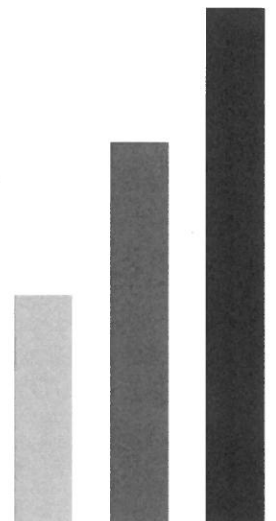


Agenda 2014

Environment & Regeneration Committee

For meeting on:

30	October	2014
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A meeting of the Environment & Regeneration Committee will be held on Thursday 30 October 2014 at 3pm within the Municipal Buildings, Greenock.

GERARD MALONE
Head of Legal & Property Services

BUSINESS

**** Copy to follow**

1. **Apologies, Substitutions and Declarations of Interest**

PERFORMANCE MANAGEMENT

2. **Environment & Regeneration Revenue Budget 2014/15 – Period 5 to 31 August 2014**
Report by Acting Corporate Director Environment, Regeneration & Resources and Head of Finance
3. **Environment & Regeneration Capital Programme 2014/15 to 2015/16 - Progress**
Report by Acting Corporate Director Environment, Regeneration & Resources and Head of Finance
4. **Environment, Regeneration & Resources Performance Report**
Report by Acting Corporate Director Environment, Regeneration & Resources
5. **Regeneration and Employability – Performance Reporting**
Report by Corporate Director Environment, Regeneration & Resources

NEW BUSINESS

6. **Adopted Inverclyde Local Development Plan 2014: Action Programme**
Report by Corporate Director Environment, Regeneration & Resources
7. **Renfrewshire Local Development Plan Adoption**
Report by Corporate Director Environment, Regeneration & Resources
8. **National Planning Framework 3 and Revised Scottish Planning Policy 2014**
Report by Corporate Director Environment, Regeneration & Resources
9. **Inverclyde Council's Biodiversity Duty Report 2014**
Report by Corporate Director Environment, Regeneration & Resources

10. **Scottish Government Consultation on Planning Controls, Pay Day Lending and Betting Offices**
Report by Corporate Director Environment, Regeneration & Resources
11. **Port Glasgow Strategic Regeneration Project Update**
Report by Corporate Director Environment, Regeneration & Resources
12. **Gourock Pier and Railhead Development – Progress Report**
Report by Corporate Director Environment, Regeneration & Resources
13. **Development of Gourock Municipal Buildings – Progress Report**
Report by Corporate Director Environment, Regeneration & Resources
14. **Cemeteries Management Rules**
Report by Acting Corporate Director Environment, Regeneration & Resources
15. **Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 2) Order 2014**
Report by Acting Corporate Director Environment, Regeneration & Resources
16. **Proposed Traffic Regulation Order – Gourock Waterfront (Waiting Restrictions) Order 2014**
Report by Acting Corporate Director Environment, Regeneration & Resources
17. **Proposed Traffic Regulation Order – Gordon Street, Greenock (One Way Only) Order 2014**
Report by Acting Corporate Director Environment, Regeneration & Resources
18. **Proposed Traffic Regulation Order – Canmore Crescent, Greenock (One Way Only) Order 2014**
Report by Acting Corporate Director Environment, Regeneration & Resources
19. **Decriminalised Parking Enforcement Implementation Update**
** Report by Acting Corporate Director Environment, Regeneration & Resources

The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in paragraphs 2, 6 and 9 of Part I of Schedule 7(A) of the Act.

20. **Non Operational Property Portfolio Information – Scheme of Delegation Register**
Report by Corporate Director Environment, Regeneration & Resources on information relative to the Council's non-operational property portfolio
21. **Property Assets Management Report**
Report by Acting Corporate Director Environment, Regeneration & Resources on activities and proposals for the management of the Council's property assets

Enquiries to - **Rona McGhee** - Tel 01475 712113

Report To:	Environment & Regeneration Committee	Date:	30 October 2014
Report By:	Acting Corporate Director Environment, Regeneration and Resources and Head of Finance	Report No:	FIN/57/14/MMcC/JB
Contact Officer:	Mary McCabe	Contact No:	01475 712222
Subject:	Environment and Regeneration 2014/15 Revenue Budget – Period 5 to 31 August 2014		

1.0 PURPOSE

1.1 To advise Committee of the 2014/15 Revenue Budget position at period 5 to 31 August 2014.

2.0 SUMMARY

2.1 The revised 2014/15 budget for Environment and Regeneration is £21,560,860 which excludes Earmarked Reserves.

2.2 The latest projection, excluding Earmarked Reserves, is an underspend of £112,000, an increase in spend of £19,000 since Period 3 Committee.

2.3 The major variances projected at Period 5 are:

- i. Employee Cost underspends across the Committee of £307,000; £222,000 of savings due to the early achievement of future year's savings.
- ii. An underrecovery in Special Catering income of £50,000 in line with previous year's outturn, as previously reported.
- iii. A proposed one off cost of £90,000 to create an Earmarked Reserve to cover the costs of the City Deal project management office for a 3 year period.

3.0 RECOMMENDATIONS

3.1 The Committee note the current projected underspend for 2014/15 of £112,000 as at 31 August 2014.

3.2 The Committee is asked to approve virement as detailed in Section 7 and Appendix 4.

3.3 The Committee is asked to approve the creation of an earmarked reserve of £90,000 to cover City Deal project management office costs for 2014/17.

Jan Buchanan
Head of Finance

Alan Puckrin
Acting Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 The purpose of this report is to advise Committee of the current position of the 2014/15 budget and to highlight the main issues contributing to the projected underspend.
- 4.2 The revised 2014/15 budget reflects an increase from the approved budget of £87,140, an increase of £4,940 from Period 3, due to:
- i. Removal of a procurement saving resulting from the new Waste Recycling contract of (£18,000).
 - ii. Increased Street Lighting budget from the Inflation Contingency of £13,000.
 - iii. Net increase in Electricity and Gas budgets from the Inflation Contingency of £3,910.
 - iv. Increase in transport and plant budgets due to realignment of budgets (nil impact across the Council) – £6,030.

5.0 2014/15 CURRENT POSITION

- 5.1 The current projection for 2014/15 is an underspend of £112,000.

5.2 Regeneration & Planning - £80,000 Overspend

The current projected out-turn for Regeneration & Planning is an overspend of £80,000, an increase in spend of £104,000 from Period 3.

The main issues relating to the current projected overspend for Regeneration & Planning are detailed in Appendix 2 and the movement from last period is explained below:

(a) Employee Costs

There is a projected underspend of £41,000, £4,000 less spend than Period 3. This underspend is mainly due to the early achievement of a 2015/16 saving.

(b) Administration Costs

There is a projected overspend of £19,000 within Administration Costs. This is due to a projected overspend in Local Plan Preparation of £19,000 due to additional costs resulting from this being year five of the five year local plan cycle.

(c) Payments to Other Bodies

There is a projected overspend of £100,000 within PTOB, not previously reported. This is due to:

- i. The proposed creation of an earmarked reserve to cover the costs of the City Deal Project Management Office for 3 years, totalling £90,000.
- ii. RCH Management Fees relating to previous years within Industrial & Commercial Properties of £10,000 which will be recovered by additional income, per 5.2(d) below.

(d) Income

There is a projected underrecovery in income of £2,000, £10,000 more income than previously reported due to the recovery of Industrial & Commercial Management Fees per 5.2(c)(ii) above.

5.3 **Property Services - £31,000 Overspend**

The current projected out-turn for Property Services is an overspend of £31,000, a reduction in projected spend of £2,000 since last Committee.

