

Report To: Safe, Sustainable Communities
Committee

Date: 9 March 2010

Report By: Corporate Director, Environment and
Community Protection

Report No:
ECP/Plann/FJM10/010

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Subject: Inverclyde Local Development Plan: Pre-Main Issues Report
Engagement and Consultation

1.0 PURPOSE

- 1.1 To inform the Committee of the outcomes and key issues arising from this first stage of engagement on the preparation of a new Inverclyde Local Development Plan; and to seek endorsement for the continuation of the currently approved Development Plan Scheme and Participation Statement, March 2009.

2.0 SUMMARY

- 2.1 In accordance with the publication of the Development Plan Scheme (DPS) and Participation Statement (PS), the Planning Policy Team of the Planning and Housing Service has undertaken a Pre-Main Issues Report (MIR) engagement exercise, with the aim of giving all interested parties an opportunity to identify the issues that they consider of most importance for the new Local Development Plan (LDP).

- 2.2 150 organisations have been contacted, including local, regional and national partners, key agencies (of The Scottish Government), private companies, community and voluntary groups and individuals, who have expressed an interest in the Plan. In addition, all Council services have been contacted to establish what the relationships should be between their plans, proposals and programmes and the emerging LDP.

- 2.3 Over forty meetings have been held with public, private and community groups, and considerable correspondence has been exchanged. A Members/Officers Working Group has also been established to discuss progress.

- 2.4 This report (and Annex 1) marks a first stage in the preparation of a new LDP for Inverclyde, but this engagement is ongoing and will continue through 2010 while the Main Issues Report is being considered. Having reviewed the DPS and PS in the light of this year's engagement and taking account of the Glasgow and the Clyde Valley Strategic Development Plan DPS and PS, Inverclyde's DPS and PS for 2010/11 remains unchanged from that approved in March 2009, with the MIR programmed to come before this Committee in March 2011.

Annex 1 &
Appendices
1 to 8

3.0 RECOMMENDATIONS

- 3.1 That Committee:

- (a) note the outcomes of this first stage in the pre-MIR engagement and the issues arising from this consultative exercise summarised in this report and Annex 1;
- (b) endorse the approach to the preparation of a new Inverclyde Local Development Plan, in accordance with the Council's approved Development Plan Scheme and Participation Statement of March 2009 which remains unchanged for 2010/11; &
- (c) approve the submission of the unchanged DPS/PS to The Scottish Government.

Fraser K Williamson
Head of Planning and Housing

4.0 BACKGROUND

- 4.1 The Planning and Housing Service has embarked upon the preparation of the first Inverclyde Local Development Plan, which will supersede the existing Inverclyde Local Plan 2005, adopted in January 2006. The first stage in this process was the approval of a Development Plan Scheme and Participation Statement, a statutory requirement under The Planning, etc. (Scotland) Act 2006. These two documents together set the intended programme for preparing and reviewing the Local Development Plan and state when, how and with whom consultation will take place. The Development Plan Scheme (DPS) and Participation Statement (PS) were approved in March 2009.
- 4.2 Following the publication of the DPS and PS, the Planning Policy Team of the Planning and Housing Service has undertaken a Pre-Main Issues Report (MIR) engagement exercise, where the opportunity has been given to all interested parties to identify what issues they consider the new LDP should address. This reaffirms the commitment that the Council gave in its Participation Statement, where encouragement to stakeholders was given to assist in the identification of issues for the new Plan, ahead of the preparation of the MIR.
- 4.3 A total of 150 organisations were contacted in September 2009, including key local, regional and national partners, key agencies (of The Scottish Government), private companies, community and voluntary groups and individuals who have expressed an interest in the Plan. In addition all Council services have been contacted to establish what the relationships should be between their plans, proposals and programmes and the emerging LDP.
- 4.4 Over forty meetings have been held with public, private and community groups, and considerable correspondence has been exchanged. A Members/Officers Working Group has also been established to discuss progress.
- 4.5 Since April 2009, publicity for this early engagement stage has included an advert in the press, and the deposit of the DPS and PS in the Council offices at Cathcart House and all local libraries in Inverclyde; an article on the Council's website welcoming expressions of interest and detailed representations on matters which could be considered in the LDP; an article in the Council's 'InView' magazine; and a range of questions in the recent winter edition of the Citizen's Panel Questionnaire. This last initiative is of considerable value given its wide representative coverage of households across Inverclyde and the good response rate (67%) of the returns, the highest ever achieved in the Citizen's Panel survey.
- 4.6 A Monitoring and Update Report on the adopted Local Plan was approved in May 2009. The purpose of this report was to monitor the impact of the existing Local Plan, establish its continuing relevancy, provide updated information relevant to the Plan and identify where any further work is required to keep it up to date. A range of key issues that emerged from this monitoring are relevant to the review of the adopted Plan and the preparation of the new LDP. These issues have informed the engagement exercise and are summarised again in Annex One to this report, 'Pre-MIR Engagement Report '.

**Min Ref:
10/03/09,
para 182**

**Min Ref:
05/05/09,
para 286**

5.0 PROPOSALS

- 5.1 A full comprehensive account of the main issues to emerge from the Pre-MIR engagement exercise is contained in Annex 1, and a summary is outlined below.
- 5.2 Having taken fully into account the outcomes and issues that have emerged from this engagement exercise, the next formal stage in the preparation of the Main Issues Report will get underway. However, it should be noted that engagement and consultation will continue throughout the coming year and it is likely that other issues and options will arise that will feature in the MIR. It is the intention to bring the Inverclyde LDP MIR to this Committee in March 2011, as indicated in the DPS, with a view to having it approved for publication and consultation, in May next year.

Annex 1

**Min Ref:
10/03/09,
para 182**

- 5.3 It should be noted that this timetable is still dependent upon the Glasgow and the Clyde Valley Strategic Development Planning Authority (GCVSDPA) meeting its timetable for the GCV Strategic Development Plan (SDP). Being part of the Glasgow City Region for the preparation of its 'two-tier' Development Plan, Inverclyde Council like the other seven authorities that comprise the SDPA, cannot publish their LDP MIRs until the SDP MIR has been published. This is expected to be published in September 2010. Thereafter, the eight LDP Proposed Plans cannot be published in advance of the SDP Proposed Plan in Spring 2011 and having been submitted to the Scottish Ministers by December 2011. A publication date of May 2012 is indicated for the Inverclyde LDP Proposed Plan in the DPS, at which point a formal consultation will take place on the Plan and depending on representations and indeed objections that may remain unresolved, an Examination in Public will be required to address such matters prior to the Council adopting its first LDP, our current estimated date being June 2014.
- 5.4 In parallel with the preparation of the MIR, the 2006 Planning Act requires planning authorities to undertake their development planning functions with the objective of contributing to sustainable development. In this regard, and under The Environmental Assessment (Scotland) Act 2005, a Strategic Environmental Assessment (SEA) of the new Plan is required. At the next first key stage – the MIR - the Council is required to publish an Environmental Report which will assess the environmental impact of the Plan's policies and proposals, as well as any viable alternatives. The SEA remains a huge challenge for the Service if it is to be prepared and coordinated in conjunction with the new LDP.

**Min Ref:
06/03/08,
para 175**

Summary of Key Issues Raised during Pre-MIR Engagement

- 5.5 Among the key issues raised during the last nine months of engagement on the new LDP, arranged according to the chapter headings in the current adopted Local Plan in the Annex 1 report, are:
- New developments should be on brownfield sites rather than Green Belt sites, and priority should be given to the housing renewal areas in Greenock and Port Glasgow
 - The benefits of good road and rail transport links to and from Inverclyde needs to be highlighted in the consideration of new development proposals and tourism promotion
 - Protection of the existing Green Belt boundary, with particular concern over the settlements of Kilmacolm, Inverkip and Wemyss Bay
 - Several sites on the edge of the Green Belt in the majority of the settlements have been identified by landowners and developers for housing development
 - Concern over the increasing congestion along the A8/A78 trunk road corridor
 - Better linkages are needed between the new development areas at the waterfront which are encouraged, including the Harbours Area, and the existing residential areas, with the twin barriers of the trunk road and the railway
 - Existing vacant business and industrial land should be considered for other uses, and assist in the regeneration of Inverclyde
 - The new Plan should consider the potential for identifying specific sites for the development of social rented and specialist housing
 - The new Plan should focus on the three town centres of Greenock, Port Glasgow and Gourock, for both meeting retail needs and addressing environmental and quality issues
 - The identification and protection of environmental designations should be reflected in the new LDP, and the protection of green space
 - The importance of the historic environment needs to be recognized and how it can bring positive benefits to Inverclyde
 - Public access issues need to be addressed in the LDP, particularly access to the River Clyde and the Regional Park
 - Improvements to a number of sport and recreation facilities needs to be balanced against the poor condition of some open spaces, and their potential review and re-use
 - Land at risk from flooding and how it is to be managed should be a consideration

in the LDP

- Renewable energy opportunities need to be made explicit in the new Plan
- Concern over the potential scale of housing development at the former Inverkip Power Station
- Concern over the impact further development at James Watt Dock will have on the A8 trunk road requires to be addressed in the LDP.

5.6 It should be noted that the forthcoming Inverclyde LDP MIR will not repeat the chapter structure of the current Local Plan, given the purpose of the MIR is to set out policies and proposals that are meaningful and with viable alternatives, as well as to provide an indication of what the Council's preferred development strategy is likely to comprise.

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 as yet estimated costs associated with the printing of documents and their 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. In the preparation of a new Local Development Plan, the Planning and Housing Service will endeavour to assist the Council in meeting its statutory obligations with respect to equalities.

7.0 CONSULTATION

7.1 This report could not have been produced without the full cooperation of the relevant Council services, our key partners and statutory agencies, public and private stakeholders, community councils and the public generally, that have responded to this engagement exercise.

7.2 In relation to the conclusions and recommendations, there has been no requirement for the Chief Financial Officer, Head of Legal and Administrative Services or Head of Organisational Development and Human Resources, to comment on this report.

8.0 CONCLUSIONS

8.1 An extensive range of issues has been identified during this first consultative engagement stage on the new LDP, many of which will require to be considered in the Main Issues Report. Some of the issues are of a level of detail that are not appropriate for the MIR, this publication stage being concerned more with broad matters of strategy and policy, and the overall direction of change over the next 10-15 years. However, all the comments received will be taken into consideration in the preparation of the following stage – the Proposed Plan - while those that are deemed not directly relevant to the Plan will be forwarded on to the relevant Council Service, where appropriate.

- 8.2 In addition to the above, the parallel engagement exercise undertaken by the Service for the preparation of the new Local Housing Strategy 2011-2016 (refer to report on today's agenda), is of value in adding to the range of housing development issues raised by consultees, which will be considered alongside the LDP consultation findings.
- 8.3 It is anticipated that the broad consensus of key issues identified in the Pre-MIR Engagement Report (refer to Section 6.0 of the report) and the summary above (paragraph 5.5), will form the main areas of change in terms of both policy and land use that require to be addressed in the forthcoming MIR. As engagement and consultation will be continuing with all interested groups and individuals throughout 2010, it is likely that other issues and options will arise that will also feature in the MIR. In particular, it is expected that individual landowners and potential developers will identify further development opportunities in and around settlements, which will require to be assessed. Continuing discussion will also be held with the key agencies (of the Scottish Government), the business sector and the community.
- 8.4 The next formal stage in the process of bringing forward a new Local Development Plan is the Main Issues Report (MIR), due to be placed before Committee in March 2011, in accordance with the reviewed DPS and PS for 2010/11, which remains unchanged from that approved in March 2009. The MIR will set out the Council's general proposals for development, including where development should and should not occur. It will also contain one or more reasonable alternative sets of proposals, accompanied by a Strategic Environmental Assessment.

9.0 LIST OF BACKGROUND REPORTS

- (1) Inverclyde Local Plan 2005 (adopted January 2006), plus
 - (i) Town Centres and Retail Development Alteration (January 2009)
 - (ii) Town Centres and Retail Development Planning Policy Position Statement (May 2008)
 - (iii) Greenock West End Conservation Area Amendment (August 2007) and new Article 4 Direction for the Area (May 2009)
- (2) Glasgow and the Clyde Valley Strategic Development Plan : Development Plan Scheme and Participation Statement (March 2009)
- (3) Inverclyde Local Development Plan : Development Plan Scheme (March 2009)
- (4) Inverclyde Local Development Plan : Participation Statement (March 2009)
- (5) Inverclyde Local Plan 2005 : Monitoring and Update Report 2009 (April 2009)

Attachments

Annex One : Inverclyde Local Development Plan: Pre-MIR Engagement Report (2010), Including Appendices 1 to 8 –

- (1) Issues Raised in Pre-MIR Engagement
- (2) Advert for Development Plan Scheme and Participation Statement
- (3) Pre-MIR Engagement Letter
- (4) List of those sent letter
- (5) Pre-MIR Engagement meetings list
- (6) Pre-MIR Engagement correspondence list
- (7) Citizen's Panel Questions
- (8) Citizen's Panel Comments

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22nd February 2010

SSC Cmtee LDP Pre-MIR Engagement Rpt

Inverclyde Local Development Plan

Pre-MIR Engagement Report

1.0 Background

- 1.1 Inverclyde Council's Planning and Housing Service has embarked upon the preparation of the first Inverclyde Local Development Plan, which will supersede the existing adopted Inverclyde Local Plan 2005 (adopted 31 January 2006). The first stage in this process was the preparation of a Development Plan Scheme and Participation Statement, a statutory requirement under the Planning, etc (Scotland) Act 2006. These two documents together set out the intended programme for preparing and reviewing the Local Development Plan and state when, how and with whom consultation will take place. The Development Plan Scheme and Participation Statement were approved by the Council's Safe, Sustainable Communities Committee on 10 March 2009.
- 1.2 The next formal stage in the process is the preparation of a Main Issues Report (MIR) which will set out the Council's general proposals for development, including where development should and should not occur. It will also contain one or more reasonable alternative sets of proposals.

