Character and Amenity of Residential Areas**.

#### **(j)(2) Port Glasgow Waterfront**

(1) Major changes have occurred in this area over the last 2-3 years. The A8 trunk road has been realigned and other local roads realigned and formed; a civic square linking the existing town centre with the new development; the coastal walkway and SUDS constructed; and the food store built and operational as phase 1 of the new retail park/town centre extension. The non-food retailing part of the retail park has planning permission but work has not started. A large area of vacant land as a consequence remains which if left in this condition for long, will require to be addressed through environmental improvement measures so as not to blight the new retail development and neighbouring residents and businesses.

(2) The changed circumstances have been of such importance that they formed the subject of a proposed Alteration to the Local Plan in 2007/08. Following consultation in late 2007, the Council concluded that it would be premature to re-draw the Port Glasgow Town Centre boundary to include the full extent of the retail park bounded by the realigned A8 road, and equally, inappropriate to designate part of this area as a town centre at this time.

(3) The Council did however approve a ‘Planning Policy Position Statement’ in May 2008 to recognize the changes that have occurred in relation to food shopping in Inverclyde with the opening of the Tesco Extra food store, and to acknowledge the significance of this development for future decisions on retail proposals in Inverclyde affecting the two major centres: Greenock and Port Glasgow. However, while it was concluded that the changes did not warrant an Alteration, the purpose of the PPPS is to clarify that future



proposals concerning the retail park will be considered in terms of this extension to the existing town centre becoming part of that centre at some stage in the future. The preparation of the Local Development Plan will have this issue as a priority.

(4) An Alteration has been adopted (January 2009), arising out of these considerations and in recognition of some related minor, but necessary policy changes to the Town Centre and Retail Development chapter, as a result of this development.

(5) In relation to the rest of the site, a proposal for housing on the area to the south of the Sub Area has not yet been submitted. Neither has an application been received for the land set aside for a pub/hotel on the site, to the north west of the retail area (phase 2), off the northernmost roundabout. No business uses are proposed for the site.

(6) This area is covered by **Policy SA2(j)(2): Kingston Basin & Environs**, and like SA2(j)(1), was designated an 'Area of Potential Change' in view of the uncertainty over the timeframe of its future development at the time of the finalization of the Local Plan. Notwithstanding the policy sets out an acceptable land use framework and associated criteria for the assessment of proposals for the area's development. The criteria in the Policy are still considered relevant to ensure appropriate land uses and a quality of design in development that respects the existing built environment of the area.

#### **(k) Port Glasgow (Riverside)(W)**

(1) There is an improved access to this area, formed through the realignment of the A8 trunk road, but essentially there are no changes to this area.

(2) The area is protected under **Policy B2: Mixed (Business) Use Areas**. This Policy supports developments that contribute to employment creation in addition to general business and industrial uses within this area. The Policy remains relevant and valid.

#### **(l) Port Glasgow Riverside**

(1) There have been no significant changes in this area in keeping with its designation as a park, since the 2005 Local Plan was published.

(2) The area is protected under **Policy LR1: Open Space (Park)**. This Policy's aims are to support, safeguard and where practicable, enhance those areas designated as 'open space'. Where appropriate, encouragement may be given to relevant and compatible developments that contribute to the enhancement of use of the facility for leisure, recreational and sporting purposes. A number of proposals have been discussed over the last few years concerned with improving and/or making better use of the park for leisure and recreation. It is considered that the Policy remains relevant and valid.

#### **(m) Newark (including the former Gourock Ropeworks)**

(1) The 'A' Listed former Gourock Ropeworks building has been converted into 35 Loft apartments. Planning permission has also been granted for the development of 98 flats in 4 blocks in the grounds, to the east and west of the Ropeworks building.

(2) This area is covered by **Policy SA2(m): Mixed Use Area**, which sets out acceptable land uses and criteria for the assessment of proposals for the development of this edge of town centre mixed use area. The criteria in the Policy are still relevant to ensure suitable access and design within the area.

(3) In looking forward to the new Local Development Plan, the policy coverage for this area should appropriately be reviewed and be replaced with a Residential land use policy designation to reflect its new use and to ensure that the 'A' listed building's surroundings and landscaping are maintained to a suitable standard.