The main issues contributing to the current projected overspend for Property Services are detailed in Appendix 2 and the movement from last period is explained below:

(a) **Employee Costs**

There is an overspend of £6,000 projected, a reduction in spend of £23,000 since Period 3. This movement is mainly due to additional expenditure for an architectural assistant funded from fee income now being charged to agency staff under Administration Costs.

(b) **Administration Costs**

There is an overspend of £30,000 projected due to agency costs for architectural assistant services which are offset by additional fee income.

(c) **Income**

Income is projected to outturn on budget. A £30,000 overrecovery of fee income, see 5.3(b), is offset by an underrecovery of Physical Assets income, as previously reported.

5.4 **Environmental & Commercial Services - £223,000 Underspend**

The current projected out-turn for Environmental & Commercial Services is an underspend of £223,000; a reduction in projected spend of £83,000 since last Committee.

The main issues contributing to the current projected underspend for Environmental & Commercial Services are detailed in Appendix 2 and the movement from last period is explained below:

(a) **Employee Costs**

There is a projected underspend of £252,000 within employee costs, a reduction in projected spend of £42,000 from last Committee. Of this underspend £183,000 is the early achievement of future year's savings. The major variances are as follows:

- i. A projected underspend in Ground Maintenance of £26,000 due to non-filling of vacant posts. This is a reduction in spend of £8,000 since last Committee but this movement is offset by virement of £20,000 requested at 3.2 and outlined in Appendix 4, to supplies and services to cover the costs of external tree maintenance contractors. The remaining underspend will be removed as part of the 2015/16 savings exercise.
- ii. A projected underspend in Street Cleaning of £55,000 due to non-filling of vacant posts and reduced overtime. The full underspend will be removed when the budget is reduced as part of the 2015/16 savings exercise.
- iii. A projected underspend within Vehicle Maintenance of £17,000 due to the non-filling of a vacant post which will contribute to the Social Transport review savings; not previously reported.
- iv. Projected turnover savings within Environmental management of £68,000; a £30,000 reduction in spend from last Committee; £29,000 of the total relates to the early achievement of a 2015/16 saving.
- v. Projected underspends in Facilities Management of £58,000; £33,000 of which is within Janitors and is offset by a reduction in recharge income. This is £11,000 less spend than projected at last Committee.

- vi. Projected turnover savings within Building Services of £77,000; £57,000 of which relates to the early achievement of a future saving. This represents a £10,000 reduction in spend from Period 3.
- vii. A projected overspend in the Roads Operational Account of £44,000; £20,000 more than projected at Period 3; which reflects the current workload. This overspend is offset by additional income.

(b) Property Costs

Property Costs are projected to outturn £2,000 under budget. This is a reduction in projected spend of £37,000 since Period 3 due mainly to a reduction in residual waste costs of £35,000 resulting from a reduction in tonnages compared with the same period last year.

(c) Supplies & Services

There is a projected overspend of £1,274,000 within Supplies & Services, an increase in projected spend of £76,000 since last Committee, mainly due to the following:

- i. A further increase in Roads Operational Account subcontractors and materials of £133,000; total projected spend being £1,263,000. This overspend is offset by additional income and is a result of the current work programme, in particular increased capital works.
- ii. An underspend in Catering provisions based on current expenditure of £15,000.
- iii. An overspend in Building Services direct purchases of £36,000, partially offset by a reduction in subcontractors costs of £20,000; based on the current workload.
- iv. At Period 3 an overspend on Vehicle Maintenance subcontractors and materials of £68,000 was reported. Committee were advised that a virement would be presented to offset this overspend from an underspend in fuel purchases. This virement is included as Appendix 4 and has been reflected throughout the report.

(d) Transportation & Plant

There is a projected overspend of £293,000, an increase in spend of £88,000 since last Committee, mainly due to:

- i. A further reduction in Vehicle Maintenance fuel spend of £21,000; offset by virement to subcontractors and materials under Supplies & Services of £68,000, as requested at 3.2 and detailed in Appendix 4. There remains £32,000 projected underspend in fuel purchases.
- ii. An increase in Roads Operational Account external hires of £24,000; total projection being £299,000; mainly due to additional capital works. Also, an increase in non-routine-maintenance expenditure of £21,000. Both of which are offset by additional income.

(e) Income

There is a projected overrecovery in income of £1,554,000, an increase in income of £172,000 since Period 3, mainly due to:

- i. A projected underrecovery in Janitors income of £33,000, in line with reduced employee costs, per 6.4(a)(v) above. This is £11,000 less income than reported at Period 3.
- ii. A projected overrecovery of Roads Trading income of £1,671,000 due to additional income; mainly from capital. This additional income is partially offset by additional costs, see 6.4(a)(vii), 6.4(c)(i) and 6.4(d)(ii) and is £223,000 more income than previously reported.
- iii. A projected underrecovery of Special Catering income of £50,000 in line with previous year's outturn, as previously reported.

- iv. A potential shortfall in income from the bus shelter advertising contract of £30,000, following a dispute over the contract termination date. This is the shortfall for a four month period. Committee are advised that this reduction in income will form a proposed budget pressure in the 2015/17 budget process.

5.5 Corporate Director - £nil Variance

The Corporate Director budget is currently projecting to out-turn on budget.

6.0 EARMARKED RESERVES

- 6.1 There is a planned contribution of £1,548,000 to Earmarked Reserves in the current financial year. Appendix 3 gives an update on the operational Earmarked Reserves, ie excluding strategic funding models such as RI funding, AMP and Vehicle Replacement Programme. Spend to date on these operational Earmarked Reserves is 53% of the phased budget (£570,000 less spend than anticipated). Note that whilst expenditure is behind phased budget, the position has improved from Period 3 and officers will continue to minimise slippage by the year end.
- 6.2 As requested at 3.3 and outlined in 5.2(c)(i), it is proposed that an earmarked reserve of £90,000 is established from the Committee underspend to cover the costs of the City Deal Project Management Office for a period of three years.

7.0 VIREMENTS

- 7.1 Committee is asked to approve virement as detailed in Appendix 4. This virement is reflected throughout the report. It is requested in order to:
- Align Vehicle Maintenance budgets in light of decreased fuel expenditure and increased non routine maintenance costs.
 - Reallocate Ground Maintenance budget for tree maintenance works from employee costs to supplies and services as these services will be procured externally.

8.0 IMPLICATIONS

Finance

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

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Earmarked Reserve	City Deal	2014/15	£90	2014/15 Committee Underspend	One off virement to fund City Deal Project Management Office

Annually Recurring Costs/ (Savings)

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

Legal

8.2 There are no specific legal implications arising from this report.

Human Resources

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

Equalities

8.4 There are no equality issues arising from this report.

Repopulation

8.5 There are no repopulation issues within this report.

9.0 CONSULTATIONS

9.1 The report has been jointly prepared by the Acting Corporate Director Environment, Regeneration & Resources and the Head of Finance, in consultation with the Corporate Director Environment, Regeneration & Resources.