2.0 Introduction

- 2.1 Following the publication of the Development Plan Scheme and the Participation Statement, the Planning and Housing Service has undertaken a Pre-Main Issues Report (MIR) engagement exercise, where the opportunity has been given to all interested parties to identify what issues they consider the new LDP should address. This reaffirms the commitment that the Council gave in its Participation Statement, where encouragement to stakeholders was given to assist in the identification of issues for the new Plan, ahead of the preparation of the MIR. A total of 150 organizations were initially contacted in September 2009, including key agencies, government organisations, private companies, community and voluntary groups and individuals who had expressed an interest in the Plan, have been contacted. In addition all Council services have been contacted to establish what plans, proposals and programmes need to be considered in the preparation of the new LDP.
- 2.2 As a result of this engagement exercise, over forty five meetings have been held with public, private and community groups, including interested

2.3 Over the past year publicity for the early engagement was undertaken in the following ways:

- An advert placed in the press in April 2009, and the deposit of the Development Plan Scheme and Participation Statement in the Council offices at Cathcart House and all local libraries throughout Inverclyde.
- An article on the Council's website welcoming expressions of interest and detailed representations on matters which could be considered in the LDP.
- An article in the Council's 'InView' magazine for all Inverclyde residents seeking the opportunity to participate in early engagement.
- Questions included within the winter edition of the Citizens' Panel Questionnaire seeking views on potential issues that the LDP should address (see paragraph 4.0). The Citizens' Panel contains 1000 members who are representative of the population of Inverclyde based on variables such as age, gender and geographic area.

3.0 Summary of main issues raised

3.1 A full range of issues that require to be considered through the Main Issues Report were received during the pre MIR engagement period. Some of these matters were of a level of detail that would not be appropriate to be dealt with in the new style Main Issues Report, which is expected to be much more focussed on matters of policy and directional change. However these comments have nevertheless been noted and will be taken into consideration in the preparation of the Plan itself. A number of comments were received that are not relevant to the Development Plan, and these will be forwarded on to the relevant Council Service, where appropriate.

3.2 Certain matters have also been raised during this engagement period where Planning is not the lead Service, and the Local Development Plan will require to reflect the priorities and progress made by other Council Services. Examples of this include roads and transportation matters through the Local Transport Strategy, the Leisure Strategy proposals and proposals arising from the Area Waste Plan.

3.3 A number of the comments received from organisations, particularly from some of the key agencies and other national bodies, related to the wording of specific policies within the existing Inverclyde Local Plan. These identify where certain policies and proposals need to be updated to reflect a change in policy direction or emphasis, as well as the introduction of new policies to deal with new issues. Model type policies have also been suggested in some cases, eg from the Scottish Environment Protection Agency (SEPA), and

3.4 A summary of the main issues that have been identified throughout the previous year is detailed below, and have been grouped into the same chapter headings that exist in the Inverclyde Local Plan 2005. This is not to suggest that the Main Issues Report will be similarly ordered, but simply to enable comparison with the current plan and particularly the key issues and main findings of the Monitoring and Update Report 2009.

Chapter 3 Development Strategy

- The LDP should ensure regard is taken of all other Council plans and policies, as well as those of the Scottish Government and other relevant national organisations.
- New developments should take place on brownfield sites in preference to Green Belt sites.
- The benefits of good road and rail transport links to and from Inverclyde need to be highlighted in the consideration of new development proposals and tourism promotion.

Chapter 4 Green Belt and the Countryside

- Protection of the existing Green Belt boundary, with particular concern over the settlements of Kilmacolm, Inverkip and Wemyss Bay.
- Several sites on the edge of the Green Belt at the majority of the settlements in Inverclyde have been identified by landowners and developers.

Chapter 5 Transportation and Accessibility

- Concern over the increasing congestion along the A8/A78 trunk road corridor.
- Better linkages are needed between the new development areas at the waterfront and the existing residential areas, with the twin barriers of the trunk road and the railway.
- Discussion is required on the future of the former railway lines that are currently protected in the Local Plan for both freight and passengers.

Chapter 6 Economy and Employment

- The existing business and industrial land should be protected for employment purposes.
- Existing vacant business and industrial land should be considered for other uses, and assist in the regeneration of Inverclyde.
- The potential of Inverclyde for tourism needs to be addressed in the new Plan.

Chapter 7 Housing and Communities

- The new Plan should consider the potential for identifying specific sites for the development of social and specialist housing.
- There is a shortage of housing for specific needs, eg older people, single people, and a poor distribution.
- The implication of new housing on the provision and catchment areas of schools should be addressed in the Plan.

Chapter 8 Town Centres and Retail Development

- The new Plan should focus on the town centres for both meeting the retail needs and addressing quality issues.
- Consideration of the extent of Port Glasgow town centre is needed, particularly in relation to the adjacent derelict site.

Chapter 9 Environmental Resources and Built Heritage

- The identification and protection of environmental designations should be reflected in the new LDP.
- The Plan should promote the protection and management of trees and woodland as well as other areas of greenspace in Inverclyde.
- The Local Development Plan should take account of the LBAP in the consideration of policies and proposals.
- The importance of the historic environment needs to be recognized and how it can bring a positive benefit to Inverclyde.

Chapter 10 Open Space, Access and Recreation

- Public access issues need to be addressed in the LDP, particularly access to the River Clyde and the Regional Park area. The incorporation of the Core Paths Plan into the new LDP needs to be addressed.
- Protection of leisure and cultural facilities, and improving access to them requires consideration.
- The opportunities that the coast and the regional park offer for sport and recreation should be recognized.
- The improvements to a number of sport and recreation facilities in Inverclyde needs to be balanced against the poor condition of some open spaces.

Chapter 11 Utilities and Service Infrastructure

- Land at risk from flooding and how it is managed should be considered in the LDP.
- Renewable energy opportunities need to be made explicit in the new Plan.

Chapters 12-17 Special Areas

- Concern over the potential scale of housing development at the former Inverkip Power Station.
- Environmental concerns in the Greenock East Business Area.

- The impact of further development at James Watt Dock will have on the A8 trunk road requires to be addressed in the MIR.

4.0 Citizens Panel Questionnaire

4.1 A total of 674 out of 1000 panel members responded to the winter Citizens' Panel Questionnaire, the highest ever achieved in the survey. The main Local Development Plan questions related to priorities in the current Inverclyde Local Plan, as well as issues that the new Plan should address.

Development Strategy: A total of 96% of all respondents agreed that the priorities of the existing Plan, which includes the Harbours and Waterfront areas, Greenock East Business area, Central Coastal Gourock, the town centres and the housing renewal areas, are still relevant.

Environment: The protection of the Green Belt, as well as open spaces within the settlements were supported (or strongly supported) by around 90% of panel members. However a total of 66% of respondents also felt that windfarms should be allowed to be developed in appropriate locations within the Green Belt.

Transportation: The statement that the LDP should give priority to investment in the A8 and A78 trunk roads to address the problem of increasing congestion was supported by over 90% of panel members. There was also overall support for the continuing protection of the potential line of the Greenock town centre relief road (85%).

Employment: In regard to the provision and location of business premises, only 62% of people consider that Inverclyde is adequately provided with premises, and 57% think they are conveniently located. There is however general support for alternative uses being considered for vacant industrial premises if they have lain empty for a considerable period of time (92%).

Housing: There was general agreement that the Council should direct new housing development to previously used land within the existing settlements, with only 10 out of 1000 panel members disagreeing with this view. Approximately two thirds (65%) felt that the Council should continue to encourage new house building in the Port Glasgow and Greenock areas, and less in the western settlements.

Town Centres/Retailing: In regard to issues that the new Plan should address, the strongest overall support is for the protection of the town centres for retail and other uses, with new shops being directed to them (95%). Over 90% also agreed that local shopping centres should continue to be protected, with new local shops directed to them. Over two thirds of the panel members (68%) agreed that the area covered by the Tesco foodstore at Port Glasgow and its adjacent vacant land, should be included within the boundary of Port Glasgow town centre.

4.2 The Citizens' Panel questionnaire also sought the views of the panel on other priority areas and projects that should be considered in the new Plan, as well as ways in which CO2 emissions can be combated, energy efficiency

5.0 Monitoring and Update Report 2009

5.1 The Monitoring and Update Report for the adopted Local Plan was approved at Safe, Sustainable Communities Committee on 5th May 2009. The purpose of the report is to monitor the impact of the existing Local Plan, establish its continuing relevancy, provide updated information relevant to the Plan and identify where any further work is required to keep it up to date. The report is not a statutory document and does not replace the Inverclyde Local Plan, and while it does confirm that the Plan is still in the main relevant and valid, recent national policy and Structure/Strategic Plan matters require to be addressed in the preparation of the new Plan.

5.2 The following are the main issues that emerge from the Monitoring and Update Report, and are considered in the same chapter order as the existing Local Plan:

Chapter 3 Development Strategy – Some of the key locations identified in the existing Plan require review and some new areas are emerging that need to be considered as potential areas for growth for housing provision for the longer term.

Chapter 4 Green Belt and the Countryside – A Green Belt boundary review requires to be completed to secure its long term stability and permanence.

Chapter 5 Transportation and Accessibility – The majority of the transportation and accessibility opportunities in the existing Plan remain to be implemented, and their future will require to be addressed in the new Plan.

Chapter 6 Economy and Employment – There remains an important issue of too many poorly located post war industrial estates with poor environments that require to be reviewed in the new Plan.

Chapter 7 Housing and Communities – The current credit crunch and economic downturn will need serious consideration in terms of the assessment of the capacity of existing and new sites coming forward in both Greenock and Port Glasgow to play a greater role in the wider conurbation housing market area, particularly over the short to medium term.

Chapter 8 Town Centres and Retail Development – The outstanding issue covered in the 'Planning Policy Position Statement' of May 2008 concerning the redrawing of the Port Glasgow town centre is a priority and will need further assessment.

Chapter 9 Environmental Resources and Built Heritage – The new Plan should recognize the Greenock West End Conservation Area boundary amendment and the Article 4 Direction, giving greater powers of control over development.

Chapter 10 Open Space, Access and Recreation – Consideration will need to be given to the adopted Core Paths Plan and how it should be reflected in the new LDP. The recent land use survey that has been completed has highlighted the opportunity to review a number of open space designations in the new Plan, as well as the role that these green spaces have in general.

Chapter 11 Utilities and Service Infrastructure – The Flooding and Renewables policies require to be reviewed in the LDP, particularly in regard to the draft Supplementary Planning Guidance on Wind Farms.

Chapters 12-17 Special Areas – The achievements in the implementation of the Local Plan in some of the Special Development Areas in the Waterfront/A8 Corridor, the Greenock East Business Area and Inverkip Power Station site will need to be reflected in the new Plan.

6.0 Conclusion

6.1 Many of the major issues that have been identified by all who have taken part in this pre-MIR engagement process reflect those that emerged in the Monitoring and Update Report, approved by committee in May 2009. There would appear therefore to be a broad consensus that the MIR, and subsequent LDP needs to address certain key matters as follows:

1. Improvements to the environment in the town centres of Greenock, Gourock and particularly Port Glasgow, and directing retailing to these areas.
2. The increasing congestion along the A8 and A78 trunk roads, particularly with the ongoing regeneration of the harbour and waterfront areas, as well as environmental concerns along the A8.
3. Public access issues to the River Clyde and the Regional Park, as well as improved access across the trunk road and railway which link the new development areas at the waterfront and the existing residential areas.
4. Highlighting the benefits of good road and rail transport links to and from Inverclyde for new development proposals and tourism promotion.
5. Directing new developments to brownfield locations and prioritise housing renewal areas in Greenock and Port Glasgow.
6. The amount of underused business and industrial land in Inverclyde and its potential for alternative uses.
7. The protection of the Green Belt and greenspaces within the settlements where possible, while recognising the future housing needs of the wider population.
8. The opportunities for renewable energy proposals.
9. Land at risk from flooding and how it is managed.

6.2 It is anticipated that these matters will form the main areas of change in terms of both policy and land use that require to be addressed in the forthcoming Main Issues Report. As engagement and consultation will be continuing with all interested groups and individuals throughout the forthcoming year, it is likely that other issues and options will arise that will also feature in the MIR. In particular, it is expected that individual landowners

7.0 Future Programme

7.1 The next formal stage in this process is the preparation of a Main Issues Report, the work of which will be started in March 2010. Publication of this document for consultation is programmed for May 2011, although this will be subject to the Glasgow and the Clyde Valley Strategic Development Planning Authority (GCVSDPA) meeting its timetable for the upper tier Strategic Development Plan. (Inverclyde Council, along with the other seven Councils forming part of the GCVSDPA, cannot publish Local Development Plans until the Strategic Development Plan has been approved by the Scottish Government.) Thereafter, having taken account of views expressed during the consultation, the Proposed Plan should be published in May 2012. A further process of consultation will then occur, which may lead to an Examination taking place to address any unresolved representations. A date of June 2014 has been identified for the adoption of the first Inverclyde Local Development Plan.