**(n) Port Glasgow (Riverside)(E)**

(1) There has been no significant development in this area since the 2005 Local Plan was published.

(2) The area is protected under **Policy B2: Mixed (Business) Use Areas**. This Policy supports developments that contribute to employment creation in addition to general business and industrial uses within this area. It is considered that the Policy remains relevant and valid.

## CHAPTER 15: GREENOCK EAST BUSINESS AREA

### INTRODUCTION

15.1 The study carried out in 2002 by consultants on behalf of the Council looking at the role and function of businesses in the area and the likely effects of the proposed road re-alignment concluded that the area had an air of neglect and dilapidation. That situation is still generally true of the area in 2009 and although the necessary land has been reserved, the major realignment of the Greenock Town Centre Relief Road at Baker Street/Drumfrochar Road has not progressed.

### Development on the Ground

15.2 There has been limited new development in the area although there has been activity and development interest in two of the sub-areas, as described below.

### DEVELOPMENT FRAMEWORK

15.3 The Council's land use development framework for the area is as a mixed business/industrial and commercial area with an envisaged improved urban environment created through landscaping associated with the re-alignment of Baker Street/Drumfrochar Road, and an improved urban fabric through new investment.

15.4 The development framework sub-divides this Special Area into four separate areas and **Policy SA3: Greenock East Business Area** supports the development of sites within these areas accordingly.

#### **(i) Area A: Regent Street** (the former British Telecom depot)

No interest has been expressed in the redevelopment of this site since the publication of the Local Plan. The flexible land use planning framework adopted for this site is however still relevant and valid in order to attract development interest.

#### **(ii) Area B: Baker Street (East and West)**

The disused Ready Mix Concrete yard is in operation as a car sales yard. This use is presently the subject of a retrospective planning application. The designated use for the site is for Business, General Industrial and/or Storage and Distribution (Use Classes 4, 5 or 6). The Council will consider whether that use is still appropriate.

#### **(iii) Area C: Former Tate & Lyle Works, Drumfrochar Road**

The south west former Tate and Lyle site on Drumfrochar Road has a recent planning permission for a timber merchant's warehouse and a planning application has been submitted for six industrial units and twenty-eight flats on the north-west former Tate and Lyle site. The Mixed Use Policy designation for this area was set in place to attract developer interest, which it has done. This section of the Policy, therefore, remains relevant and valid at present.

The policy designation should however be re-assessed and consulted upon for the Local Development Plan to reflect the Council's and other key stakeholders' aspirations for redevelopment of this area. This would be to acknowledge the need to reassess the role and function of this part of Greenock in the context of a larger 'Greenock Central East' area, encompassing the housing areas of Broomhill, Drumfrochar and potentially extending south east across the railway line into Wellington Park and Strone (refer also to Chapter 3).

**(iv) Area D: Land between the Railway Lines, south of Drumfrochar Road**

The premises in this area are in poor condition and much of the open space remains in a vacant and derelict condition. This part of Policy SA3 therefore, continues to be relevant and valid.

## **CHAPTER 16 - CENTRAL COASTAL GOUROCK**

### **INTRODUCTION**

16.1 There has been considerable discussion and significant continuing problems to resolve over the implementation of this Special Area's Development Framework. Much of this relates to the number of landowners and interests involved in the designated area for redevelopment.

#### **Development on the Ground**

16.2 There has been no development on the ground in this Special Area. On the 31<sup>st</sup> October 2008, it was finally announced that Transport Scotland along with Inverclyde Council had accepted plans by Network Rail to change the basis for the development of this area. It has been agreed that the redevelopment will retain the site of the existing station and that a walkway be built to the ferry terminal as the preferred option. This is primarily due to this option being economically feasible and achievable in the short term, unlike the proposals recorded in the adopted Local Plan's Development Framework for the Special Area. This change alters the potential of the area to accommodate the range of land uses set out in the policy for the area: **Policy SA4**.

### **POLICY CONTEXT**

16.3 There has been no new study or reappraisal of the area undertaken since that decision and in the absence of this, the policy context as adopted remains unchanged.