10.0 CONCLUSIONS

10.1 The Committee is currently reporting an underspend of £112,000.

11.0 LIST OF BACKGROUND PAPERS

11.1 There are no background papers relating to this report.

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTPERIOD 5: 1st April 2014 - 31st August 2014

Subjective Heading	Approved Budget 2014/15 £000	Revised Budget 2014/15 £000	Projected Out-turn 2014/15 £000	Projected Over/(Under) Spend	Percentage Variance %
Employee Costs	18,101	17,988	17,701	(287)	(1.60)%
Property Costs	8,066	8,184	8,183	(1)	(0.02)%
Supplies & Services	5,395	5,493	6,767	1,274	23.19%
Transport Costs	2,221	2,177	2,469	292	13.41%
Administration Costs	506	521	590	69	13.33%
Payments to Other Bodies	7,206	7,303	7,396	93	1.28%
Income	(18,473)	(18,557)	(20,109)	(1,552)	(8.36)%
TOTAL NET EXPENDITURE	23,022	23,109	22,997	(112)	(0.48)%
Transfer to Earmarked Reserves *	0	(1,548)	(1,548)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	23,022	21,561	21,449	(112)	(0.52)%

Objective Heading	Approved Budget 2014/15 £000	Revised Budget 2014/15 £000	Projected Out-turn 2014/15 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	4,840	4,841	4,921	80	1.66%
Property Services	3,777	3,565	3,596	31	0.86%
Environmental & Commercial Services	14,247	14,545	14,322	(223)	(1.53)%
Corporate Director	158	158	158	0	0.00%
TOTAL NET EXPENDITURE	23,022	23,109	22,997	(112)	(0.48)%
Transfer to Earmarked Reserves *	0	(1,548)	(1,548)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	23,022	21,561	21,449	(112)	(0.52)%

* Per Appendix 3: New funding transferred to earmarked reserves during 2014/15

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

PERIOD 5: 1st April 2014 - 31st August 2014

Out Turn 2013/14 £000	Budget Heading	Subjective Head	Budget 2014/15 £000	Proportion of Budget	Actual to 31-Aug-14 £000	Projection 2014/15 £000	(Under)/Over Budget £000	Percentage Variance %
90	REGENERATION & PLANNING Cleaner, Greener	Employee Costs	91	23	19	52	(39)	(42.86)%
							(39)	
13	Local Plan	Administration	8	0	22	27	19	237.50%
							19	
0	Payments to Other Bodies	PTOB	0	0	0	90	90	
							90	
(98)	Getting Ready for Work Contract Income	Income	(108)	(27)	(28)	(96)	12	(11.11)%
							12	
0	PROPERTY SERVICES Technical Services Agency Staff	Administration	0	0	18	30	30	
							30	
(11)	Physical Assets Income	Income	(44)	(18)	(2)	(14)	30	(68.18)%
(1,106)	Technical Services Income	Income	(1,100)	(458)	(26)	(1,130)	(30)	2.73%
							0	
	ENVIRONMENTAL & COMMERCIAL SERVICES							
1,530	Ground Maintenance	Employee Costs	1,542	666	661	1,516	(26)	(1.69)%
947	Street Sweeping	Employee Costs	1,043	426	397	988	(55)	(5.27)%
600	Vehicle Maintenance	Employee Costs	618	252	250	601	(17)	(2.75)%
2,561	Management	Employee Costs	2,563	1,046	999	2,495	(68)	(2.65)%
775	Roads Operational Account	Employee Costs	788	322	330	832	44	5.58%
1,658	Cleaning	Employee Costs	1,632	666	635	1,621	(11)	(0.67)%
1,021	Janitors	Employee Costs	1,063	434	436	1,030	(33)	(3.10)%
1,730	Catering	Employee Costs	1,691	690	664	1,679	(12)	(0.71)%
863	Building Services Unit	Employee Costs	929	379	340	852	(77)	(8.29)%
							(255)	
2,306	Transfer Station Waste Disposal	Property Costs	2,504	840	757	2,480	(24)	(0.96)%
19	Public Conveniences Repairs & Maintenance	Property Costs	11	5	6	21	10	90.91%
58	Catering Cleaning Materials	Property Costs	45	19	24	55	10	22.22%
							(4)	
244	Roads Operational Account Sub-contractors	Supplies & Services	119	34	115	252	133	111.76%
1,876	Roads Operational Account Materials	Supplies & Services	810	168	786	1,936	1,126	139.01%
204	Building Services Unit - Direct Purchases	Supplies & Services	164	68	77	200	36	21.95%
290	Building Services Unit - Subcontractors	Supplies & Services	220	92	36	200	(20)	(9.09)%
927	Catering - Provisions	Supplies & Services	930	278	274	915	(15)	(1.61)%
							1,260	
578	Vehicle Maintenance Fuel	Transport & Plant	566	236	221	534	(32)	(5.65)%
381	Roads Operational Account External Hires	Transport & Plant	94	27	143	393	299	318.09%
70	Roads Operational Account Non-Routine Maintenance	Transport & Plant	26	11	15	47	21	80.77%
							288	
(583)	Vehicle Maintenance Fuel Income	Income	(566)	(236)	(221)	(534)	32	(5.65)%
(451)	Vehicle Maintenance Non Routine Maintenance Income	Income	(278)	(88)	(128)	(305)	(27)	9.71%
(124)	Roads Client Advertising Income	Income	(115)	(29)	(32)	(85)	30	(26.09)%
(3,004)	Roads Operational Account Capital	Income	(1,666)	(377)	(990)	(3,219)	(1,553)	93.22%
(798)	Roads Operational Account Revenue/EMR	Income	(700)	(158)	(229)	(740)	(43)	6.14%
(133)	Roads Operational Account Non Client Involvement	Income	0	0	(52)	(75)	(75)	0.00%
(38)	Catering Special Catering Income	Income	(90)	(38)	(8)	(40)	50	(55.56)%
(1,143)	Janitors Recharge Income	Income	(1,180)	(492)	(437)	(1,147)	33	(2.80)%
							(1,553)	
Total Material Variances							(152)	

EARMARKED RESERVES POSITION STATEMENT

Appendix 3

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Lead Officer</u>	<u>Total Funding 2014/15</u>	<u>Phased Budget To Period 5 2014/15</u>	<u>Actual To Period 5 2014/15</u>	<u>Projected Spend 2014/15</u>	<u>Amount to be Earmarked for 2015/16 & Beyond</u>	<u>Lead Officer Update</u>
		£000	£000	£000	£000	£000	
Youth Employment	SJ	702	209	188	612	90	Continuing to Support the Employability programme including MA's.
Business Support Initiative	SJ	219	90	15	202	17	The Contractor is on site at West Station shops with a completion date of November, it is anticipated that the Contractor will start billing the Council shortly.
Birkmyre Park, Port Glasgow	IM	181	0	46	181	0	In progress - contract completion due October 2014.
Investment Fund for Council Owned Bowling Clubs	GM	77	65	0	0	77	Work completed for Wellington, Hillend, Gourrock Park and Parklea. Rankin Park out to tender with return date 02.08.14 and update on project and funding awaited until then. Lady Alice scheme is not viable in terms of budget as present figure is £60k and culvert structure is too expensive a solution - complete restructure of these two projects needed in light of costs against available resources. Report due to Committee January, 2015.
Whinhill Golf Club	IM	145	0	2	145	0	Contract awarded to construct x2 new buildings. Work in progress completion due early November.
Lower Clyde River Valley Projects	SJ	15	11	0	15	0	Project briefs developed.
Flooding Strategy	IM	44	0	0	0	44	The funding is for Legal costs associated with the Eastern line of Falls and is unlikely to be spent before period 12 2014/15.
Local Environment Improvement Fund	IM	40	25	11	40	0	Kelburn Park main resurfacing works complete. Painting and repair of structures in parks and open spaces still in progress and will be complete by the end of summer.
Greenock Town Centre Parking Strategy	IM	84	84	13	84	0	Funding is for implementation of the Greenock Town Centre Parking Strategy and Decriminalised Parking Enforcement. The actual cost for the Reporter and incidentals for the hearing venue is £8k. Consultants costs are estimated at approx. £16k and the remaining spend will be achieved before 6 Oct 2014 on P&D machines, PA equipment and training.
Roads - Additional revenue investment	IM	55	43	0	43	12	£43k of carry over funding is for pot hole repairs and patching works which are substantially complete and awaiting invoice from contractor. It is now intended that the £12k of carry forward funding for the RAMP Survey be used as a contribution to the survey work required to identify and assess the condition of the Council's sea walls and coastal protection along Inverclyde's coastline.
Greenock Town Centre - Extra Police	AP	36	0	34	36	0	Agreed that future updates would go to the Education & Communities Committee. Annual invoice received and processed in P5.
Repopulating/Promoting Inverclyde	AP	886	150	50	261	625	Two major exhibitions in Glasgow attended in May to promote the area. Self Build update to E&R Committee in June and agreed that ri will take on management of the sale of plots. Relocation Officer resigned and now replaced. 3 year SLA developed with ri for Tourism Business development. 2014/15 spend reviewed and £99,000 moved into 2015/16.
Increased Officer Capacity - External Funding Officer	SJ	99	17	17	41	58	Officer has tendered his resignation, Service currently evaluating back fill options for this financial year.
Employability Initiatives	SJ	533	46	15	400	133	Contracts will be in place as of the 1st October and subsequent spend will follow.