7.2 In parallel with the preparation of the Main issues Report, the 2006 Planning Act requires planning authorities to undertake their development planning functions with the objective of contributing to sustainable development. In this regard, and under The Environmental Assessment (Scotland) Act 2005, a Strategic Environmental Assessment (SEA) of the new Plan needs to be prepared. At key stages in the preparation of the LDP, the Council will produce an Environmental Report which will assess the environmental impact of the Plan's policies and proposals, as well as any alternatives. The SEA will be prepared and coordinated in conjunction with the LDP.

8.0 Appendices

- Appendix 1 – Issues Raised in Pre-MIR Engagement
- Appendix 2 – Advert for Development Plan Scheme and Participation
- Appendix 3 – Pre-MIR Engagement Letter
- Appendix 4 – List of those sent letter
- Appendix 5 – Pre-MIR Engagement meetings list
- Appendix 6 – Pre-MIR Engagement correspondence list
- Appendix 7 – Citizens' Panel Questions
- Appendix 8 – Citizens' Panel Comments

APPENDIX 1

ISSUES RAISED IN PRE-MIR ENGAGEMENT

Chapter 3 Development Strategy

1. Options for Council office and depot rationalisation, including waste strategy, need to be taken on board in the Plan when decisions have been made by the Council.
2. The property and land assets of all public bodies and other organisations need to be considered in the Plan when decisions are made by these bodies (eg police, health board, James Watt College).
3. Flexibility remains the key requirement for Clydeport's land in the new LDP.
4. There is a concern that if the strategic priority is for the redevelopment of brownfield sites as opposed to Green Belt sites that this may result in 'town cramming'. Consideration should be given to the release of undeveloped land within the settlement boundaries for development.
5. The good transportation links to and from Inverclyde are the key to the promotion/regeneration of the area.
6. The Council should have regard to the wider spatial issues in the MIR, including cross-cutting and cross-border environmental issues, and address them through a suitable policy framework in the LDP.
7. The approach the Council will be adopting to integrate the LDP with other plans and strategies should be highlighted in the MIR, including river basin management plan and the national waste management plan.
8. The MIR should examine issues from a spatial perspective as much as possible, and the Council should be encouraged to use Appraisal Maps or similar to show the interrelationships between two or more issues in particular locations.
9. The MIR and LDP should have regard to all relevant national developments which may affect the Inverclyde area.
10. The Council should make reference to the Water Framework Directive, the River Basin District Plan and the Clyde Area Management Plan in the LDP and include suitable planning policies in this regard.
11. The LDP could also adopt a strategic approach toward flood risk management with the preparation of a Strategic Flood Risk Assessment.
12. The LDP should encourage the use of brownfield sites over Greenfield releases, and include a suitable policy on land contamination and remediation.
13. In the preparation of the LDP regard should be had to the statutory air quality objectives.
14. The LDP should be cross-referenced to SOAs, especially national outcomes 10, 12 and 14.
15. The LDP should take an integrated approach to the environmental regulation regimes and the planning system, and have regard to the Scottish Government's new Scottish Planning Policy – Part 3.
16. It is noted that the environmental policies in the adopted Inverclyde Local Plan may need to be revised or updated in accordance with recently introduced or updated Scottish Planning Policies, Planning Advice Notes and other relevant environmental and flood risk considerations. The strategy and proposals of the

17. The Council should have regard to SEPA regulated sites as part of the MIR/LDP process and should identify potential incompatibilities between existing and proposed uses.
18. The LDP could flag up the Controlled Activities (Scotland) Regulations 2005 requirements associated with engineering works in or near watercourses and other surface water bodies.

Chapter 4 Green Belt and the Countryside

1. The three fields which surround the old Bridge of Weir Hospital site at Quarriers Village should be considered for zoning for possible development.
2. Land within the Green Belt at Parkhill Farm (north and south of Old Greenock Road) to the east of Port Glasgow should be included in the LDP for the expansion of Port Glasgow.
3. Consideration should be given by the Council for the development of housing on land to the west of Quarry Drive, Kilmacolm.
4. Consideration should be given by the Council for the development of housing on land at Planetreeyetts, Kilmacolm.
5. Consideration should be given by the Council for the development of low density housing, and the possibility of a cemetery extension on land south of the cemetery at Kilmacolm.
6. Consideration should be given to the development of housing on the Mill Dam or East Dougliehill Reservoir, south of Port Glasgow.
7. The Green Belt around Inverkip and Wemyss Bay should be protected.
8. Concern over the continuing development pressure on the two main green wedges in Kilmacolm (the open land below Port Glasgow Road and the land between Milton Wood and the cycle path which comes to a point at Lochwinnoch Road), noting that two development pockets at Balrossie and Smithy Brae have planning approval for housing, but have not yet been developed.
9. Support for the maintenance of the Green Belt at Kilmacolm, unless an exceptionally compelling case can be made and one that reflects tangible community benefits.
10. Consideration should be given to the Council rezoning the land known as the 'Cheesewedge' at Gourrock Golf Club from Green Belt to housing.
11. Land at Dougliehill Road, Port Glasgow should be redesignated from Green Belt to brownfield.
12. Land at Whitelea Crescent, Kilmacolm should be considered for the development of one or two self build houses.
13. Land on the former railway line adjacent to Old Largs Road, Greenock should be rezoned from Green Belt to housing.
14. Land at Port Glasgow Road, Kilmacolm (the Plots) should be released from the Green Belt for housing development.

Chapter 5 Transportation and Accessibility

1. An alternative arterial route is required to avoid Greenock Town Centre, eg Drumfrochar Road.
2. Better linkages are needed between the waterfront regeneration areas and the residential areas to the south, to overcome the A8 and the railway line.

3. The LDP will require to reflect the proposals within the Local Transport Strategy once approved.
4. The potential for a water bus service should be considered.
5. The LDP should have clear directions to calculate the number of car parking spaces required for a development proposal, although flexibility should also be built in.
6. The safeguarding of the land for the proposed reopening of the Kilmacolm railway line should remain in the Plan.
7. The lack of investment in the A8 has resulted in concerns over its capacity and the existence of constraints/pinch points.
8. Some conflict exists between delivery vehicles and parked cars along Cumberland Road in Greenock.
9. The junction of Larkfield Road and Cardwell Road is very poor.
10. Concern of greater problems along the A8, because of increased traffic, increased number of traffic lights and flooding incidents, leading to lengthier delays.
11. Traffic on Clarence Street can create conflict with delivery vehicles, with unnecessary double width pavement outside James Walker Devol premises.
12. Parking problems in the Clarence Street area can create problems for businesses in the area.
13. There is no realistic future for river taxi/transport along the River Clyde, only for crossings and recreation/tourism purposes.
14. The future of the currently protected freight rail lines should be investigated.
15. The rail network is very good in the Inverclyde area.
16. Severe reservations about the ability of the A78T to accommodate traffic from the proposed power station development. The road is recognised as being at capacity at peak hours with dangerous junctions, and further traffic will be generated by the existing Hill Farm community as well as those still to be completed.
17. There is little prospect for improvement to train services from Wemyss Bay and Inverkip, nor parking facilities at Inverkip Station.
18. The new LDP needs to reflect upon the continued importance to commuters and leisure travellers of the two rail lines running through the Inverclyde area.
19. Interchange between transport modes is also important within Inverclyde, particularly between rail and ferry, and this should not be prejudiced by any proposed developments.
20. As a result of the anticipated improvements to the capacity and quality of the railway rolling stock, as well as enhancements to Gourock railway station, any proposals which can complement these investments for rail travellers should be considered. For example improvements to the interchanges between rail and bus in key towns such as Greenock and improvements to car parking provision would be welcomed.
21. The LDP should ensure that there is continued investment and effective management across travel modes to ensure that Inverclyde maintains good access to Glasgow Airport.
22. As parts of Inverclyde are included within the Glasgow Airport Safeguarding Map, early discussions on criteria based policies should be held with BAA Safeguarding.
23. The LDP needs to ensure that the A8 trunk road can serve both a strategic as well as a local function.

24. In acknowledging the present difficulties in formalising the Dunlop Street/Drumfrochar Road/Baker Street as a town centre relief road, it should still be considered as aspirational in the new Plan.
25. The Kilmacolm protected rail line should also be looked upon in the new Plan as aspirational.
26. A feasibility study should be considered for the Ocean Terminal rail freight line to establish its potential.

Chapter 6 Economy and Employment

1. The land at Ratho Street should be retained for business/industrial purposes as it was one of the few remaining areas with yard space.
2. The existing industrial area between Ratho Street and MacDougall Street in Greenock should be redesignated for residential use in the new LDP.
3. A robust position should be taken in the new LDP to protect the existing business/industrial land, as too much business land is being allowed to be developed for housing.
4. The owners of industrial land are retaining their land for an aspirational value that can only be achieved by housing or retail development.
5. Important that the LDP can unlock some of the poorer quality business areas in order that they can be used for employment purposes.
6. A key tourism product for potential growth in Inverclyde is sailing.
7. There is potential for the Regional Park to be unlocked for tourism purposes.
8. The Inchgreen area in Greenock has the potential to specialise in the offshore renewables business, for both fabrication and servicing.
9. There is a need for the LDP to reconsider the designation of the strategic business and employment areas.
10. There is no concern over the potential reduction in the existing supply of business/industrial land currently identified in the Local Plan – regeneration should be led by housing being developed on former industrial land.
11. Land at Spango Valley owned by Sanmina should be considered together with the remainder of the B4 site as part of a development framework or masterplan process. Future uses could include housing and employment.
12. The description of 'mixed use' for the power station site should include not only leisure, retail and community facilities, but also the provision of facilities to attract businesses and create employment.
13. The promotion of tourism based around Kip Marina and the waterfront is supported.
14. The dry dock facility at the James Watt Dock should be retained within the overall development proposals for the area.
15. Consideration should be given to a mix of uses on land to the south of Drumfrochar Road and east of Lynedoch Street in Greenock, including industrial, commercial and housing.
16. Concern over the poor image of Larkfield Industrial Estate, particularly on the entrance road into the estate, with fly tipping becoming a problem.

Chapter 7 Housing and Communities

Mainstream/General

1. Lack of variety and quality of housing in Inverclyde. More terraced housing needed and fewer flats (exception is the waterfront).
2. Opportunities for self build houses should be identified in appropriate locations.
3. Opportunities should exist for Council owned land to be included for consideration as potential development sites in the LDP.
4. Other Councils split the identification of housing sites into those for private and those for social developments. The Inverclyde LDP should do likewise.
5. The issue of topography can be difficult to overcome for new developments.
6. Concern was expressed about the increase in “walled/gated communities”.
7. The upper village playing field in Quarriers Village should be considered for release for development.
8. If the LDP can differentiate between affordable housing sites and mainstream housing sites for development, it should not only identify Council owned land for affordable purposes.

Social/Particular Needs

9. The identification of specific sites for social/affordable housing is required in the LDP.
10. The new LDP should consider the possibility of identifying sites for specific house types, particularly affordable housing.
11. The LDP should also address the uneven distribution of ‘specialist’ accommodation across the Council area. It is important that ‘specialist’ housing is integrated into the community.
12. The needs of older people in the Inverclyde area are not currently being met and the Local Development Plan should reflect this. There is a gap in the provision of sheltered housing in the Inverclyde area.
13. Two more children’s units are needed in the Inverclyde area, preferably not stand alone. The example of children’s unit planned within a larger development site in SLC area was highlighted as an example of good practice.
14. There is currently not enough single person households in Inverclyde, and Social Work are keen to ensure that people can stay in their own homes, or be moved into single person units within the community to avoid needing to go into a nursing or care home.
15. The LDP should consider the principle of identifying specific sites to be reserved for social housing.
16. Social responsibility should be built into contracts with developers.

Schools

17. The changing location of pupils within the areas of the Council (as opposed to an increase in numbers) is an issue that needs to be addressed.
18. Further significant housing development at Wemyss Bay could impact upon the denominational primary school, St Ninians, as it currently has some capacity concerns.
19. The closure of private nurseries can impact upon the demand for Council run nurseries.

20. The forthcoming Housing Needs and Demand Assessment (HNDA) findings could also impact upon schools provision/catchment.

Note: Requests for the LDP to consider sites currently in the Green Belt for housing development are contained within Chapter 4 – Green Belt and the Countryside.

Chapter 8 Town Centres and Retail Development

1. Town centres should be a focus for the new LDP, particularly Port Glasgow where the extent of the centre needs to be addressed.
2. It is important that linkages are created between Port Glasgow town centre and the adjacent development site.
3. The LDP should include a supportive retail policy that reflects the national policy context and appropriate zoning on the Tesco stores in Greenock and Port Glasgow.
4. The LDP should recognise the strategic importance of the redevelopment of the former Scott Lithgow and East Glen Yards site in terms of its economic and regeneration benefits as well as enhancing retail provision.
5. The LDP should include all of Gallagher Estates land within the realigned A8 trunk road within the Port Glasgow Town Centre boundary to reflect its strategic importance and facilitate the diversification of uses over time.
6. The LDP should recognise the principle of complementarity, and the role that Port Glasgow town centre, including the existing and approved floorspace on the Gallagher Estates site, can perform in meeting retail needs across Inverclyde.
7. An approach of restraint should be applied to new retail developments proposed elsewhere across Inverclyde, particularly those that are located outwith existing town centres.
8. Within Kilmacolm village centre there are issues of inadequate facilities for pedestrians to cross any of the roads safely, congestion caused by unlawful parking and the unloading of delivery vans on Lochwinnoch Road, a lack of public toilet facilities, shopkeepers using the pavement to keep dustbins and an inharmonious mix of styles of shopfront. A study of these issues could embrace the consideration of local employment in Kilmacolm, perhaps linking approval for housing with approval for development of an economic character.