### **DEVELOPMENT FRAMEWORK**

16.4 In view of the recent agreement over the redevelopment and siting of the Railway Station, the development framework will need to be reviewed and updated. This will leave a smaller area for potential development at the Pierhead which will require a reassessment of the overall masterplan as submitted.

### **SPECIAL DEVELOPMENT AREA POLICY**

16.5 **Policy SA4** will have to be amended in light of the changed circumstances and to reflect the requirement for a new development framework.

### **CONCLUSION**

16.6 If the new proposals by Network Rail for the redevelopment of Gourock Railway Station go ahead, this will have a significant impact on the potential for the strategy as set out in Policy SA4 of the adopted Local Plan being delivered. In this case, if planning applications are not submitted in the interim, a new Special Area strategy will need to be developed and consulted on for the forthcoming Local Development Plan.

## **CHAPTER 17 – INVERKIP POWER STATION**

### **INTRODUCTION**

17.1 There has been considerable progress made in taking forward the proposals for this major redevelopment project. However, the stage has not yet been reached where the owner, Scottish Power, is in a position to submit an outline planning application, supported by a masterplan and development framework. Discussions are on ongoing and it is expected that significant progress will be made this spring on finalising development proposals for this Special Area of Inverclyde.

### **Development on the Ground**

17.2 There has been no development on the ground in this Special Area.

### **POLICY CONTEXT**

17.3 As indicated above, the Planning Consultants acting for the owners, Scottish Power, have been working on redevelopment proposals for the Inverkip Power Station site over the last three years, largely in accordance with Local Plan **Policy SA5**. The policy context remains unchanged.

### **DEVELOPMENT FRAMEWORK**

17.4 As of April 2009 and a presentation made to Elected Members in February 2009, and following lengthy pre-application discussions on the proposals, a Planning and Development Framework for what's being called 'Brueacre Village' will be submitted shortly in support of an outline planning application.

17.5 The proposals include all the elements set out in Policy SA5, comprising of seven 'character areas' combining a mix of contrasting residential areas with 'live-work' businesses, potentially a small neighbourhood retail component and considerable retained and new open space and woodland areas. The redevelopment of this major site remains dependant upon the conditions written into Policy SA5, including timing issues in relation to housing development elsewhere in the market area (Policy H7 and annual monitoring of the housing strategy), transportation issues linked to the A78, and Policy TA8. Demolition of the power plant alone is expected to take up to two years, so work is unlikely to start on the redevelopment of the site until 2012 at the earliest.

### **SPECIAL DEVELOPMENT AREA POLICY**

17.6 It is anticipated that if the outline planning application is submitted and the accompanying planning and development framework is granted planning permission, there will no further need to identify this large site as a Special Area in the forthcoming Local Development Plan. The land use designation coverage appropriate for this area will be reviewed in the light of subsequent developments, and to reflect the implementation of Policy SA5 on the ground.

## **CONCLUSION**

17.7 When the redevelopment proposals for the Power Station site are finally granted planning permission, the Local Development Plan will designate the land uses appropriate for this area, to bring it into line with the rest of the Plan. It is anticipated that these appropriate land uses will include: residential, open space, the existing TPO and potentially, a local centre designation.

## **CHAPTER 18 – DEVELOPMENT CONTROL ADVICE**

18.1 The Local Plan includes Planning Practice Advice Notes (PPAN's) to assist the smooth running of the development control (now known as Development Management) process. **Policy DC1** makes operational these Advice Notes an integral part of the Local Plan, and remains relevant and valid.

18.2 At the time of adoption the Council had approved sixteen PPAN's, which are listed in Table 18.1 of the Plan. As stated in the chapter, as new issues arise, further PPAN's would be prepared if considered necessary to improve good practice in the operation of Development Management.

18.3 Since the adoption of the Local Plan, the Council has not augmented the PPAN series (as at April 2009).

18.4 All of the PPAN's are available in the form of leaflets, or can be downloaded from the Council's web site.



## **CHAPTER 19 – IMPLEMENTATION**

19.1 The Local Plan was drawn up with full regard to the need to implement the Development Strategy and realise the development opportunities identified in the Plan. The three-way split of the chapters in Section C of the Plan, dealing with 'Development Promotion and Environmental Protection', places implementation centre-stage between the Development Strategy policies and the policies written to assist Development Management and the decisions the Council makes in determining planning applications.