EARMARKED RESERVES POSITION STATEMENT

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Lead Officer</u>	<u>Total Funding 2014/15</u>	<u>Phased Budget To Period 5 2014/15</u>	<u>Actual To Period 5 2014/15</u>	<u>Projected Spend 2014/15</u>	<u>Amount to be Earmarked for 2015/16 & Beyond</u>	<u>Lead Officer Update</u>
		£000	£000	£000	£000	£000	
Greenock Municipal Buildings Tourism Initiative	GM	150	105	0	0	150	Design commenced for Victoria Tower however will be delayed due to decision to combine with refurbishment of the District Court and apply for Heritage Lottery Fund funding. Rot survey for District Court being arranged and design to be taken to stage C to allow for grant application to be made but there will then be a delay until funding application considered.
Shop Front Improvements Grants	SJ	50	0	0	50	0	Planning applications submitted.
Commonwealth Flotilla Event	AF	250	250	140	217	33	Approved funding towards a major sailing event to showcase Inverclyde, its sailing opportunities, its maritime history and to celebrate the Commonwealth games. The event was managed by RYAS who delivered the event £33k under budget.
Roads Defects and Drainage works	IM	500	20	42	250	250	Jetpaching works have been carried out and 1st external contract for pothole patching has been substantially completed; procurement ongoing for further contracts.
Street Lighting Surveys	IM	28	28	0	28	0	Surveys are complete and meeting held with contractor to discuss survey results; some clarification being undertaken.
Coastal Communities	SJ	40	40	40	40	0	EMR to cover Employee costs of Modern Apprentices taken on under Coastal Communities scheme. When budget is spent costs will be covered by Employability initiative EMR above.
Miscellaneous Planning & Economic	SJ	21	21	21	21	0	Reserve made up of Heritage Development Officer, Employability Review and Local Plan Preparation. Full spend achieved.
Total		4,155	1,204	634	2,666	1,489	

AF	Aubrey Fawcett
AP	Alan Puckrin
SJ	Stuart Jamieson
IM	Ian Moffat
GM	Gerard Malone

ENVIRONMENT AND REGENERATION COMMITTEE**VIREMENT REQUESTS****PERIOD 5: 1st April 2014 - 31st August 2014**

Budget Heading		Increase Budget	(Decrease) Budget
		£	£
Vehicle Maintenance Fuel	1)		(68,000)
Vehicle Maintenance Materials	1)	52,000	
Vehicle Maintenance Subcontractors	1)	16,000	
Ground Maintenance Wages	2)		(20,000)
Ground Maintenance Tree Contractors	2)	20,000	
Total		88,000	(88,000)

Note

1) This virement reallocates budget from Fuel purchases; which are lower than budget due to efficiencies resulting from the tracking system and reduced usage; to Vehicle Maintenance Materials & Subcontractors; which are overspent mainly due to vehicles being outwith their warranty period and increased non routine maintenance. This virement is permanent in nature but these budget lines will be continually reviewed as and when vehicles are replaced and if fuel usage changes.

2) This virement reallocates Ground Maintenance budget for tree maintenance works from employee costs to supplies and services as these services will be procured externally.

Report To:	Environment & Regeneration Committee	Date:	30 October 2014
Report By:	Acting Corporate Director Environment, Regeneration & Resources and Head of Finance	Report No:	FIN/60/14AP/JMcC
Contact Officer:	John McConnell	Contact No:	01475 712264
Subject:	Environment & Regeneration Capital Programme 2014/15 to 2015/16 - Progress		

1.0 PURPOSE

- 1.1 The purpose of the report is to update the Committee in respect of the status of the projects within the Environment & Regeneration Capital Programme and to highlight the overall financial position.

2.0 SUMMARY

- 2.1 This report advises Committee in respect of the progress and financial status of the projects within the Environment & Regeneration Capital Programme. The Environmental and Regeneration elements of the Committee's Capital Programme are presented in separate Appendices.
- 2.2 It can be seen from the table in 7.4 that the projected spend is £82.976m, which means that the total projected spend is on budget.
- 2.3 Expenditure at 30th September is 33.80% of 2014/15 projected spend, net slippage of £1.540m (8.60%) is being reported. The slippage relates mainly to the Office and Depot AMP, see paragraph 7.3 for further details. This is a net decrease in slippage of £0.188m (0.97%) since last Committee and is mainly due to accelerated spend in a number of projects.
- 2.4 Officers are looking at ways of reducing costs within the Depot and Office AMP models in order to deliver recurring revenue savings towards the 2015/17 revenue budget.

3.0 RECOMMENDATIONS

- 3.1 That Committee note the current position of the 2014/16 Capital Programme and the progress on the specific projects detailed in Appendices 1 & 2.
- 3.2 It is recommended that Committee approve the additional projects mentioned within paragraph 6.4 and approve the financial implications detailed in 7.4.
- 3.3 It is recommended that the Committee agree that the former Business Store be declared surplus to requirements and be marketed for sale.

Alan Puckrin
Acting Corporate Director
Environment, Regeneration & Resources

Jan Buchanan
Head of Finance

4.0 BACKGROUND

- 4.1 In February 2013 the Council agreed the 2013/16 Capital Programme. Significant additional funding was identified to increase the Roads Asset Management Plan and a number of further Projects were identified, funded from Revenue Reserves. This report also reflects decisions agreed by Council in February 2014.
- 4.2 Subsequent to the approval of the budget in February 2014 further Capital Grant funding for flooding works of £1.743m has been approved by the Scottish Government in 2015/16. The Flooding budget has been increased accordingly.

5.0 PROGRESS (Environmental & Commercial Services Major Projects)

- 5.1 For Roads, the revised total allocation for 2014/15 is £6.580m - this comprises £1.173m from Core Capital funding and £5.407m from the Roads Asset Management Plan. Design and site works for carriageways, footways lighting and structures are progressing to programme. For carriageways the £600,000 brought forward from 2015/16 is being allocated to resurfacing works at Cumberland Road, Newton Street, Fancy Farm Road, Old Inverkip Road, Bridgend Avenue, and High Carnegie Road. In addition, and due to some of the completed schemes coming in slightly under budget, further schemes at Grieve Road, Coll Avenue and Colonsay Avenue will be undertaken this financial year. All these schemes have been promoted from the approved reserve list. For street lighting, the development of the outline business case and final business case for the Street Lighting strategy is ongoing, and these will give future direction on reductions in carbon consumption, and associated reductions in revenue expenditure arising from electrical power consumption.
- 5.2 Edwards Engineering is due to install and test the automatic trash screen at Crescent Street during week commencing 13th October 2014.
- 5.3 The SPT funded works to the N753 Cycle Route between Lunderston Bay and Kip Marina are underway after the agreement from Ardgowan Estates for the footpath. This work is due to complete in week commencing 27th October 2014. Tenders for the detailed design of the N753 Cycle Route between Inverkip and Wemyss Bay have been returned and are being evaluated.
- 5.4 The Greenock Parking Strategy/ Decriminalised Parking Enforcement scheme came into effect on 6 October with the bulk of the capital budget having been incurred.
- 5.5 The Nittingshill Bridge (Quarrier's Village) replacement tender has been awarded to Raynesway. SEPA approval of the contractor's working methods must be in place before work can start.
- 5.6 The Vehicle Replacement Programme has a £1,102,000 budget for 2014/15. £20,000 of assets have been delivered, a further £377,000 of assets have been ordered. Procurement of the remaining 2014/15 fleet replacement is being progressed. A full budget spend is anticipated for 2014/15.
- 5.7 The play area investment programme is ongoing with works either in progress or planned for later this financial year or next. Projects to be completed this financial year are: Jacobs Drive, which is complete; Braeside; Barr's Brae and Wellpark for which tenders have been returned and are currently being assessed and Birkmyre Port Glasgow, for which work is in progress. The new MUGA and play area works at Fox Street will be started this year, but not completed until early next financial year. Next year Battery Park, Ashton and Gibshill play areas are due to be completed. The proposed play area at Sir Michael Street, to be installed using a combination of Big Lottery and Inverclyde Council funding, is still pending for next year with the Big Lottery grant in the process of being transferred directly to Inverclyde Council.
- 5.8 The contract for Battery Park Skatepark has been awarded and the appointed contractor will now submit the project for planning permission.