Chapter 9 Environmental Resources and Built Heritage

Natural Environment

1. More consultation and input from landowners for the designation/review of SINCs in Inverclyde.
2. LDP should continue to ensure that activities at the waterfront (coastal path, port activity, waterfront developments) sit well with the Special Protection Area (SPA).
3. Consideration needs to be given to addressing habitat networks at the same time as public access networks (utilizing the BEETLE software from SNH). This can introduce scientific rigour into the planning of the networks.
4. The LDP should include measures to protect and enhance the Regional Park.
5. SINCs should continue to be identified within the LDP, although it is acknowledged that the last survey is quite dated and ideally should be updated. (SNH can advise and support Councils, but not fund new surveys.)

6. The LDP should include policies that support the rollout of environmental initiatives such as micro-renewables and recycling facilities.
7. The LDP should recognise that trees, woodlands and greenspace are an integral part of delivering sustainable development in Inverclyde, improving the quality of life, increasing the attractiveness for inward investment and provide for renewable energy generation.
8. The LDP should, where possible, promote the protection and enhancement of existing trees and woodland, encourage their management and promote the creation of new woodlands and the development of forest integrated habitat networks.
9. The LDP should be more explicit in the promotion and support for the delivery of the GCV Forestry and Woodland Framework and GCV Green Network.
10. Reference should be made in the LDP to the Central Scotland Green Network and highlight the areas where the LDP will help in delivery.
11. The LDP should refer to one of the primary functions of the planning system being to *'further the conservation of biodiversity'* as stated in section 1 of the Nature Conservation (Scotland) Act 2004.
12. Biodiversity should be mentioned in the LDP, possibly with reference to the benefits provided.
13. Local Nature Conservation Sites (LNCS), formerly local wildlife sites, SINCS etc, should be identified/promoted/mapped in the LDP and protected from development.
14. Reference to LBAP species and habitats should all be listed in the LDP appendix.
15. There should be a presumption against development on internationally and nationally designated sites, with all sites being mapped.
16. Ancient woodlands should be identified/ mapped and protected from development.
17. Tree preservation orders should be mapped and trees protected from development.
18. Green networks should be identified and promoted in the LDP and opportunities to enhance these included in development proposals (reference to National Planning Framework for Scotland – Central Scotland Green Network, 1 of 14 National Developments).
19. Climate change and adaptation mechanisms to combat the effects of climate change (e.g. green networks which allow for species migration), should be referenced in the LDP.
20. Sustainable Urban Drainage Systems (SUDS) should be designed to enhance nature conservation value and the biodiversity of the site.
21. The Council should have regard to all designations in Inverclyde, including SSSIs, SACs/Ramsar sites, Shellfish Harvesting areas, Quality of Shellfish Waters, Sensitive Rivers, Drinking Water Protected Areas, Recreational Waters and Bathing Waters.
22. The LDP should take account of the Local Biodiversity Action Plan and be aware of the importance of maintaining good ecological status of water bodies. Policies should contain suitable criteria to guide development to appropriate locations whilst ensuring compliance with biodiversity objectives, including those stated in the WFD and River Basin Management Planning. A specific policy on the protection of water bodies, wetlands and water dependant habitats and species should be included in the Plan.

23. While details of how the Green Network will be embodied in the new Strategic Development Plan have yet to be agreed, consideration will also require to be given to its expression at the local level.

Built Environment

24. Funding matters for maintenance of large country estates (Ardgowan, Duchal)
25. Poor quality of A8 corridor
26. Concern over the upper floors of older buildings lying unused.
27. The potential effect of the loss of church spires and steeples from the skyline of Greenock, and the problem of owners not wanting to take responsibility for them is a concern.
28. The LDP vision could embed the corporate objectives of Historic Scotland within it, with the Plan ensuring that the historic environment is not described as a constraint, but as a benefit bringing opportunities.
29. It is important that the spatial strategy of the LDP takes into account the need to protect and enhance the historic environment.
30. The LDP should recognize the contribution that the historic environment can make to the Scottish Government's national strategic objectives of a wealthier and fairer, healthier, safer and stronger, smarter, greener Scotland.
31. Historic Scotland will be issuing a State of the Environment Designations Report for consideration in the pre-main issues consultation on the LDP spatial strategy in Inverclyde.
32. Access to the built heritage in Inverclyde must also be considered.
33. As Historic Scotland are currently reviewing Scheduled Ancient Monuments and candidates for future scheduling in Inverclyde, it is recommended that all are included in the new LDP, as existing and proposed.

Chapter 10 Open Space, Access and Recreation

1. Existing quality of open space is poor.
2. The Play Area Strategy should be reflected in the new Plan.
3. The Sports Pitch Strategy and Leisure Strategy should be reflected in the new Plan.
4. Essential to press for proper/sufficient consideration to be given to public access to the water on the River Clyde.
5. There should be more integration between functional access and recreational access, as well as between cycle routes and core paths.
6. For all new developments which potentially impact on core paths and/ or outdoor access there should be provision to mitigate any adverse affects.
7. Existing policies in the current Local Plan which are beneficial to outdoor access should be retained and/ or improved upon.
8. Concern over the long term maintenance for the public realm proposals at James Watt Dock.
9. While the importance of protecting open spaces that are valued by the community is acknowledged, consideration should be given to allowing those that are a nuisance or not fulfilling any particular function to be developed.
10. The LDP should incorporate the Core Paths Plan, along with proposals to construct missing links, particularly those connecting the urban areas to the Regional Park.

11. The MIR should be specific about the range of available leisure and cultural activities and locate any deficiencies.
12. Planning policies should be prepared to help manage the evening and night time economy in appropriate centres, ensuring that provision is made where appropriate for a range of leisure, cultural and tourism activities such as cinemas, theatres, restaurants, public houses, bars, nightclubs and cafes.
13. It is vital to have a policy to help protect existing buildings of cultural and community benefit which otherwise may be traded in for more commercially lucrative schemes.
14. The document should provide sufficient protection to ensure continued theatre use in other venues, particularly where buildings providing performance arts may not be covered by listing or conservation area designations, or may be affected by proposals which come forward for other development sites. This should include performing arts facilities that stand alone, are part of other facilities or are contained within educational or community buildings.
15. The LDP should include a policy which protects playing fields and identify all playing fields, pitches and other outdoor sports uses on the Proposals Map.
16. The LDP should be informed by an update to the pitch strategy and sports facility strategy, which will enable the Council to plan strategically for sport and recreation.
17. Ensure communities have access to quality sports facilities.
18. Identify sites for major new or replacement facilities from the pitch or facility strategy or other Council programmes.
19. In regard to any proposed new development in the LDP, any masterplan process should encourage physical activity and be health promoting, ensuring integration with existing access networks. Any further demand for new facilities because of the new developments needs to be assessed.
20. The LDP should recognise and support economic activity and diversification in rural areas, particularly where sport and recreation developments are linked to the natural resources. This includes the tourism association with sport and leisure.
21. The LDP should recognise that sport and recreation can be a particularly appropriate use for vacant and derelict land, due to the unattractiveness of derelict land for other uses.
22. The LDP should protect the recreational importance of the coast.
23. The LDP should recognise the importance of the landscape and natural heritage to the enjoyment of sport and recreation, while acknowledging that this is not a prohibition on development.
24. The LDP should take a policy approach which highlights the importance of Scotland's outdoors for sport and recreation, and stress the need to protect and provide for these interests in the assessment of proposals.
25. Access rights should be incorporated into development plans and protect paths and green networks from development.
26. The role of regional parks in providing for outdoor sport and recreation should be protected and promoted in the development plan.
27. The role of Green Belts in enabling access to open space and opportunities for physical activity, including development associated with recreational uses associated with a natural/agricultural setting, should be supported.
28. The LDP should support the need for cycle routes and parking to be protected from and provided for in development. Cycle route requirements should be identified in development plans.

29. The LDP should consider the impact on amenity and communities, including sport and recreation interests, of the renewable energy potential in the area.
30. Planning authorities should look at provision that could be made for sport and recreation interests as part of planning gain that might result from renewable energy developments.
31. Consideration should be taken to take sport and recreation interests into account in assessing any proposals for run-of-river hydro schemes.
32. Impacts of mineral proposals on amenity interests, including sport and recreation interests, should be assessed. In consideration of the after use proposals for extraction sites, the positive contribution to environmental improvement that sport and recreation can make, should be recognised.
33. The proposed improvements to public sports facilities at Birkmyre Park in Kilmacolm are to be welcomed.
34. The LDP needs to reflect the requirements for cemetery extensions within the Council area (eg Knocknairshill Cemetery).

Chapter 11 Utilities and Service Infrastructure

1. The LDP will need to reflect the locations for the waste transfer station and civic amenity sites when decisions are made by the Council.
2. Current 'noise' policies in the Inverclyde Local Plan are still relevant.
3. Suitable policies should be included in the LDP which consider connections to the public sewerage system and private drainage systems.
4. Suitable policies should be included requiring the implementation of SUDS in relation to all new developments.
5. The LDP should take consideration of any land which is potentially at risk of flooding, and include a new dedicated and robust policy for managing flood risk.
6. The LDP should establish an appropriate waste management policy framework to ensure that proposals accord with the provisions of national guidance and advice.
7. The LDP should give consideration to renewable energy, with an explicit policy outlining the position on renewable energy developments, with suitable criteria for assessment.
8. Any potential new development sites to be identified in the new LDP will require to take account of the available flooding information, particularly that provided by SEPA.
9. A consultation on reservoirs will take place later this year, and any implications will need to be reflected in the LDP.

Chapters 12-17 Special Areas

1. Concern over the potential number of homes proposed at the Inverkip Power Station site and how it will impact upon accessibility and infrastructure for the wider community. There is a total lack of infrastructure to support existing dwellings let alone the proposed additional hundreds.
2. The potential over-development of the power station site will undermine the attractiveness of semi rural living that would bring people to Inverclyde.
3. The potential addition of 700-800 houses in Inverkip seems to contradict the Council's stated ambition to reverse the continuing shift in population to the west.

4. Concern over the number of dwellings to be developed at the former Inverkip Power Station site and its impact upon the catchment areas for schools (denominational). Also an unrealistic forecast of housing completions.
5. The impact that significant development at the James Watt Dock area will have on the A8 trunk road will need to be addressed.
6. Consideration also needs to be given to the impact that the James Watt Dock regeneration proposal will have upon denominational and non-denominational schools.
7. Concern over the poor environment in the Greenock East Business Area.

APPENDIX 2

Inverclyde

Council

**NOTICE OF PREPARATION OF INVERCLYDE LOCAL DEVELOPMENT PLAN
THE PLANNING, ETC. (SCOTLAND) ACT 2006
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT PLANNING) (SCOTLAND)
REGULATIONS 2008
DEVELOPMENT PLAN SCHEME AND PARTICIPATION STATEMENT**

On 10th March 2009, Inverclyde Council approved for adoption the above-named Development Plan Scheme and Participation Statement as the first stage in the preparation of the new Inverclyde Local Development Plan.

The first stage in the preparation of the new Development Plan for Inverclyde under the above Planning Act and Regulations requires the publication of a Development Plan Scheme and Participation Statement for respectively, the Strategic Development Plan and the Local Development Plan.

Copies of the Inverclyde Local Development Plan, Development Plan Scheme and Participation Statement (March 2009), were sent to Scottish Ministers in accordance with the above Planning Act and Regulations by 31st March, and together with copies of the equivalent Glasgow and the Clyde Valley Strategic Development Plan, Development Plan Scheme and Participation Statement, have been deposited for inspection during normal business/opening hours at the locations listed below and are available on the Council's Web site 'www.inverclyde.gov.uk'.

GREENOCK	*	Planning Service Reception	Cathcart Ho, 6 Cathcart Square
	*	Central Library	Clyde Square
	*	Watt Library	9 Union Street
	*	South West Library	Barr's Cottage
GOUROCK	*	Gourock Library	Kempock Place
INVERKIP	*	Inverkip Library	Station Road
KILMACOLM	*	Kilmacolm Library	Community Centre, Lochwinnoch Road
PORT GLASGOW	*	Port Glasgow Branch Library	Fore Street

The Development Plan Schemes outline the anticipated timetable for each of the separate stages of SDP and LDP preparation and publication, and the Participation Statements state when, how and with whom consultation and engagement on the two Plans will take place over the next two to three years. The documents will be reviewed annually.