19.2 The Framework for Implementation set out in Chapter 19 remains relevant and valid.

19.3 The relevance of maintaining a Partnership Approach to the primary focus of ensuring sustainable development within the Authority – securing and maximising brownfield land renewal – remains valid.

19.4 The Local Plan's emphasis on the need to secure funding from partners, across the public, private and voluntary sectors, retains its currency, particularly in this unprecedented difficult period of economic downturn, credit restrictions and overall budgetary constraints.

19.5 While the specific funding sources noted in the Chapter have changed, the validity of the key issues outlined in the Plan remain as does the currency of the three key Recommendations noted in the Chapter: Recommendation B1, H1 and H2, found in chapters 6 and 7 respectively.

## CHAPTER 20 – MONITORING AND REVIEW

20.1 In adopting the Local Plan in January 2006, the Council in accordance with Government planning advice, committed to the regular monitoring and review of the Plan. This commitment is clearly set out in Chapter 20, in terms of the factors which would come into play to determine when and what requires monitoring/reviewed, and the established more formal mechanisms in place for monitoring, such as the annual housing, vacant and derelict and industrial/business land supply surveys.

20.2 **Policy MR1 ‘Monitoring and Review of Brownfield Land Supply’** aims to capture the totality of the sustainable land use policy embedded in the Local Plan with the Plan’s Development Strategy kept on track through the updating of this land resource. This policy promotes and assists the re-use and redevelopment of vacant and derelict and underused land in the urban areas of Inverclyde. As indicated through this report, Policy MR1 is a vital part of the Local Plan and remains relevant and valid.

### The Need for a Review or Alteration

20.3 The Inverclyde Local Plan 2005 is unusual in having a longer term vision and planning horizons for development, with explicit timeframes of short, medium and longer term development opportunities identified in the Plan’s main Schedules. It has been a requirement of Development Plans under successive Planning Acts, that plans should be updated, modified or alterations made, on at least a five-year cycle. This five-year review is now a statutory requirement under The Planning, etc. (Scotland) Act 2006.

20.4 Since the Local Plan’s adoption in January 2006 the following formal amendments, additions or alterations have been made to the Plan:

- (a) A Planning Policy Position Statement on ‘Town Centres and Retail Development’, approved May 2008
- (b) ‘Town Centres and Retail Development’ Alteration (2008), adopted January 2009
- (c) Greenock West End Conservation Area: Boundary Amendment, approved August 2007
- (d) Riverside Inverclyde Urban Design Framework: Supplementary Planning Guidance, approved March 2007

20.5 Other work being undertaken to augment the adopted 2005 Plan includes:

- (e) Greenock West End Conservation Area: Article 4 Direction – in progress, expected to be approved late spring 2009
- (f) Wind Farm Supplementary Planning Guidance – in progress, expected to be approved autumn 2009.

20.6 The publication of this Monitoring and Update Report reaffirms the Council’s commitment to keeping under review the adopted Local Plan. In accordance with The Planning, etc. (Scotland) Act 2006 and the 2008 Development Plan Regulations which came into force on 28<sup>th</sup> February 2009, the Council’s intention is to publish alongside the first key document of the new Inverclyde Local Development Plan, the Main Issues Report (which is anticipated in the Council’s approved Development Plan Scheme to be published in May 2011), a second Monitoring Report, and a supporting SEA Environmental Report under The Environmental Assessment (Scotland) Act 2005.