5.9 Please refer to the status reports for each project contained in Appendix 1.

6.0 PROGRESS (Regeneration Major Projects)

6.1 Core Regeneration: Separate update reports on the Gourock Pier & Railhead Development and Port Glasgow Town Centre Regeneration have been submitted to this Committee. The proposals for the regeneration of the Broomhill area are currently being developed with River Clyde Homes having the largest proposed spend in the area. Riverside Inverclyde continue to meet regularly with River Clyde Homes and representatives from the Council's Roads and Asset Management Services regarding proposals to realign Bakers Brae. Officers are currently working up a roads design to establish the areas required for acquisition.

6.2 Leisure Strategy: The majority of projects within the programme have now been progressed with projects at Ravenscraig Stadium, Parklea, Nelson Street Sports Centre, Gourock Pool, South West Library, Broomhill & George Road Pitches, Battery Park Pitch, Birkmyre Park Kilmacalm, and the Waterfront previously reported as complete. The final phase of work at Parklea to install additional drainage is now complete. The final work at Rankin Park Grass Pitch & Pavilion addressing the completion of landscaping and turfing of the pitch area is well underway to allow full establishment of the surface ready for use in summer 2015 as previously reported.

6.3 The Committee is asked to note and approve the progression of a Combined Heat and Power (CHP) project at the Waterfront. The provision of this plant will improve the energy efficiency of the building and reduce the utility consumption. As such it is intended that the project utilises Prudential Borrowing funded by a reduction in the Inverclyde Leisure Management fee based on the reduced utility charge for the building. The current programme indicates completion prior to the end of the current financial year subject to obtaining the necessary statutory approvals. The anticipated cost of the project is £250,000.

6.4 Core Property Services: The September Committee update advised that projects were being investigated to advance future years spend in order to potentially mitigate 2014/15 slippage/underspend. The proposals have now been finalised and are outlined below:

- Gourock Pier & Railhead Development – Committee previously approved utilisation of £500,000 of Property Services Core allocation. A further £100,000 is required following development of the proposals and tendering as referred to in the separate update report on the project. The £100,000 increased funding is proposed to come from the unallocated 2015/16 capital allocation.
- Gamble Halls Window Replacement/Rot Repairs – anticipated cost of project is £175,000 with £50,000 from the current 2014/15 Inverclyde Leisure properties allocation and £125,000 from the 2015/16 Property Core allocation.
- Gourock Pool Ramp and Ventilation Works – anticipated cost £130,000 from the 2015/16 Property Core allocation.
- Port Glasgow Town Hall Rewiring – anticipated cost £200,000 with £92,000 from the existing Refresh budget and £108,000 from the 2015/16 Property Core allocation.

If approved this will leave £287,000 unallocated from the 2015/16 allocation.

The Committee is asked to approve the projects above and the advancement of funding from the Core Property Services 2015/16 General Provision.

6.5 Asset Management Plan – Offices: A number of major projects have been completed including the Customer Contact Centre at Greenock Municipal Buildings, the Banking Hall, landscaping works to Clyde Square, the provision of the Port Glasgow Hub, and the creation of Hector McNeil House. The refurbishment of Wallace Place, as previously reported, experienced delay in connection with the condition of the structure. The project is expected to be substantially completed by the end of October with a phased handover and staff relocation commencing in early November. The May Committee approved the progression of the District Court Offices

Redevelopment and design work is progressing with Architectural Stage C report approved, Listed Building consent applied for, and site start programmed for summer 2015. Tenders have been returned in respect of the reinstatement of the former shop unit in the Business Store with a view to site start early in the new year and completion by March 2015. The May Committee also approved the progression of the demolition of Dalrymple House and formation of a new car park. The building has now been vacated and survey works are underway with a view to progressing the demolition early in the new year, subject to the necessary utility disconnections/diversions. It should be noted that three minor projects have been added and funded via the Offices Asset Management Plan balance as agreed through the Corporate Improvement Group (Asset Management), details of which are included in the appendix.

- 6.6 Committee will recall that the intention had been to utilise the former Business Store as office accommodation once it is no longer required as a temporary Greenock Library. Based on latest projected requirements it is proposed that the Business Store be declared surplus to requirements and marketed for sale. It is proposed that a temporary location for the Regeneration Service and Riverside Inverclyde be identified with any net saving being reflected in the Office AMP.
- 6.7 Asset Management Plan – Depots: The Salt Barn at Pottery Street and the demolition of the Nissen huts are complete. The Civic Amenity Site is substantially complete with a final drainage connection awaited serving the accommodation module. This should allow the Civic Amenity Site to be open to the public by 1st November 2014. The scope and phasing of the remaining projects is currently under review in order to find savings. This has resulted in further slippage against the original programme. The Vehicle Maintenance Building is undergoing re-design which has impacted on the dates previously indicated. The car parking and existing roads building refurbishment phases have also been reviewed and re-scoped. As previously reported it is intended that the Roads Service and Building Services Unit carry out and complete those works by the end of the financial year. As also previously reported costs for the planned Kirn Drive Depot/Civic Amenity site project are in excess of the budget and officers are developing options for consideration.
- 6.8 Please refer to the status reports for each project contained in Appendix 2.

7.0 FINANCIAL IMPLICATIONS

Finance

- 7.1 The figures below detail the position at 30th September 2014. Expenditure to date is £5.529m (33.80% of the 2014/15 projected spend).
- 7.2 The current budget is £82.976m. The current projection is £82.976m which means the total projected spend is on budget.
- 7.3 The approved budget for 2014/15 is £17.900m. The Committee is projecting to spend £16.360m with net slippage into future years of £1.540m (8.60%) mainly due to the AMP Depot Phase 4 – Vehicle Maintenance Shed and Road Infrastructure (£0.880m), AMP – Central Library Conversion (£0.499m), Kirn Drive Civic Amenity Site (£0.464m), Coronation Park (£0.200m), the AMP – Business Store (£0.151m), Flooding Strategy (£0.134m), the SV Comet (£0.141m), the AMP – District Court Offices (£0.108m) and the Zero Waste Fund (£0.092m).

7.4 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Capital	Property Services	2014/16	£250 (est)		Combined Heat and Power project at Leisure Complex to be funded by utility savings from 2015/16
Capital	Property – General Allocation	2015/16	£463		Value of proposed projects requiring funding from 2015/16 allocation (see 6.4)

Annually Recurring Costs/ (Savings)

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

8.0 CONSULTATION

8.1 Legal

There are no legal issues arising from the content of this report and as such the Head of Legal and Property Services has not been consulted.