Fraser K Williamson
Head of Planning and Housing
Inverclyde Council

3rd April 2009

APPENDIX 3

Our Ref: L.2.2

Your Ref:

Date: 18 September 2009

Name and Addresses from LDP database

Environment & Community Protection

Corporate Director: Neil Graham

Municipal Buildings

Clyde Square

Greenock

PA15 1LY

Tel: 01475 712712

Fax: 01475 712731

neil.graham@inverclyde.gov.uk

Dear Sir,

Inverclyde Local Development Plan

The Council's Planning and Housing Service has now embarked upon the preparation of the first Inverclyde Local Development Plan, and I am writing to you to seek your views on what issues the Plan should address. At this very early stage in the process, it is important to ensure that all relevant organisations and groups engage with the Planning Service, and take the opportunity to consider what matters they feel should be included in the Local Development Plan.

As you may be aware, this first Local Development Plan will supersede the existing adopted Inverclyde Local Plan (2005), and is required as a result of the Scottish Government's modernising planning agenda. The first stage in this process was the preparation of a Development Plan Scheme and Participation Statement, a statutory requirement under The Planning etc (Scotland) Act 2006. These two documents together set out the intended programme for preparing and reviewing the Local Development Plan and state when, how and with whom consultation will take place. The Development Plan Scheme and Participation Statement were approved by the Council's Safe, Sustainable Communities Committee on 10 March 2009.

The next formal stage in this process is the preparation of a Main Issues Report, the work of which will be started at the beginning of next year (2010). It is our intention to conduct this early engagement with a variety of national and local organisations, community and specialist groups as well as private sector developers and businesses, starting this month. Different methods of engagement will be used to suit each individual group, whether by letters, emails, meetings or attendance at meetings of your group. The purpose of this

exercise is to establish what issues the new Local Development Plan needs to address to ensure that it reflects the relevant policies, proposals and aspirations of all concerned.

I should be pleased therefore if you would contact Ron Gimby (01475 712491) or Fergus Macleod (01475 712404) initially to discuss the most appropriate way to progress matters.

Yours faithfully,

Fraser K Williamson
Head of Planning and Housing

Enquiries to:

Ron Gimby, Planning Policy Team Leader

T – 01475 712491

F – 01475 712468

Email – ron.gimby@inverclyde.gov.uk

Fergus Macleod, Planning Policy and Housing Manager

T – 01475 712404

F – 01475 712468

Email – fergus.macleod@inverclyde.gov.uk

APPENDIX 4

Pre MIR engagement				
First Name	Second Name	Position	Organisation	Category
Irene	Pollard	Secretary	Cardwell Bay/Greenock West Community Council	Community Council
Jim	McCallion	Secretary	Gibshill/Auchmountain Community Council	Community Council
Stuart	Hunter	Secretary	Gourock Community Council	Community Council
Lillian	Newman MBE	Secretary	Greenock Central/Cartsdyke/East Community Council	Community Council
Wilson	Dunlop	Secretary	Holefarm/Cowdenknowes Community Council	Community Council
Lynne	Chambers	Secretary	Inverkip/Wemyss Bay Community Council	Community Council
Helen	Calvert	Chair	Kilmacolm Community Council	Community Council
Rod	Brown	Secretary	Larkfield/Braeside/Branchton Community Council	Community Council
Stephanie	Docherty	Secretary	Port Glasgow 3 Wards Community Council	Community Council
W	Crawford	Secretary	Port Glasgow Central/West Community Council	Community Council
Guy	Russel	Director	Bell Ingram	Consultant
Chris	Ross	Planning Consultant	Bell Ingram Design Ltd	Consultant
Adam	Pyrke		Colliers CRE	Consultant
Nicola	Slaven		Drivers Jonas LLP	Consultant
Dianne	Johnston	Planning Technician	Dundas & Wilson	Consultant
Dawn	Shepherd		Geddes Consulting	Consultant
Tracy	Adams	Graduate Planner	GVA Grimley	Consultant
Amy	Tigg		JMP	Consultant
Laura	Dickie	Planner	Knight Frank LLP	Consultant
Bryce	Boyd		Planning Solutions	Consultant
Peter	Allan		PPCA Ltd	Consultant
Lisa	Davies		Rapleys LLP	Consultant
Gail	Addie	Planning and Regeneration Assistant	Savills (L&P) Limited	Consultant
Debbie	MacKay		Smiths Gore	Consultant
Craig	Miles	Planning Consultant	Smiths Gore	Consultant
Louise	McIntyre		Strutt and Parker	Consultant
Murray	Richardson	Director	Cloch Housing Association	Housing Association

Pre MIR engagement				
First Name	Second Name	Position	Organisation	Category
Lynne	Griffin	Director	Larkfield Housing Association	Housing Association
Maureen	Middleton		Link Housing Association	Housing Association
Peter	Mountford-Smith	Chief Executive	Margaret Blackwood Housing Association	Housing Association
Nick	Jardine	Director	Oak Tree Housing Association	Housing Association
Robert	Calderwood	Chief Executive	Greater Glasgow and Clyde NHS Board	Key Agency
Allan	McQuade	Director of Infrastructure for West of Scotland	Scottish Enterprise	Key Agency
Brian	Fotheringham		Scottish Environment Protection Agency	Key Agency
Jim	Mackinnon	Chief Planner	Scottish Government	Key Agency
Ross	Johnston	Strathclyde and Ayrshire Area	Scottish Natural Heritage	Key Agency
Richard K	Ackroyd		Scottish Water	Key Agency
Ron	Culley	Chief Executive	Strathclyde Partnership for Transport	Key Agency
Angus	Gilmour	Head of Planning Services	Argyll and Bute Council	Local Authority
Ian	Johnson	Structure Plan Manager	Ayrshire Joint Planning Steering Group	Local Authority
		Director of Development and Infrastructure	East Dunbartonshire Council	Local Authority
Andrew	Cahill	Director of the Environment Department	East Renfrewshire Council	Local Authority
Grahame	Buchan	Strategic Development Plan Manager	GCVSDPA	Local Authority
Steve	Inch	Executive Director of Development and Regeneration Services	Glasgow City Council	Local Authority
Robert	Forest	Planning Services Manager	North Ayrshire Council	Local Authority
Paul	Jukes	Executive Director of Environmental Services	North Lanarkshire Council	Local Authority
Bob	Darracott	Director of Planning and Transport	Renfrewshire Council	Local Authority
Colin	McDowall	Executive Director of Enterprise Resources	South Lanarkshire Council	Local Authority
Elaine	Melrose	Executive Director of	West Dunbartonshire Council	Local

Pre MIR engagement				
First Name	Second Name	Position	Organisation	Category
		Housing, Environmental and Economic Development Department		Authority
		Manager	Blairs	Local Business
		Manager	CICS Ltd	Local Business
		Manager	DB Apparel	Local Business
		Manager	Devol Engineering	Local Business
		Manager	Drysdale & Gibb Ltd.	Local Business
		Manager	Ferguson Shipbuilders Ltd.	Local Business
Steve	Avery		Garvel Clyde Ltd.	Local Business
William	Dempster	Honorary Secretary	Gourock Golf Club	Local Business
		Manager	Inverclean Services Ltd.	Local Business
John	Higgins	Chief Executive	Inverclyde Leisure	Local Business
Sue	Pinder OBE	Principal	James Watt College of Further and Higher Education	Local Business
		Manager	McGill's Bus Service Ltd	Local Business
Richard	Fox	Principal	Richard Fox Chartered Surveyor	Local Business
Claire	Jefcoate	Centre Manager	The Oak Mall	Local Business
		Manager	Thomas Aulds & Sons	Local Business
		Manager	White Products Ltd	Local Business
		Manager	Wm Morrison Supermarkets PLC	Local Business
Charlie	Woodward	Manager	Clyde Muirshiel Regional Park	Local Organisation
Hugh	Scott		Community Learning and Development	Local Organisation
Sandra	Gault	Secretary	FITRA	Local Organisation
Max	Hislop	Programme Manager	Glasgow and the Clyde Valley	Local

Pre MIR engagement				
First Name	Second Name	Position	Organisation	Category
			Green Network	Organisation
Bill	Tomlinson		Gourock Business Club	Local Organisation
Hugh	Bunten	Chief Administrator	Greenock Chamber of Commerce	Local Organisation
		Chairman	Inverclyde Community Development Trust	Local Organisation
Kathy	McDade	Chairperson	Inverclyde Council on Disability	Local Organisation
Diane	MacDuff	Secretary	Kilmacolm Civic Trust	Local Organisation
Tom	McInally	Managing Director	McInally Associates Ltd	Local Organisation
Drew	McKenzie		Port Glasgow Traders Association	Local Organisation
Phil	Robinson	Chief Executive	Quarriers	Local Organisation
Gordon	Ross	Managing Director	Western Ferries (Clyde) Ltd	Local Organisation
Alex	Stevens	Manager	Youth Connections	Local Organisation
		Manager	Amazon	National Business
		Manager	Arnold Clark	National Business
		Manager	British Polythene Industries	National Business
Brendan	Dick	National Manager	British Telecom	National Business
		Manager	Buchanans Of Scotland	National Business
Grenville	Johnston	Chairman	Caledonian Maritime Assets Ltd	National Business
Peter K	Timms CBE	Chairman	CalMac Ferries Ltd	National Business
		Manager	Cigna Healthcare	National Business
Steve	Montgomery	Managing Director	First ScotRail	National Business
Amanda	McMillan	Managing Director	Glasgow Airport	National Business
		Manager	IBM UK Ltd.	National Business
		Manager	INVEC Solutions Ltd.	National Business
John	Miller	Director Major Projects	Keppie Design	National

Pre MIR engagement				
First Name	Second Name	Position	Organisation	Category
				Business
Su J	Curtis		Lafarge Aggregates Ltd	National Business
			LIDL Scotland	National Business
		Manager	Marks & Spencer PLC	National Business
Jonathan	Wallace	Director	Nathaniel Lichfield & Partners	National Business
		Manager	National Semiconductor UK Ltd.	National Business
			NTL	National Business
John	Whittaker	Chairman	Peel Holdings Ltd	National Business
		Manager	Playtex Ltd	National Business
		Manager	Royal Bank of Scotland Plc.	National Business
Adam	Crozier	Chief Executive	Royal Mail Group Ltd	National Business
			Scotia Gas Networks	National Business
			Scottish Gas	National Business
Nick	Horler	CEO	Scottish Power	National Business
		Manager	Serco Denholm Ltd.	National Business
		Manager	Telecom Service Centres	National Business
Ben	Train	Town Planning Manager - Scotland & NI	Tesco Stores Ltd	National Business
		Manager	T-Mobile	National Business
Christine	McGregor	Trainee Solicitor	Tods Murray LLP	National Business
		Manager	Vango (Scotland) Ltd.	National Business
Eila	Macqueen	Director	Archaeology Scotland	National Organisation
Trevor	Muir	Chief Executive	Architecture and Design Scotland	National Organisation
John	Mayhew		Association for the Protection of Rural Scotland	National Organisation

Pre MIR engagement				
First Name	Second Name	Position	Organisation	Category
			Civil Aviation Authority	National Organisation
Euan	Jameison	Property Director	Clydeport Plc	National Organisation
John	Farrell		Forestry Commission Scotland	National Organisation
			Health and Safety Executive	National Organisation
John	Graham	Chief Executive	Historic Scotland	National Organisation
Jonathan	Fair	Chief Executive	Homes for Scotland	National Organisation
Mike	Foulis	Director	Housing and Regeneration Directorate	National Organisation
Ann Marie	Thomson	Housing Investment Division Manager South Clyde	Housing and Regeneration Directorate	National Organisation
			Maritime and Coastguard Agency UK	National Organisation
James	Withers	Chief Executive	National Farmers Union Scotland	National Organisation
Derek	White	Planning Manager	National Grid Property Ltd	National Organisation
Shonaig	MacPherson	Chairman	National Trust for Scotland	National Organisation
		Chief Executive	Network Rail	National Organisation
Diana	Murray	Chief Executive	RCAHMS	National Organisation
Mike	Robinson	Chief Executive	Royal Scottish Geographical Society	National Organisation
		Manager	RSPB Scotland	National Organisation
Terry	Levinthal	Director	Scottish Civic Trust	National Organisation
Rhona	Fairgreave	Coastal Project Officer	Scottish Coastal Forum	National Organisation
			Scottish Grocers Federation	National Organisation
		Chief Executive	Scottish Wildlife Trust	National Organisation
Judith	Lewis	National Secretary	Scotways	National Organisation
Stewart	Harris	Chief Executive	SportScotland	National Organisation
Brian	Sweeney		Strathclyde Fire and Rescue	National

Pre MIR engagement				
First Name	Second Name	Position	Organisation	Category
				Organisation
Paul	Main	Divisional Commander Renfrewshire and Inverclyde	Strathclyde Police	National Organisation
		Manager	SUSTRANS Scotland	National Organisation
Rose	Freeman	Planning Assistant	The Theatre Trust	National Organisation
David	Middleton	Chief Executive	Transport Scotland	National Organisation
Philip	Riddle	Chief Executive	Visit Scotland	National Organisation
Carol	Swanson	Service Manager	West of Scotland Archaeology Service	National Organisation
Christina	Byrne		Woodland Trust Scotland	National Organisation
Angus	Yarwood	Policy & Campaigns Officer	Woodland Trust Scotland	National Organisation
Andrew	Hammond			Private Individual
Kenneth	Crighton			Private Individual
MB	Rowan- Hamilton			Private Individual
Gavin	Cumming		Gavin Cumming t/a Stirling Finance	Private Individual