## Appendices

### (1) Local Context – Statistical Background

[Updated Appendix (A) of adopted Local Plan 2005]

<b>Population</b>		
Table	1	Inverclyde Population - Past & Projected : 1971-2031
Figure	1	Population by Age Groups, 2006
Figure	2	Projected Population by Age Groups, 2031
Figure	3	Percentage Change in Population by Age Groups, 2006-2031
Table	2	Changes in Population by Settlement in Inverclyde, 1981-2006
Figure	4	Comparison Between Population and Household Change, 1971-2031
<b>Households</b>		
Table	3	Household Type in Inverclyde : 1981-2031
Figure	5	1981 Household Type
Figure	6	2031 Projected Household Type
<b>Tenure</b>		
Figure	7	Tenure Change (by Percentage) : 1981-2018
<b>Employment</b>		
Figure	8	Comparison of Employment by Sector, 2006
Table	4	Changes in Employment at Local and National Level : 1981-2006
Figure	9	Changes in Employment at Local and National Level : 1981-2006
Figure	10	Workforce Employed in Manufacturing, 1995-2006
Table	5	Male/Female Employment and Type, 1995-2006
<b>Unemployment</b>		
Figure	11	Unemployment Rates (%) : 1974-2006
Figure	12	Comparison Between Male/Female Unemployment (Numbers) : 1988-2004
<b>Car Ownership</b>		
Figure	13	Car Ownership : 1986-2003
<b>Area of Local Plan Coverage</b>		
Selected Indicators		
<b>Scottish Index of Multiple Deprivation</b>		
SIMD Information		
<b>Vacant and Derelict Land</b>		
Table	6	Vacant and Derelict Land, 2008
Table	7	Vacant and Derelict Land by Site Size, 2008
Figure	14	Vacant and Derelict Land by Previous Use, 2008

*Notes (cont'd)/*

**Notes:**

*(1) The information collected and presented in the form of a SWOT Analysis for the 'Profile of Inverclyde' in Chapter 1 of the adopted Local Plan (refer to paras 1.26 and 1.27 of the Plan), is based on the following data sources.*

*(i) Economy/Employment & Unemployment Information - SLIMS, NOMIS and the Annual Business Survey*

*(ii) Population/Households/Housing Stock (estimates and projections) - The Census, GRO(S) and Scottish Executive national statistics; Technical Reports (Nos. 3 to 6) supporting the Approved Glasgow & Clyde Valley Joint Structure Plan (2000) and No 5, supporting the Finalised Draft & Alteration (2006); and the Voluntary Population Survey (VPS).*

*Other information and data used in the SWOT in the adopted Local Plan were presented in more detail in this Appendix to the adopted Local Plan.*

**An updated Appendix (A) of the adopted Local Plan 2005, covering the above indicators, will be included in the final published version of this report.**

**An updated version of the SWOT is included in this report as Appendix 2 (below).**

## (2) **SWOT Analysis** [Updated version in Chapter 1 of adopted Local Plan]

The strengths, weaknesses, opportunities and threats in the SWOT analysis generally stand.

### **Strengths**

- The **Environment** – and **Views** remain a positive aspect of living and working in Inverclyde. A further positive aspect is Inverclyde's **Proximity to the Motorway Network, Glasgow International Airport** and its excellent **Rail and Ferry connections**.
- **Built Heritage** – There have been 10 more buildings listed in Inverclyde since the publication of the 2005 Local Plan, bringing the total to 245, reflecting the quality of the built environment. The Five Conservation Areas are being reassessed and the protection of their environment is to be enhanced by area appraisals and guidance for the public. Greenock West End Conservation Area has increased in area following the implementation of Proposal HR1 in the Plan.
- **Deep-water Port/Container Terminal** - Ocean Terminal in Greenock continues to be the main container terminal for the west of Scotland and is a regular and popular port of call for the world's largest cruise ships.
- **Employment** – Inverclyde is changing with more service related employment. Between 1995 and 2006 there was a 137% increase in employees in transportation and communications, a 80% rise in finance and business employment and a 51% rise in those employed in public services.
- **New Business Growth Rate** - Over the period 1997 to 2006 the company birth rate increased slightly and the death rate decreased marginally. While birth and death rates were below the regional and UK rates, the three year survival rate was above the national average.
- **Available Labour Force/Flexibility** - Inverclyde still has a large number of locally-based employees, 78% of all employees. The move towards short-term and part-time work continues and the forecast is for this to continue. For some households/individuals this may be advantageous but it could have implications for disposable income and the local economy.
- **Further/Higher Education** - James Watt College of Further and Higher Education continues to develop its courses and to expand its reach of influence.
- **Partnership Working** – Public/Private sector initiatives are successfully redeveloping the vacant and derelict sites along the Waterfront/A8 Corridor. This is being promoted now by the Riverside Inverclyde Urban Regeneration Company. The URC is a joint partnership between Inverclyde Council, Scottish Government and Clydeport (now Peel Holdings).
- **House Completions** – Between 2004 (the base date of the Local Plan) and 2008, house completions remained around 300 dwellings per annum. 75% of these were for owner-occupation and of these 64% were on brownfield sites.
- **Sub Regional Shopping Centre** - Greenock remains a vibrant town centre with the expansion of the anchor food store and the maintenance of a healthy catchment area. It also functions as a strategic business centre. In Port Glasgow the extension of the town centre has a new foodstore outlet and the area is now partly built with a new road layout and extensive environmental works linking the centre with the River Clyde, raising the profile of Port Glasgow and Inverclyde.