8.2 Human Resources

There are no direct staffing implications in respect of the report and as such the Head of Organisational Development, HR and Communications has not been consulted.

8.3 Equalities

There are no equalities implications in this report.

8.4 Repopulation

The delivery of the projects identified in this report will assist in making Inverclyde a more attractive place to live and hence contribute to the Council's repopulation agenda..

9.0 LIST OF BACKGROUND PAPERS

9.1 None

APPENDIX 1

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
Est Total Cost	Actual to 31/3/14	Approved Budget 2014/15	Revised Est. 2014/15	Actual to 30/09/14	Est. 2015/16	Est. 2016/17	Future Years	
£000	£000	£000	£000	£000	£000	£000	£000	
Environmental Services - Roads								
Core Programme	31	4	27	27	17	0	0	0
Bridge Strengthening	10	7	3	3	0	0	0	0
Lighting, Lit signs & Bollards	285	61	124	124	20	100	0	0
Traffic Measures	511	73	206	206	48	232	0	0
Parking Strategy	246	0	125	125	12	121	0	0
Cycling, Walking & Safer Streets	207	0	207	207	24	0	0	0
SPT	331	0	77	81	0	250	0	0
Sustrans	2,200	0	423	289	5	1,911	0	0
Flooding Strategy - Greenock Central	776	0	0	0	0	0	776	0
Flooding Strategy - Future Schemes	40	24	16	16	0	0	0	0
Additional Flooding Works, Castle Road and Others	115	0	0	3	3	112	0	0
Langhouse Road Development	5	0	5	5	0	0	0	0
Complete on Site	4,757	169	1,213	1,086	129	2,726	776	0
Roads - Core Total								
Roads Asset Management Plan								
Carriageways	10,778	4,217	3,323	4,152	1,843	2,409	0	0
Footways	1,101	401	350	350	26	350	0	0
Structures	700	3	697	417	99	280	0	0
Lighting	3,170	113	557	177	61	2,880	0	0
Staff Costs	1,229	269	480	480	229	480	0	0
Roads Asset Management Plan Total	16,978	5,003	5,407	5,576	2,258	6,399	0	0
Environmental Services - Roads Total	21,735	5,172	6,620	6,662	2,387	9,125	776	0

APPENDIX 1

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
Est Total Cost	Actual to 31/3/14	Approved Budget 2014/15	Revised Est 2014/15	Actual to 30/09/14	Est. 2015/16	Est. 2016/17	Future Years	
£000	£000	£000	£000	£000	£000	£000	£000	
Environmental Services - Non Roads								
Knocknairshill Cemetery Ph5c	485	445	15	15	0	25	0	0
Cremator Repairs	25	0	0	25	16	0	0	0
Kerbside Glass Collection	380	80	340	300	0	0	0	0
Zero Waste Fund	247	29	138	46	6	172	0	0
Vehicles Replacement Programme	11,171	7,099	1,036	1,102	20	2,970	0	0
Electric Vehicle Charging Infrastructure	73	0	73	33	0	40	0	0
Fox Street Play Area	180	0	90	90	4	90	0	0
Skatepark Play Area	174	9	165	165	0	0	0	0
Battery Park Wheelchair Play Area	95	0	0	0	0	95	0	0
Sir Michael Street Play Area	73	0	0	0	0	73	0	0
General Repairs to Play Areas	71	0	32	32	0	39	0	0
Jacobs Drive Play Area	74	5	69	69	63	0	0	0
Braeside Play Area	67	0	67	67	1	0	0	0
Barrs Brae Play Area	67	0	67	67	1	0	0	0
Wellpark Play Area	69	2	67	67	3	0	0	0
Various Other Play Areas	115	0	35	35	1	80	0	0
Gourock Walled Garden, Toilet Provision	40	0	40	40	7	0	0	0
Coronation Park Port Glasgow - Seawall Repairs	190	0	190	50	0	140	0	0
Coronation Park Port Glasgow - To be identified	60	0	60	0	0	60	0	0
PG Health Centre Car Park	40	0	40	40	0	0	0	0
Environmental Services - Non Roads total	13,696	7,669	2,524	2,243	122	3,784	0	0
Planning Services								
Former SNH Grant	64	51	13	13	0	0	0	0
PLANNING SERVICES TOTAL	64	51	13	13	0	0	0	0
ENVIRONMENT AND PLANNING TOTAL	35,495	12,892	9,157	8,918	2,509	12,909	776	0

APPENDIX 2

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
Est Total Cost	Actual to 31/3/14	Approved Budget 2014/15	Revised Est. 2014/15	Actual to 30/09/14	Est. 2015/16	Est. 2016/17	Future Years	
£000	£000	£000	£000	£000	£000	£000	£000	
Regeneration and Planning								
Core Regeneration:								
Gourock Pier & Railhead Development Area	5,300	572	1,378	1,378	38	2,850	500	0
Broomhill Regeneration	360	15	145	145	0	200	0	0
Port Glasgow Town Centre Regeneration	960	704	106	106	0	150	0	0
Lower Port Glasgow Regeneration	500	0	0	0	0	250	250	0
East Central Greenock Regeneration	500	0	0	0	0	250	250	0
Central Gourock	150	0	0	0	0	150	0	0
SV Comet	258	112	141	0	0	146	0	0
Core Regeneration Total	8,028	1,403	1,770	1,629	38	3,996	1,000	0
Leisure Strategy								
Parklea Pavilion and Juniors Facility	4,721	4,656	65	65	30	0	0	0
Rankin Park Grass Pitch and Pavilion	1,400	1,157	243	175	0	68	0	0
Leisure & Pitches Contingency	93	0	27	0	0	93	0	0
Leisure & Pitches Complete on site	7,870	7,764	106	106	1	0	0	0
Leisure Strategy Total	14,084	13,577	441	346	31	161	0	0
Regeneration Services Total	22,112	14,980	2,211	1,975	69	4,157	1,000	0

APPENDIX 2

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
Est. Total Cost	Actual to 31/3/14	Approved Budget 2014/15	Revised Est. 2014/15	Actual to 30/09/14	Est. 2015/16	Est. 2016/17	Future Years	
£000	£000	£000	£000	£000	£000	£000	£000	£000
Property Assets and Facilities Management								
Core Property Assets and Facilities Management								
DDA Works	169	148	21	21	0	0	0	0
Demolitions	36	32	4	4	4	0	0	0
Port Glasgow Town Hall Windows Phase 1	50	1	49	49	0	0	0	0
Health and Safety Works	95	65	30	30	28	0	0	0
Battery Park Sea Defences	186	26	160	153	144	7	0	0
Inverclyde Leisure Essential Upgrades	49	7	42	37	34	5	0	0
Fire Safety Works	46	30	16	16	0	0	0	0
Various Rewiring Projects	104	24	80	62	62	18	0	0
Minor Works	191	123	68	68	9	0	0	0
General Provision	74	0	0	0	74	0	0	0
Greenock Municipal Buildings Window Replacement	150	0	150	150	0	0	0	0
Fyfesore Depot Demolition	50	0	50	50	19	0	0	0
Gamble Halls Window Replacement/Rot Repairs	175	0	0	150	0	25	0	0
Gourock Pool Ramp and Ventilation Works	130	0	0	120	0	10	0	0
Minor Works								
General Provision	150	0	60	120	53	30	0	0
Demolitions	20	0	10	15	0	5	0	0
Farms	10	0	5	1	1	9	0	0
Inverclyde Leisure Properties	100	0	60	95	62	5	0	0
Design & Pre-contract Works	50	0	25	50	11	0	0	0
Condition Survey Works	100	0	50	65	2	35	0	0
Reservoirs	50	0	25	50	0	0	0	0
Statutory Duty Works								
Electrical Systems	35	0	17	30	0	5	0	0
Lighting Protection Systems	11	0	5	8	0	3	0	0
Lift Installations	9	0	5	7	0	2	0	0
Water Systems	25	0	13	20	2	5	0	0
Gas Installations	15	0	5	10	0	5	0	0
Asbestos removal	75	0	40	60	42	15	0	0
Fire Risk Works	50	0	25	40	10	10	0	0
DDA Works	25	0	17	17	11	8	0	0
Port Glasgow Town Hall Refresh	358	156	94	168	3	34	0	0
Capital Works on Former Tied Houses	600	0	0	20	0	100	60	420
Complete on Site Allocation	136	0	136	136	66	0	0	0
Waterfront Leisure Complex Combined Heat and Power Plant	250	0	0	200	0	50	0	0
Core Property Assets and Facilities Management Total	3,574	612	1,262	2,022	563	460	60	420