APPENDIX 5

PRE-MIR ENGAGEMENT MEETINGS

	Organisation	In Attendance	Date
1.	Bell Ingram on behalf of Ardgowan Estate	Guy Russell/Chris Ross	12 June 2009
2.	Inverclyde Council Development Management	Nick McLaren	18 June 2009
3.	Inverclyde Council Development Management Team	Nick McLaren, David Ashman, Mike Martin, Guy Phillips, James McColl	30 July 2009
4.	Inverclyde Council Regeneration and Resources	Aubrey Fawcett	4 August 2009
5.	Inverclyde Council Improvement and Performance	Andrew Spowart, Kenny Bambrick	12 August 2009
6.	Inverclyde Council Education Services	Albert Henderson, Colin Laird, Colin Struthers, Tom Reid, Andrew Gerrard, Wilma Bain, Elsa Hamilton, Jim O'Kane, Christine Hall	21 August 2009
7.	Tripartite meeting (Inverclyde Council, Scottish Environment Protection Agency (SEPA) and Scottish Water)	Lorna Maclean (SEPA), Andy Wilson and Adele Gallagher (Scottish Water)	24 August 2009
8.	Inverclyde Council Housing Team	Ronny Lee, Asa Brooks, Victoria Kapke	26 August 2009
9.	Riverside Inverclyde	Bill Nicol	2 September 2009
10.	Inverclyde Council Environmental Services	Alan Barnes, Willie Rennie, Robert Graham	2 September 2009
11.	Local Access Forum (LAF)	LAF members	10 September 2009
12.	Woodhall Regeneration Task Group	Task Group members	14 September 2009
13.	Inverclyde Council Improvement and Performance	Kenny Bambrick	23 September 2009
14.	Inverclyde Council Community Safety and Wellbeing/Health Protection	Drew Hall and Martin McNab	23 September 2009
15.	Inverclyde Council Property Resources and Facilities Management	Joe Lynch and Jimmy Kennedy	29 September 2009

16.	Inverclyde Council Development Management Team	Nick McLaren, David Ashman, Mike Martin, Jane Shields, James McColl	29 September 2009
17.	Inverclyde Council Roads	David Greenslade and Steve Hartley	1 October 2009
18.	Inverclyde Council Economic and Social Regeneration	Stuart Jamieson	6 October 2009
19.	Inverclyde Council Education	Tom Reid, Andrew Gerrard	7 October 2009
20.	Kilmacolm Civic Trust		19 October 2009
21.	Thomson Dawes	Craig Thomson	20 October 2009
22.	Clydeport	Euan Jamieson	26 October 2009
23.	National Semiconductors	Gerry McCarthy, (Managing Director), Donald McRae (Financial Director)	29 October 2009
24.	James Walker Devol	Kevin Ingram (Managing Director), Stuart Dalrymple (Technical/New Business Development Director)	2 November 2009
25.	Scottish Civic Trust	Lorna Fairholm, Alex Adamson	4 November 2009
26.	Inverclyde Council Development Management Team	David Ashman, Mike Martin, Guy Phillips	5 November 2009
27.	Inverclyde Council Social Work SMT	Rab Murphy, Colin Struthers, Barbara Billings	10 November 2009
28.	Quarriers	Heather McIntyre	12 November 2009
29.	Inverclyde Council Physical Investment Team	Gerard Malone, Audrey Galloway, Vicky Pollock, Peter MacDonald, Audrey Warmisham, Caroline Shaw, Stuart Anderson, Dan O'Neil	13 November 2009
30.	Scottish Enterprise	Allan McQuade (Senior Director, Business Infrastructure West Region)	16 November 2009
31.	Scottish Natural Heritage	Dave Lang, Stuart Buchanan and Arthur Kellar	18 November 2009
32.	Inverclyde Leisure	Andy McGilp (Development Manager), John Higgins (Chief Executive), George Yule (Finance Manager)	1 December 2009
33.	CB Richard Ellis on behalf of Sanmina	Andrew Woodrow, Michael Haliday	2 December 2009
34.	Local Biodiversity Action Plan (LBAP) Steering Group	LBAP members	2 December 2009
35.	Inverkip/Wemyss Bay Community Council	Community Council members	3 December 2009

36.	Scottish Environment Protection Agency (SEPA)	Brian Fotheringham, Dennis Kasap	9 December 2009
37.	Inverclyde Council Development Management Team	David Ashman, Mike Martin, Guy Phillips, Jane Shields	16 December 2009
38.	Inverclyde Council Roads (Flooding)	David Greenslade, Gordon Leitch	13 January 2010
39.	Transport Scotland	Alison Irvine	18 January 2010
40.	GCV Green Network	Max Hislop (Programme Manager) James Kerr (Development Consultant)	19 January 2010
41.	Kilmacolm Community Council	Community Council members	26 January 2010
42.	Smiths Gore	Debbie Mackay Angela Spence (River Clyde Homes)	28 January 2010
43.	PPCA Ltd and Mactaggart & Mickel	Maura McCormack (PPCA) Peter Allan (PPCA), and David Jewell (Mac & Mic)	28 January 2010
44.	Historic Scotland (SAM)	Talya Bagwell, Richard Heywood	2 February 2010
45.	James Barr on behalf of Duchal Estate	Stuart MacGarvie, Raymond Muszynski	3 February 2010
46.	Cartsdyke Community Council	Community Council members	17 February 2010
47.	James Watt College	Management Team	18 February 2010

APPENDIX 6

PRE-MIR ENGAGEMENT CORRESPONDENCE

	Organisation	Name	Method of Contact	Date
1.	Scottish Environment Protection Agency (SEPA) on behalf of the Key Agencies	Jo Green	Letter	14 September 2009
2.	West Dunbartonshire Council, Housing, Environmental and Economic Development	Alan Williamson	Letter	23 September 2009
3.	Garvel Clyde	Steve Avery	Phone Call	24 September 2009
4.	BT Scotland	Ian Shanks	Email	24 September 2009
5.	Architecture and Design Scotland	Trevor Muir	Letter	24 September 2009
6.	Mary Rowan Hamilton and agents Smiths Gore (site at Parkhill Farm, Port Glasgow)	Debbie Mackay(Smiths Gore)	Letters	25 September 2009 and 8 October 2009
7.	Sustrans	Philip Cairney	Phone Call	29 September 2009
8.	Gavin Cumming on behalf of Mr McConaghy (site at Mill Dam, Port Glasgow)	Gavin Cumming	Email	30 September 2009
9.	Network Rail	Laura Mitchell	Email	30 September 2009
10.	Tesco Stores	Ben Train	Email	2 October 2009
11.	Historic Scotland	Andrew Stevenson	Letter	6 October 2009
12.	Inverclean Services	Rachel Gault	Email	7 October 2009
13.	Greenock Chamber of Commerce	Hugh Bunton	Phone Call	7 October 2009
14.	Youth Connections	Liz (for Alex Stevens)	Phone Call	7 October 2009
15.	The Theatres Trust	Rose Freeman	Email	13 October 2009
16.	Scottish Wildlife Trust	Maggie Keegan	Email	22 October 2009
17.	Glasgow City Council	Samuel Taylor	Letter	22 October 2009
18.	Strathclyde Fire and Rescue	Paul Nelis	Email	28 October 2009
19.	Blairs Ltd	John Torley	Email	29 October 2009
20.	Renfrewshire Council	Alan Reid	Email	4 November 2009
21.	Scotrail	Desmond Bradley	Email	5 November 2009
22.	Bryce Boyd Planning Solutions	Bryce Boyd	Letter	11 November 2009

23.	Quarrier's Village Council	Sue Bomphray	Email	23 November 2009
24.	Sportscotland	Lorraine Jones	Email	1 December 2009
25.	BAA Glasgow	Ross Nimmo	Letter	2 December 2009
26.	Homes for Scotland	Blair Melville	Phone Call/Email	9 December 2009
27.	Jenda Energy Ltd	Jim Madden	Phone Call/Email	16 December 2009
28.	Nathaniel Lichfield and Partners on behalf of Gallagher Estates	Jonathan Wallace	Letter	22 December 2009
29.	Gourock Golf Club	William Dempster	Letter	6 January 2010
30.	Forestry Commission Scotland	John Farrell	Letter	8 January 2010

APPENDIX 7

CITIZENS' PANEL QUESTIONS

The existing Local Plan's current priorities in regard to new development are:

- Greenock Harbours Area (East India Harbour and Victoria Harbour)
- Inverclyde Waterfront/A8 Corridor (land between Cartsburn and Newark Roundabout)
- Greenock East Business Area (land around Baker Street, between Drumfrochar Road and Regent Street and parts of Ingleston Street)
- Central Coastal Gourock (land between the outdoor swimming pool and Admiralty Jetty)
- Inverkip Power Station
- The housing renewal areas in Greenock and Port Glasgow
- Greenock, Port Glasgow and Gourock town centres

1 Are these priorities still relevant or are there other locations for new development that should be considered?

2 To what extent do you agree or disagree with the following statements:

Environment

- a. The Council should continue to give protection from development to the Green Belt in the new Local Development Plan.
- b. The Council should continue to give protection from development to open space areas within the towns and villages of Inverclyde.
- c. Windfarms should be allowed to be developed in the Green Belt in appropriate locations.
- d. The protection of the Conservation Areas within Inverclyde (Greenock West End, Cathcart St/William St, Inverkip, Kilmacolm and Quarriers Village) should continue.

Transportation

- e. The new Local Development Plan should continue to protect the former Kilmacolm railway line for potential reopening in the future.
- f. The Local Development Plan needs to give priority to investment in the A8 and A78 trunk roads, in order to address the problem of increasing congestion.
- g. The potential line of the Greenock town centre relief road (Baker Street/Drumfrochar Road) and the Gourock town centre relief road (to avoid Kempock Street) should continue to be protected.
- h. New developments should be in locations that are accessible by public transport.

Employment

- i. Inverclyde is adequately provided with business and industrial land and premises.
- j. The existing business and industrial premises in Inverclyde are conveniently located.
- k. Vacant industrial premises/sites should be considered for alternative uses if they have lain vacant for a considerable period of time.

Housing

- l. The Council should direct new housing development to previously used land within the settlements.
- m. Priority should continue to be given to the regeneration of housing areas such as Woodhall, Park Farm/Oronsay, Gibshill and Peat Road/Hole Farm.
- n. The Council should continue to focus on the efforts to encourage new house building in the Port Glasgow/ Greenock areas, and less in the western settlements.

Town Centres/Retailing

- o. The protection of the town centres of Greenock, Port Glasgow and Gourock for retail and other commercial uses should continue to be a priority, with new shops being directed to these areas.
- p. In Greenock's central shopping area, the Oak Mall and the east end of West Blackhall Street should continue to be restricted to mainly shops (ie a limited number of banks, cafes, restaurants, etc).
- q. The entire area covered by the Tesco foodstore at Port Glasgow, and the adjacent vacant land (which currently has planning consent for mainly retail uses) should be included within the boundary of Port Glasgow Town Centre.
- r Local shopping centres should continue to be protected in the Local Development Plan, and new local shops directed to them.

3 Are there any other projects or initiatives that the Local Development Plan should include that would improve Inverclyde?

4 In what way can the Local Development Plan assist in combating CO2 emissions, increase energy efficiency and contribute to carbon reduction targets?

APPENDIX 8

CITIZENS' PANEL COMMENTS

Q1 Are these priorities still relevant or are there other locations for new development that should be considered.

Greenock

1. Spango Valley regeneration.
2. Area that used to be Hector McNeill baths.
3. A small stone building (that was shored up) was removed due to tall ships coming. It was deemed a safety hazard. As I remember there was a promise to rebuild it. It was front left of customhouse looking from the river, possibly a ticket office. Parts of it lie unprotected at Pottery Street, some was stored on the vango site and other parts lying around Inverclyde. It should be rebuilt and a submarine put in Scott's Basin.
4. Greenock west end.
5. As Inverclyde Council own East India Harbour, it should be developed for the benefit of local boat owners and not for the benefit of the incomers to the proposed housing developments that are proposed by Clydeport otherwise, peel holdings.
6. Battery Park beach ex sea plane ramps – renovate and create a Dingy park enclosed area (since Love Road marina seems far off).
7. Former Tate and Lyle site, Drumfrocher Road and former Scott's foundry (engine works) site.
8. The west station area around the junction of Inverkip Street, Roxburgh Street and Mount Pleasant Street.
9. The area on Inverkip Road where the Hector McNeil baths stood.
10. Greenock town centre is a disgrace. The mall is fine, but West Blackhall Street is very bad with chewing gum covering the street. I have heard passengers from liners and other tourists complaining of our unsavoury streets. Can something be done regarding this?
11. Something to support Morton with the upgrading of the Cappielow area.
12. Old Greenock High School and Spango Valley.
13. Other locations could include Guy Place, old garage site and sugar/tobacco warehouse (important for first impression for cruise passengers).
14. I would like improvements made to lowering pavements for wheelchair users. I push a chair from Margaret Street into town often and find the roads and pavements could be better.
15. Look at the potential of the waterfront and opening it up to the public. Need better links between Cathcart Square and the waterfront. A8 acts as a barrier as do Tesco's at Port Glasgow and Greenock. Think about connections, green corridors and how the environment can make people feel good about their community.