- **Indoor and Outdoor Leisure** – The coastal walkway/cycleway is being added to in conjunction with the redevelopment and regeneration of the waterfront. It is hoped that eventually there will be a continuous pathway along the length of Inverclyde's waterfront.

### Weaknesses

- The **Perceived Isolation** of Inverclyde persists to some extent but the **Poor Image** of Greenock and Port Glasgow is being removed with the regeneration of the Waterfront/A8 Corridor, the removal of derelict sites at 'gateway' locations, and the demolition and new building in the former 'rejected' council housing areas. Improvements to the town centres and their immediate surroundings are making Inverclyde as a whole a more attractive location for incoming residents and businesses.

- **Constraints due to Topography** – Although redevelopment has proceeded at an increased rate over the past four years, expansion of the main urbanised area is restricted by the coastline and the steepness of the slope on the landward side of the main settlements.

- **A8 Route Delays/Flooding** – Although work has been done to improve the situation, the A8 trunk road is still subject to flooding at a number of locations.

- **Vacant & Derelict Land** - At March 2008 there were still over 125 hectares of vacant and derelict land, in 121 sites. This is less than the vacant and derelict land area recorded in 2004, but remains stubbornly high. The decrease is due mainly to the redevelopment of sites along the Waterfront/A8 Corridor, many of which were highly visible and prominent and so have had a major impact on people's perceptions of Inverclyde.

- **Business and Industrial Land** - There has been very little change over the last four years. Two sites were taken up but one of the sites was for a use other than industry and business. Much of the land is in locations that are not attractive to developers and sites in good locations have pressures for alternative, more lucrative uses.

- **Reliance on Electronics Sector** – All manufacturing employment in Inverclyde, including the electronics sector, is declining. Employment in manufacturing fell by 75% between 1995 and 2006. Between 1995 and 2003, that percentage was less, 66%. The main employment sector is now public services, employing 40% of the workforce.

- **Unemployment** - The unemployment rate at 7% continues to be higher than the UK and Scottish averages.

- **Rejected Housing Stock and Demolitions** – The Council housing stock was transferred to two housing associations in December 2007, the bulk of it to River Clyde Homes. Demand for the then Council housing in Inverclyde had reduced significantly, leading to an increase in the number of closed houses and to demolitions. By transferring the stock as part of the Community Ownership Programme, an opportunity presented itself for RCH and the two other housing associations (Cloch HA and Oak Tree HA) to replace the current poor housing stock with fewer houses at a higher standard.

- **Deprivation** – Of the 32 Councils in Scotland, Inverclyde has the second highest percentage of its population, 36%, living in Scotland's 15% most deprived neighbourhoods (Scottish Index of Multiple Deprivation, SIMD, 2006). This is a greater percentage than that identified in the 2004 SIMD.

- **Health Problems** - The ageing population and large numbers of households in areas of deprivation result in Inverclyde having more than the national average amount of health problems.

- **Car Ownership** – In 2005, there were around 381 cars registered for every 1,000 people living in Inverclyde. That was the second lowest figure for all Council areas in the SPT area, which includes the west coast Council areas from Argyll and Bute to South Ayrshire. The overall Scottish figure is 425 cars for every 1,000 people.