APPENDIX 2

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
Est. Total Cost	Actual to 31/3/14	Approved Budget 2014/15	Revised Est. 2014/15	Actual to 30/09/14	Est. 2015/16	Est. 2016/17	Future Years	
£000	£000	£000	£000	£000	£000	£000	£000	£000
Asset Management Plan:								
Offices								
Greenock Municipal Buildings - District Court Offices	2,305	0	304	196	24	1,765	272	72
Gourock Municipal Buildings	300	0	0	0	0	300	0	0
Wallace Place - Library Fit Out	100	0	100	100	15	0	0	0
Port Glasgow Hub - Fit Out	55	0	0	55	8	0	0	0
Business Store	400	170	181	30	1	200	0	0
Central Library Conversion	3,576	2,070	1,860	1,361	1,361	145	0	0
William St	1,800	0	50	50	0	442	1,247	61
West Stewart Street	50	11	0	0	0	39	0	0
Dalrymple House Demolition and Formation of Car Park	270	0	0	20	0	250	0	0
Port Glasgow Hub - Windows	15	0	0	15	0	0	0	0
Greenock Municipal Buildings - Mezzanine Office Alterations	15	0	0	15	0	0	0	0
Flexi System Upgrade	50	0	0	50	0	0	0	0
AMP Office Balance	299	0	35	1	1	298	0	0
AMP Offices Complete on site	79	0	79	79	0	0	0	0
Depots								
Phase 2 - Civic Amenity	1,523	236	1,238	1,238	978	49	0	0
Phase 3 - Vehicle Maintenance Shed and Road Infrastructure	5,842	286	900	20	0	5,350	186	0
Phase 4 - Fleet Secured Parking	796	18	47	100	0	678	0	0
Phase 5 - Pottery Street Facility and Fuel Tanks	1,871	0	0	0	0	664	1,148	59
Phase 6 - Building Services Depot Upgrade	149	0	12	115	0	34	0	0
Kirn Drive Civic Amenity Site	700	67	464	0	0	633	0	0
Materials Recycling Facility	1,600	855	0	0	0	745	0	0
Asset Management Plan Total	21,795	3,713	5,270	3,445	2,388	11,592	2,853	192
Property Assets and Facilities Management Total	25,369	4,325	6,532	5,467	2,951	12,052	2,913	612
Regeneration Total	47,481	19,305	8,743	7,442	3,020	16,209	3,913	612

Report To:	Environment & Regeneration Committee	Date: 30 October 2014
Report By:	Acting Corporate Director Environment, Regeneration & Resources	Report No: ERC/ENV/IM/14.208
Contact Officer:	Kenny Lang,	Contact No: 715906
Subject:	Environment, Regeneration & Resources Performance Report	

1.0 PURPOSE

- 1.1 The purpose of this report is to provide Committee with an update on progress towards the achievement of key objectives as set out in the Environment, Regeneration & Resources Corporate Directorate Improvement Plan (CDIP).
- 1.2 This report focuses on a number of improvement actions that sit within Environment Regeneration & Resources Directorate with the exception of those improvement actions covering Finance, ICT and Legal and Property Services which are reported separately to the Policy & Resources Committee in the Corporate Services Performance Report.
- 1.3 The report also provides an update on performance in relation to meeting the performance targets as detailed within the CDIP along with the relevant Performance Indicators and progress on the SOLACE indicators.

2.0 SUMMARY

- 2.1 The Environment, Regeneration & Resources Directorate Plan outlines the main actions for managing and delivering the strategic outcomes identified in Inverclyde's Single Outcome Agreement and Corporate Statement. The Plan is a key component of the Council's Strategic Planning and Performance Management Framework.
- 2.2 The Council's Corporate Directorate Improvement Plans cover the period 2013-2016 and a progress report was presented to this Committee on 6th March 2014 detailing the improvement actions identified with the Environment, Regeneration & Resources Directorate Plan.
- 2.3 The report details the following
 - Environment, Regeneration & Resources Directorate Plan actions (appendix 1)
 - Update on key performance indicators contained within the CDIP (appendix 2)
 - Progress in respect of the 3rd and 4th tier Solace indicators (appendix 3)
- 2.4 Out of the ten Environment, Regeneration & Resources Directorate Plan actions 2 have been completed, 6 are on track and there is slippage within 2 of the actions which are detailed in this report.

- 2.5 Key performance measures are up across 8 of the 10 reported indicators with property enquiries fulfilled within 28 days continuing at the same performance of 100%. Performance in respect of Category 1 potholes are down, however, the performance in respect of this varies significantly as a result of the relatively low numbers of Category 1 potholes reported.
- 2.6 A report was submitted to the September 2014 to this committee on Roads Defects Performance, detailing progress made in achieving the delivery of the Roads Defects Action Plan. The report highlighted that the Scottish Road Maintenance Condition Survey (SRMCS) has reported an improvement throughout Inverclyde's roads network. A further update on the Roads Defects Action Plan will be presented to Committee in 2015.
- 2.7 This report also details progress in respect of the 3rd and 4th tier SOLACE indicators and actions to identified and progress made in improving these indicators.
- 2.8 There are quantified improvements in terms of operational buildings that are suitable for current use and the proportion of internal floor area that are in a satisfactory condition.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee note:
- a. That this report reflects the progress made by Property Assets & Facilities Management, Environmental & Commercial Services and Regeneration & Planning Services in delivering their key improvement actions and performance targets as detailed in the Environment, Regeneration and Resources CDIP.
 - b. That further performance progress reports will be submitted to every second meeting of this Committee.

Alan Puckrin
Acting Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 The Corporate Directorate Improvement Plan is a Directorate's key improvement planning document which sets out the projects and improvement actions that will be implemented to help the Council deliver the strategic wellbeing outcomes identified within the Single Outcome Agreement and Corporate Statement. These wellbeing outcomes are Safe, Healthy, Achieving, Nurturing, Active, Respected & Responsible and Included (SHANARRI).
- 4.2 The Council's Corporate Directorate Improvement Plans were approved in May 2013 and cover the period 2013-2016. Each CDIP contains a number of improvement actions to be delivered within the life of the report. Appendix 1 contains details of the progress that has been made as at the end of December 2013.
- 4.3 Each improvement action has been designated with a 'BRAG' status, i.e. Blue – complete; Red – significant slippage; Amber – slight slippage; Green – on track. Performance information has been recorded on the Council's electronic performance management system, Inverclyde Performs.
- 4.4 The CDIP also contains a number of key performance indicators, consisting of a mixture of statutory performance indicators (SPIs) and local service or operations indicators. These indicators provide an important measure of how each service's individual performance contributes to the Council's overall strategic aims. A number of key performance indicators within the CDIP are gathered on an annual basis, whilst other are compiled on a more frequent basis. Appendix 2 contains an update on performance for the KPIs.
- 4.5 A report was submitted to this Committee in January 2014, on the SOLACE (Society of Local Authority Chief Executives) Indicators which is being delivered by the Improvement Service through the Improving Local Government Project.
- 4.6 A number of SOLACE indicators within Environment and Regeneration fall within the 3rd and 4th tier of SOLACE indicators and Appendix 3 outlines the actions and which are being taken to improve the performance in respect of these.