Gourock

16. Tower Hill – Gourock. Tourist attraction, picnic area, scenic route around town.
17. Area around Gourock train station.
18. Gourock pier head should be an urgent priority.
19. Some more attention to Gourock town centre, there is the ferry terminals that brings people to and from Argyll. People travel from Ayrshire and beyond which would create employment within the area and getting people off benefits.
20. Please do some work to upgrade Gourock pool, waterfront and pier.
21. Gourock – improving the amenity of the beach parallel to the promenade including the old sandpit and paddling pool between the outdoor pool and the Royal Gourock Yacht Club. The outdoor pool should have a retractable roof fitted so that it can remain open all year round.
22. Cardwell Bay.

Port Glasgow

23. Robert Street area.
24. Someone in the planning department has to seriously look at Parkhill and Brightside – Port Glasgow could become Naples (Italy) with the correct housing.

Inverkip/Wemyss Bay

25. Wemyss Bay/Inverkip power station site. This should be protected from use as housing, with continued focus on renewal of housing stock in Greenock and Port Glasgow instead.
26. Could the Inverkip chimney be made further into a feature?
27. Inverkip power station area, I don't think any houses there are needed. Roads can't take the extra traffic and the area would be better used for leisure and open space.
28. Inverkip power station is of grave concern to local residents. Road traffic is already desperate at peak times and a simple car breakdown can already cause massive backlogs. Never mind access in these circumstances, for emergency vehicles and lives could be lost as a result. To consider allowing more housing without new roads i.e. not slip roads joining existing roads is dangerous.
29. With exception of Inverkip power station site – too many houses being built at present putting strain on services, especially roads and sewerage without the addition of 780 houses off A78.

General

30. I think we need to improve our traffic routes in and out of Inverclyde. As past experiences have shown we only have 1 way in and out. When we have flooding in various areas the congestion is horrendous. All the alternative routes are just not able to cope with the volume of traffic and not enough traffic control to assist.

31. Locations are relevant, are they prioritised? What are the time lines for each project? It seems like they have been highlighted but some /little project.
32. I think there is too much new development going on and all areas should really be thought through before anything else is done.
33. Given the economic situation, it is important to continue with developments to provide local employment. Hopefully, funding will be available to enable developments.
34. Why do we need so many houses when the area population is the lowest it has ever been in years.
35. Still relevant, but need to be further prioritised as too many priorities in current economic climate.
36. Building new private houses during such a deep recession/depression on land that could be used for local businesses/assist local business. It is plain laid.

Q3 Are there any projects or initiatives that the Local Development Plan should include that would improve Inverclyde.

Transportation and Accessibility

1. Speed bumps, which are already effective in Ayrshire villages.
2. Footpath/cycleway from Wemyss Bay to Greenock and Largs.
3. More car parks, especially for disabled.
4. Better access to Faulds Park.
5. A multi-storey car park at Hunters Place with access to the Mall. Pedestrianise West Blackhall Street up to Laird Street with delivery access on Nicolson Street, one way Dalrymple Street to West Stewart Street.
6. Parking for town centre – pay and display.
7. Don't expand unless spaces made for cars.
8. Improved to public transport for school age children.
9. Upgrading of A8/A78 through Gourock to take account of increased housing.
10. Adequate and safe roads i.e. roundabout/lights at Inverkip, Battery Park area.
11. West Blackhall Street, Greenock – should consideration be given to reopen the road to allow traffic to go bothways? Congestion in Nicolson Street and Jamaica Street could be slightly alleviated.
12. Better parking facilities.
13. Take the necessary steps to get rid of known areas of flooding once and for all – roads flooding has become at least a once a year event.
14. Car parking facilities are inadequate.
15. Do away with grassed areas along Albert Road and make in to off street parking. Grassed areas are only for a 1st class dogs toilet (French bowls area that no one has ever used – what a waste of money).
16. Free parking in towns for 2 hours and rate free period of 1-3 years for new businesses.

17. Roads and pavements have a lot to be desired in some areas and Gourock outdoor pool should be modernised, especially have a roof put on and could be used all the year round. Inverclyde should be very proud of it sea water pool.
18. To redirect 40+ lorries travelling through Gourock town centre to factories at the western end of Gourock, Faulds Farm. They could easily be directed along the A78 and there seems to be dozens of these lorries daily and increasing both in numbers and size.
19. Better public transport between Kilmacolm and major towns and shopping centre in the region. I would also like to see improved car management in Kilmacolm village centre, with additional car parking and a 20mph limit at the village end of Lochwinnoch Road and better enforcement of traffic regulations.
20. Promotion of public rights of way i.e. Spey Road in Inverkip, where the footpath was closed and local residents objections were ignored by the planning department.
21. Raise A8 at Ladyburn to reduce risk of flooding and provide new junction at Sinclair Street/James Watt dock on A8 east of current location, which will facilitate redevelopment in area around Cappielow Park and James Watt Dock.
22. Roads in the west end of Gourock through which the residents of Trumpethill and adjoining developments access their homes and schools are heavily congested by parking. These large schemes were built without any provision whatsoever for any proper access roads. Roads such as Victoria Road, currently one lane should be returned to a full 2 lane road. Similarly parking in Broomberry Drive, Barrhill Road and Kiln Drive are all reduced to one lane status by this parking problem.
23. Flood controls, consideration could be given to construction of new road/widening of existing roads in Greenock e.g. from Gibshill to Barr's cottage to ease congestion for traffic heading to Inverkip and Wemyss Bay.
24. Roads are always flooded after heavy rain – can something be done to improve the situation?
25. The side roads that they get gritted to my road is a shambles with the ice and the elderly can't get out.
26. Improved access to the countryside and Leap Moor Forest leading into Muirshiel Country Park.
27. Develop footpaths –safe walking routes with access for dog walkers and other pedestrians. I think dogs on leads in the care of responsible owners should be allowed to walk through the Oak Mall. I accept they should not be in shops but the Oak Mall is the thoroughfare.

Economy and Employment

28. We need better quality jobs in the area. Surely we can get maritime/nautical/naval work done. We must not allow the towns heritage to be cost.
29. Youth and early intervention schemes to tackle youth unemployment and meaningful training.

30. Priority to creating jobs and redeveloping existing sites e.g. Spango Valley. Tourism – waterfront is our biggest asset and should be marketed more internationally, generating more interest. Look at San Francisco waterfront/museum with tugs etc.
31. New business initiatives e.g. lease breaks, council tax freezes bonded by incomes guaranteed to stay.
32. Bring more jobs.
33. New businesses are a priority. Land and buildings currently empty could be used to generate new small businesses with special discounted rates.

Tourism/Waterfront

34. Thought given to developing a heritage centre, showing some of the past history of our area e.g. shipping, rope works, woollen mills and numerous other industrial credits.
35. There is a lot going on locally, but how can this be better conveyed to the citizens. Not everyone gets the local paper – a great need to restore the combined tourist and local information office and have this also on the internet. Inverclyde Now is very helpful but it is not run by the Council and is limited in collecting information. Every club should contribute their activities to this new centre of information.
36. The public slip at Cardwell Bay could do with a bit of a tidy up.
37. Hotel development near transport hubs.
38. Continue to attempt to attract tourist's i.e. welcome cruise ships and develop heritage sites. The council should consider a maritime museum tracking the history of shipbuilding in the area. Also sites/buildings dedicated to the old industries of sugar mills and woollen mills. Please clean up the area outside Oak Mall including the underpass to Kilblain Street.
39. A maritime museum located in the harbour area would be something worth considering when the local history and the significance of the old dry docks. There are several historic ships looking for homes and one or two of these would be a good centrepiece. This could be combined with a water sports activity centre for all to use. The old docks are a great asset and I feel are currently neglected.
40. We need to use waterfront area for tourism and industrial type museum to highlight Inverclyde's industrial past – ship building, heavy engineering, sugar and rope works etc.
41. Access to the waterfront for water sports.
42. Encourage full use of waterfront like other areas e.g. Exeter and Hartlepool, where retail units/restaurants/sailing schools/museums keep locals and visitors amused.
43. Zone Inverkipp power station site as green belt with car parking and access to foreshore for boat access (there is an existing slip way). Also provision of paths in wood to study wildlife e.g. foxes, sparrow hawks, kestrels, woodpeckers and many other small birds.
44. A heritage project that would reflect the industries of the towns past history.

45. Gourock – it is 40 years since it was first discussed for a marina in Cardwell/Gourock Bay. Everywhere else e.g. Inverkip, Largs etc went ahead. I was talking to one of the towns planners and he informed me that the Canata Seggie plan was passed by the planning department – end of story. What happened – but of course this is Gourock.
46. There could be redevelopment of the pierhead, Gourock. Housing, supermarket and increase of the public transport system would bring in more investment to the area and provide employment. Inverclyde in general was a ship building area, so ships could be berthed and would bring in tourism to the maritime museum.
47. Use of waterside areas to promote Greenock maritime/shipbuilding heritage and previous main industries (sugar, electronics etc).

Housing and Communities

48. Any new developments that include tenement dwellings should never be considered. Perfect example of how inadequate these are at the top of Kelly Street leading to overcrowding.
49. Lots of vacant plots/old units around. Drumfrochar Road should be reused/changed to housing plots and area could be regenerated by new housing/shops etc.
50. New housing should be considered for older generation and smaller families. Recent developments seem targeted to families with several children.
51. Would like to see more updates – regularly, on the development of Inverkip power station and the effects on the local community.
52. The proposed use of the Inverkip power station site. This should not be used for housing (as previously stated Greenock/Port Glasgow regeneration instead). This space should be used as greenbelt, perhaps with some business space to encourage inward jobs to this area.
53. To develop the Inverkip power station area into a harbour village as per plan previously suggested.
54. A lot of money is spent on good quality buildings and homes, only for them to be demolished (Belville Street for example). I know of people who were not fortunate enough to afford their own home and lived there and said they were excellent. Thought should be made about who is housed there first.
55. Community centre premises and graveyard availability and upkeep.
56. New schools for Inverkip/Wemyss Bay if more housing continues to be built.

Town Centres and Retail Development

57. More food stores. Tesco and Morrisons are fine for able bodied people and those with cars. We have to take two buses to get the Morrisons and take a taxi home with our weeks shopping.
58. Town Hill, large supermarket between Gourock and Wemyss Bay and remove chimney.
59. I am disabled and find that a number of big stores have very few seating areas. This makes me curtail the number of times I go shopping with my wife and family.

60. I think the Tesco, Port Glasgow area should be re-branded and marketed differently. Current images surrounding Port Glasgow are negative, which could potentially put shoppers off visiting.
61. Supermarket in opposition from Tesco.
62. Improvements to local shopping centres, especially parking at Oak Mall. Better links through from Homebase to Tesco in Greenock. Better links between regeneration and dealing with land contamination in the authority. A78 capacity issues at peak hours needs addressed and more regular rail services between Wemyss Bay and Port Glasgow.
63. Other supermarket e.g. Asda and Sainsbury's
64. The town centre seems to be full of pound shops and card shops, which does not encourage people to shop in Greenock i.e. if I were looking for a gift for a wedding anniversary etc I would look elsewhere, as there is very little choice in Inverclyde.
65. Tesco must have competition, lets have an Asda store.
66. No more betting shops, no more pound shops, improve road drainage on the A8 to allow the district to continue to function in extremely wet weather. Stop building flats and build houses with gardens and progress Gourock train station.
67. Get a move on with Gourock town centre.

Environment

68. The level of litter on streets and beaches makes me ashamed. Teenagers/early 20's are the guilty ones.
69. Cornalees/cut.
70. I would suggest that Inverclyde Council consider strongly about cleaning up all waste ground, fly tipping areas and investigating sites that have had planning permission granted for housing development that have been lying vacant for one reason or another. Use the former Chapeton House site and Birkmyre.
71. Improving street furniture and litter bins in town centres. Review traffic management junction at George Square. Review of one way traffic at Nelson Street and review landscaping of roundabouts at George Square and South Street. Improvements to Clyde Square as an events area.
72. A campaign on littering, forming a task force to clean up certain areas (port, waterfront and railway lines). Target schools where students, particularly at lunch and after school toss containers etc after visiting food outlets.
73. New pathways or walks, especially Riverside and don't neglect Kilmacolm.
74. More conservation/nature areas like Finlaystone – brilliant use of power station. More quality restaurants/hotel to replace Jarvis.
75. Yes, the formation of a continuous coastal path.
76. Smarten up Gourock.
77. Although there appears to be plenty of litter and dog bins in our area there is still a problem with litter and dog fouling because people don't think they will be prosecuted – so more prosecutions.
78. Port Glasgow waterfront at Tesco could be cleaned up.

79. Drumfrochar Area needs further development as it looks a real mess and is on a main route through Greenock – gives a bad impression.
80. More cleaning of streets and a yearly cutting of overgrown hedges and trees throughout.
81. Make uplift of old furniture, TV's etc free of charge for pensioners or people on benefit, handicapped etc.
82. Make more use of the waterside, especially at Port Glasgow. I would like to comment that I am of the opinion that whoever owns the land around the new Tesco in Port Glasgow should be made to cut the grass etc, as the whole place is an eyesore.
83. There seems to be a lot of empty good buildings lying in disrepair. A lot of things need to be smartened up.