### **Opportunities**

- **Brownfield Land** – Development on brownfield land, especially vacant and derelict sites along the Waterfront/A8 Corridor, has been significant since the publication of the 2005 Local Plan. Across the entire Authority area, 75% of all house completions between 2004 and 2008 were on brownfield land and 74% of the confirmed 2008 housing land supply is on brownfield sites.

- **Waterfront** - The regeneration of the Waterfront has already transformed a large and highly visible part of Inverclyde and the remaining areas are either the subject of planning approval, pre-application discussions or planning studies/masterplans. The appearance of Greenock and Port Glasgow has improved significantly over the last four years, raising the profile of the entire Authority area.

- **New Business Opportunities** – These are being provided currently at Ladyburn/Pottery Street (Riverside Business Park) and will be as part of the redevelopment of The Harbours, which has planning approval, and the proposed redevelopment of the James Watt Dock/Garvel Island/Great Harbour area.

- **Port Glasgow Town Centre Development** – The new waterfront retail park (currently seen as an extension to the town centre) and associated road system are in place, together with the realigned A8 trunk road and the town centre has been re-connected to the coast; a riverside walkway/cycleway has been created as part of the Coastal Route; and the major superstore is successfully operating. A large area of vacant land remains to be built as part of the next phases of development of this mixed-use retail-led extension to Port Glasgow Town Centre.

- **Reducing Long Term Unemployed and Getting the Unemployed into Employment** – Inverclyde has been selected by the Scottish Government as one of seven areas to roll out a new approach to tackling long term unemployment and to helping more people into work. The Workforce Plus initiative is a partnership between Inverclyde Council, Jobcentre Plus, Careers Scotland, NHS Greater Glasgow & Clyde, Scottish Enterprise, James Watt College of Further & Higher Education and the Voluntary Sector. The Partnership's target is to reduce the number of people dependent on benefits (in the 3 year period to 2010) by 3000 to 9,200. The aim is also to encourage local employers to recruit from a labour market pool which includes people who may not have been considered previously – such as lone parents, Incapacity Benefit clients and those who have personal barriers to overcome.

- **Training for Skilled Labour** - Many of the larger companies in Inverclyde are actively involved in vocational training to upgrade the skills of their workforce, in order to remain competitive.

- **Tourism** – Greenock is now a regular and popular port of call for the world's largest cruise ships and the redevelopment of the Waterfront offers a number of tourist-related opportunities and overall, is an increasingly attractive area to visit. Inverclyde will host the Tall Ships Race in 2011.

## **Threats**

- **Infrastructure and Public Realm** – Redevelopment along the Waterfront/A8 Corridor, especially of the public realm and the new road layout and associated improvements, has significantly improved the image of Inverclyde. Further redevelopment that is planned/proposed will continue to enhance the area's reputation and appeal.
- **Competing Opportunities and Other Waterfront Redevelopment** – The redevelopment and improvements to Inverclyde since the publication of the 2005 Local Plan compare very favourably with improvements undertaken in neighbouring local authorities. Development in these authorities, especially on the River Clyde, would not appear to have had any adverse impact on developer interest in Inverclyde.
- **Royal Ordnance Factory at Bishopton** – Regeneration and development in Inverclyde has proceeded ahead of the commencement of development at Bishopton. However, Bishopton is likely to be an extensive development area opportunity beyond 2011 and this could impact on future regeneration plans for Inverclyde.
- **Short-term Leases/Contracts** – Due to the recent economic downturn, many businesses are in a less secure position than they were when the 2005 Local Plan was published. Short-term leases of premises are likely to continue and greater flexibility in the use of these premises may have to be considered. The move towards part-time working is expected to continue with 32% of all employees forecast to be working part time by 2017. A 5% drop in full time employees is expected.
- **Population Decline** - The 2006-based population projections (GRO(S)) continue to forecast population decline for Inverclyde. However, the projection estimate is less pessimistic than the 2004-based projections. The 2006-based projection indicates a fall in population of 11% between 2004 and 2024, rather than 13% as forecast in the 2004-based projection.
- **Working Age Population** - The working age population (2006-based projections) is estimated to decline by 4% by 2011, 15% by 2026 and by 22% by 2031. This sector of the population has already fallen by 5% over the previous decade, to 2006.

Planning and Housing Service  
Inverclyde Council

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