Open Space and Recreation

84. Maybe more recreational buildings in an attempt to get the teenagers off the streets.
85. Improved park/play areas for children – upper Port Glasgow, East Greenock – accessible play areas for all children within walking distance.
86. More amenities for young teenage people.
87. An indoor arena, not on the scale as the NEC in Birmingham, as it has played host to 30 different types of sport and used as an exhibition/conference facility and even the Eurovision song contest and concert halls.
88. Outdoor facilities for young children, the play parks in the east end of Greenock are disgraceful. Parklea no longer has any play park and fun world is just too expensive if you have more than one child.
89. Places for young people to go to.
90. More leisure facilities aimed primarily at youths.
91. Things for children like play parks as there are none.
92. More leisure facilities for families e.g. bowling alley.
93. Increased priority for additional 3G pitches. Very encouraging to see these pitches being used day and night. This brings social and health benefits worth their weight in gold for the younger generation.
94. More leisure health facilities in local villages e.g. Inverkip and Wemyss Bay, like the one in Kilmacolm.
95. A 2nd 25m swimming pool as the waterfront training pool is crowded with lessons, especially with schools during the day and Gourrock is only available for some of the year.
96. Would like to question the Parkburn/Kelburn walk – park. It seems to have been abandoned by the council – such an amazing place with that view is truly stunning (if you fight your way through potholes, overgrown trees and bushes etc). The road/gravel is in a particular bad state.
97. More places for the youths of Inverclyde.
98. Places of worship and less places of gambling and pubs.
99. Greater focus on school and leisure facilities to improve Inverclyde as a place to live.

- 100. Leisure and historical heritage should be better catered for .
- 101. Consider children's play areas, ensure provision is well spread out, area to area.
- 102. More youth clubs and projects.

General

- 103. More up date for future development to let the public be more aware.
- 104. Efficient use of available properties i.e. was it costly having the old co-op building in Crown Street empty for so long before spending the money, time and personnel to update and rent it out. Has it been rented profitably?
- 105. Too many off licenses, drunks and cheap booze, more fun and informal youth activities, promote basic education and hard study (money wasted on homework classes) and too much money wasted on people not interested in learning.
- 106. Planners must listen to local communities and community councils and planning committee must listen to local views and objections and not rely on outdated local plans.
- 107. Should explain to the public the priorities in the national planning framework, including the Glasgow and Clyde Valley green network and the central Scotland green network. Should make clear links between how improving the environment of Inverclyde and bring clear health benefits (mental as well as physical) and can deliver on national outcomes contained within the single outcome agreement.
- 108. Better Christmas lights i.e. instil a sense of self worth.

Q4 In what way can the Local Development Plan assist in combating CO2 emissions, increase energy efficiency and contribute to carbon reduction targets?

Recycling

- 1. Encourage recycling and backing walk to school/work days.
- 2. By encouraging the public to be more aware of the importance of recycling waste and saving energy etc.
- 3. Use safe panels in buildings where appropriate and promote recycling.
- 4. Ensuring in the future at the festive season in particular the work of residents doing recycling could be catered for within council recycling sites and not just to be told to add it to the landfill sites.
- 5. Continue with blue/brown bins, extend food recycle bins to everyone and go more green.
- 6. Recycling facilities and think of area to encourage cycling.
- 7. Increased black bin emptying. How many cars now travel to Pottery Street to offload general refuse, as opposed to the time when black bins were emptied weekly.
- 8. Better recycling facilities, as they always seem to be very full.

Renewable Energy

9. Wind farms and any alternative energy sources that would be financially liable.
10. Grants for solar heating and heat pump systems.
11. Wind farms in the area should be encouraged on non-residential areas.
12. Build wind farms.
13. Wave and wind farms.
14. Allow development of wind farms.
15. Provision of grants for solar panels to be installed in homes and small wind turbines. Erection of wind farms in Cornalee's.
16. Give full backing to harvest tidal resources to generate electricity.
17. Encourage solar/wind power in new properties and support use of Clyde for tidal energy source.
18. More wind farms and sourcing hydro energy.
19. Encourage wind farm development and examine barrage scheme idea – first thought of in 1936.
20. Solar panels on all new build houses, gradual fitting of same on all housing association properties and all public buildings e.g. schools etc. Introduction of electric vehicles to all local government transport.
21. More wind farms and car sharing initiatives.
22. Build wind farms in the river.
23. Look at river for renewable energy.
24. Explore ways of using building materials from recycled sources, possible use of solar panels, windmills to generate energy for heating and ventilation, maybe encourage free transport to shoppers to reduce car usage.
25. Permit the construction of wind farms wherever local geography/topography suggests, rather than being led by public opinion.
26. Sustainable energy projects – wind farms and individual wind turbines for businesses, houses and easier to authorize.
27. It must be pointed out to the builders that on all new houses, solar panels must be incorporated on all new houses. If a bridge could be built between loch and Dunoon, which is very narrow the surge of the water would and could operate water turbines and give massive electricity to the area. Not further up at Greenock as is being discussed – but then again this is Gourrock!
28. By using renewable energy – wind and wave power.
29. Sustainable Energy schemes, improved recycling facilities and transport infrastructure.
30. Zoning moor land for development of wind farm technology.
31. Research green energy, continue to raise public awareness, improve recycling facilities and investigate why targets are not being met and publish reasons. Insist all new builds are energy efficient, use recyclable materials for both residential, commercial and especially industrial buildings.
32. Wind farms.
33. Have wind turbines in other areas such as the one at Inverclyde Academy. Tesco, new schools and others at the waterfront should also have them and solar panels would be a good idea.

Transport

34. More facilities in local areas would stop having to go elsewhere, which would result in perhaps less traffic, as more people would stay within the local area, this might be encouraged by better public transport availability.
35. Use of pay to park places.
36. Their work vans should be electric, after all they are only mobile work shops and don't do a lot of miles.
37. Encouraging local drivers not to leave engines running unnecessarily and perhaps trying out electric buses.
38. Reduce road congestion – traffic lights and roundabouts on main road through Greenock have increased this considerably.
39. By making the retail areas accessible by public transport and encourage the use of wind turbines. Solar panels etc in the building of any developments.
40. Park and ride car parks increased at railway stations and improved public transport information at stations/bus stops.
41. Ensuring continuation of regular public transport links.
42. Consider park and ride facilities to encourage people to make shorter car journey's and this would ease parking problems.
43. Consider park and ride facilities to encourage people to make shorter car journey's and this would also ease parking problems.
44. Subsidised bus transport cost for students/school age children, especially in the out lying villages, this should be available into Glasgow city centre, not just to Inverclyde areas.
45. If the plan can emphasise local shopping and reduce out of town developments this would help. Similarly, if new business/employment could be directed into more central parts then car use could be reduced.
46. Public transport running earlier and later allowing shift workers to get to and from work. More reasonable fares for commuters.
47. Greenock is great for something's, however free parking does encourage people to drive into town reducing free parking and introduce bus services that are cheaper.
48. More town centre parking, parking restricted to residents on road in town centre and surrounding area e.g. between Nelson Street and Patrick Street. This would help avoid congestion in these areas.
49. Bus engines idling at bus terminus for prolonged periods and also taxi ranks.
50. More cycle paths that are maintained.
51. Have all the old buses and taxis checked for CO2 emissions regularly.
52. Park and ride to encourage car users not to congest town centre.
53. More park and ride facilities.
54. Discuss with bus companies to reduce the time engines are idling when stationary. Further highlight the benefit of low energy light bulbs – both economic and energy efficient and give more details of the outline of recycling locally e.g. benefits to the local community, how money comes back to the council.

55. Keep local amenities on main routes etc.
56. A total review of traffic management in Inverclyde, all new buildings should be designed to be energy efficient and of as much recycled material as possible.
57. Planting trees and bushes where possible and pedestrianise more areas as long as car parking is available for out of town residents.
58. Safe cycle paths starting from new housing development to the main road. A78 to have cycle paths and also free insulation.
59. The amount of cars, lorries etc going through Inverclyde has an awful lot to do with this but I honestly can't see a solution to this problem, short term.
60. Provide proper parking facilities so that people can switch off cars when parked and not leave their engines idling while watching for traffic wardens, as there is a lack of parking spaces in Greenock.
61. Improved public transport, ensuring that schools etc are within walking distance of new housing developments to minimise the school run etc. serious concern about location of secondary schools and new special school in Inverclyde.
62. Push for further public transport – the first train from Wemyss Bay to Glasgow is too late in the morning.
63. Priority should be given to developing the existing town centres for retail and employment. Avoid out of town retail development to curtail available car use and provide good public transport to the town centres.
64. Not a priority during a deep recession unless generating local jobs. Free public transport would assist but obviously this costs money but doesn't all means of CO2 emissions come at a cost.
65. By ensuring bus companies get the old buses renewed, as some of these would choke you when trying to cross at Kilblain Street. By encouraging more recycling, although a good start has been made, we should be looking at encouraging more.
66. Improved public transport.
67. Encourage public transport to provide a regular service to outlying areas (e.g. Inverkip and Wemyss Bay).
68. Cut down in the number of traffic lights in the 3 towns, as a great number of them are unnecessary. Encourage people to walk/use public transport rather than take the car and make it cool for youngsters to walk to school.
69. Improve public transport availability and cost, park and ride and food waste recycling.
70. Easing main road congestion would reduce CO2 emissions. New lighting in fitted offices, schools etc with auto switch off if room is unoccupied.
71. Better park and ride facilities.
72. Re-vamp and re-ordinate position of traffic signals gridlock between signals causes static traffic producing excess CO2 in rush hour periods most motorists exercised one for one access but at least traffic was moving.
73. Ensure public transport is accessible and developing through time. Use alternative energy sources when available and additionally only use energy efficient materials during new build projects.
74. By zoning the Inverkip power station site as green belt would reduce the CO2 emissions from the houses and cars.

Education Awareness

75. People should be re-educated about switching off engines when car/van/lorry is not in motion. When you are a foot soldier at times you are almost gassed on the pavement.
76. Awareness of CO2 much higher in population, but what can we each do to make a difference? CO2 officer? EU grants to reduce CO2? Can we lead the way in Scotland on CO2 emission?
77. By educating the public, business, schools and colleges.
78. Focused education programme highlighting how individual small steps can impact and better recycling facilities.
79. More information e.g. leaflets or flyers.
80. Education – with the council showing the way in combating waste and being cost efficient.
81. Make the public more aware of what they can do and stress that each must play their part. We get plenty information about recycling rubbish, do the same for the above making people aware of how to save on gas, electricity and water. This information is already there but only for those who seek to find it out.
82. Advertise on publications and Inverclyde Council website: bona fide websites giving good information for citizens about ways they can increase energy efficiency and reduce carbon dioxide emissions.
83. More advertising making people more aware.

Energy Efficiency

84. More jobs to stop people staying at home using energy.
85. Increase and widen availability of home protection schemes similar to invest, whereby OAP and vulnerable adults have home insulation and heat wise advice.
86. Design of new developments to take account of global warming effects where possible. Grants to assist existing premises to upgrade to more ecological efficient heating/lighting etc.
87. Building regulations to include specific elements prior to planning approval.
88. Using LED lighting could be one way.
89. New housing should incorporate energy efficient features e.g. solar panels etc.
90. Offer grants to residents to encourage installation of green energy/renewables.
91. Ensure all new buildings are energy efficient and explore wind and wave energy.
92. Ensure materials used in construction are sustainable – use recycled materials and use efficient heating.
93. Green issues included in all projects and sustainable materials used.
94. Better use of street lighting, more white lights with energy efficient bulbs and campaign for people to turn off idling engines.
95. Encourage more residents use of heat capture and energy conversion (wind/electric) heat sinks, solar. Planting of shrubs and small trees (CO2 –O2 exchange).
96. Council tax breaks to encourage energy efficiency.

97.Grants for home insulation. Look at traffic flow, particularly stationery cars with engines running for up to 10 minutes.

General

98. Stop talking about and take direct action.
99. Not interested – let America and China turn off a few lights first.
- 100.Small plots of land could be offered to interested persons to use as gardens.
Ground such as the old Hector McNeil baths area could be planted, thereby making the land both productive and attractive. Trees and shrubs in this area would also mask CO2 emissions from traffic on Inverkip Road.
101. Global warming is an unproved theory.
102. I consider this issue to be a bogus political plot by Westminster government to divert attention from far more important issues.
103. By not getting involved in these issues, the debate is still out on the causes of global warming.
104. Global warming is just evolution, nothing we do can stop it, just learn to live with it.
- 105.Build these measures into any development plan submitted e.g. by retail groups/building developers.
106. Who cares! Bring more jobs.
107. Doubtful about validity of this statement.
108. By not sending waste to far east countries for burning.
109. In view of the economic crisis I would not like to see any expenditure on this.
110. Very carefully, jobs/developments in my opinion sometimes area more important than CO2. Are we sure?
- 111.Make representation to Holyrood to promote nuclear power. Make use of the free power available from the Greenock cut (a world wide wonder). Reduce hours of public lighting at night.
- 112.Link with other council policies in development plan and make these environmental policies sit at the core of the plan. Set targets e.g. for carbon neutral new build.
- 113.Research into this area.
- 114.The recently mooted plan for a tidal barrier across the Clyde would help with this, as we as helping reduce flooding risk.
- 115.Less bus and taxi firms run by gangsters, component of council tax based on fuel bills, bus services later in the evening, encourage families to get out and about more on foot, instead of using cars or staying inside burning fuel and ban pupils from parking in schools.
- 116.Investment to businesses, assistance to household where help is needed to reduce carbon emissions.