5.0 DIRECTORATE IMPROVEMENT PLAN PROGRESS

- 5.1 A number of key actions are identified in the Environment, Regeneration & Resources Directorate Plan which contribute to the Council's Single Outcome Agreement and Corporate Statement wellbeing outcomes and include:
- Maintain and improve the quality of the roads network infrastructure
 - Implementation of the Asset Management Plan
 - The delivery of the Riverside Inverclyde Operating Plan
 - School Estate Management Plan 2013/14
 - Compliance with targets set in the Planning Service Improvement Plan
 - Reductions in carbon dioxide emissions

- Stabilisation of the population within Inverclyde

5.2 Out of the ten key actions identified within the CDIP, seven are on track and two are completed.

There is slippage in the carbon reduction target as the Council was requested to revise its reported carbon emissions figures to use DEFRA/DECC carbon dioxide equivalent conversion factors for all sources of carbon.

Previously conversion factors provided by the Carbon Trust had been used for water and waste. In particular, the Carbon Trust conversion factor for waste accounted for waste sent to landfill only. The DEFRA/DECC waste conversion factors, however, account for carbon emissions resulting from waste recycled and energy from waste, in addition to waste sent to landfill.

The change to the calculation of carbon has resulted in differences in carbon reduction performance to that previously reported. Between the baseline year 2011/12 and 2013/14, an overall carbon reduction of 0.8% has been achieved. The on target reduction figure is 4.8% (annual target of 2.4% and 5-year target of 12%) bringing the Council below target based on the previous method of calculation.

A contributing factor in the performance is the increase in carbon from energy use in buildings. Energy accounts for almost half of total carbon emissions and has seen an increase of 7.3% between 2011/12 and 2013/14.

Carbon emissions also increased for street lighting (3.2%), fleet transport (4.4%) and water (33.1%) between 2011/12 and 2013/14 despite street lighting and fleet transport achieving reductions in respective electricity (0.1%) and fuel (3%) consumption highlighting the effect of the revised carbon conversion factors which is out-with the control of Services.

Business travel and waste management saw reductions in carbon of 19.7% and 13.8% respectively between 2011/12 and 2013/14.

5.3 Significant progress has been made in respect of the Roads Asset Management Plan and this is demonstrated in the improved indicators for Category 2 (High Risk) with 70 out of 81 reported potholes; and 73 out of 81 Category 3 (Medium Risk) potholes completed within the target timescale. There were only 2 instances of Category 1 (High risk) potholes with 1 being completed within 24 hours of identification thus making the performance for this appear low at 50%.

5.4 Street lighting faults repaired within 7 days are at 100% and traffic light faults repaired within 48 hours are also at 100%.

5.5 A fully developed Land Asset Plan which includes open spaces, cemeteries, strategies and play area provisioning is currently being developed. A separate report on Park management rules was presented to this Committee in August 2014. A report on management rules for cemeteries is presented to this Committee. There is a large degree of assessment and costing associated with this action which has added some delay to the completion of the action.

5.6 Performance has also improved in the percentage of all planning applications which are determined in under 2 months which are up from 78% to 91% and the percentage of householder applications which have increased slightly from 88% to 90%. The percentage of building warrants assessed within 20 working days has also improved significantly up from 87% in 2012/13 to 98 currently.

5.7 Waste recycling also continues to improve with the most recent performance of 60% compared with 54% in 2012/2013. The roll out of new kerbside glass collections to residents will also increase our recycling performance in 2014/15.

6.0 IMPLICATIONS

6.1 Finance
None

Legal
None

Human Resources
None

Equality & Diversity
None

Repopulation
Actions identified within the repopulation action plan should contribute to addressing the decline in Inverclyde's population.

7.0 CONSULTATION

7.1 Information on the progress that has been made in delivering the Environment, Regeneration and Resources CDIP has been provided by the lead officers of each improvement action.

8.0 BACKGROUND PAPERS

8.1 Environment, Regeneration & Resources Corporate Directorate Improvement Plan 2013-16.

Safe

Where Do We Want To Be?	How Will We Get There? (Improvement Action)	BRAG Status (Blue, Red, Amber Green)	Comment
<p>ERR 15</p> <p>Maintain and improve the quality of the roads network infrastructure</p>	<p>Proposed programme of Projects to be undertaken in 2014/16 using RAMP/Capital Funding reported to Committee – Outline RAMP programme for 2014 has been detailed covering specific and cost of Carriageways, footways, lighting structures fees and staffing costs along with Core funding for traffic measures and details on Cycling walking and safer streets.</p>	<p>●</p> <p>On Track</p>	<p>RAMP programme being delivered to programme; Lighting progress taking account of OBC/FBC for lanterns and column replacement to achieve energy, carbon and maintenance savings. A report on lighting strategy will be brought to committee in January 2015.</p>




● Blue – Complete


● Green – On Track


● Amber – Slight Slippage

● Red – Significant Slippage

Achieving



Where Do We Want To Be?	How Will We Get There? (Improvement Action)	BRAG Status (Blue, Red, Amber Green)	Comment
<p>ERR 12</p> <p>Reduce the number of buildings, refurbish and improve the efficiency of use of those remaining. Asset Management Plan includes the refurbishment of Greenock municipal buildings, Central Library Offices, Wallace Place and creation of new Port Glasgow Office and the closure of Cathcart house, West Stewart Street Office, Newark House, Strone office and others.</p>	<p>Asset Management Plan agreed, implemented and ongoing with funding in place. Projected completion by October 2014 except GMB District Court Offices</p>	<p> On Track</p>	<p>Hector McNeil House now operational and the refurbished Wallace Place is due to become operational in November 2014.</p>
<p>ERR 13</p> <p>School Estate Management Plan complete with all schools replaced or fully modernised</p>	<p>Complete current projects and complete primary school refurbishment programme</p>	<p> On Track</p>	<p>School Estate Management Plan is on track. Refurbishment projects are being progressed with contractors on site at Ardgowan Primary School and St Johns. St Patrick's and Kilmacolm Primary Schools are the next projects to be progressed.</p>
<p>ERR 14</p> <p>Fully developed Land Asset Plan to include open spaces, cemeteries, strategies and play area provisioning</p>	<p>Continue phased play area development</p> <p>Identify cemeteries, implement next phase of investment in 2014/15</p> <p>Ongoing site by site condition assessment to inform budget setting priorities.</p>	<p> Slight Slippage</p>	<p>A Play Area Investment Update Report was discussed at Committee on 6th March 2014 and recommendations are being taken forward.</p> <p>Work on the Cemeteries investment and site condition assessments are now underway and on track.</p> <p>Most relevant soft assets have been</p>

 Blue – Complete




 Green – On Track

 Amber – Slight Slippage

 Red – Significant Slippage


Where Do We Want To Be?	How Will We Get There? (Improvement Action)	BRAG Status (Blue, Red, Amber Green)	Comment
			<p>identified, measured and costed Trees remain to be included in the soft asset register.</p> <p>Hard items e.g. walls, paths fences etc. are in the process of being identified, measured, assessed and costed</p> <p>Identification and measurement elements are progressing, the assessment and costing phase is also progressing, but will take longer.</p>
<p>ERR 16</p> <p>All available tourism opportunities are maximised</p>	<p>Utilisation of current tourism action plan</p>	<p> On track</p>	<p>Actions being progressed and delivered as per the plan. 12 tourism grant offers made. 9 tourism development projects underway:- Pedestrian Signage, DI and ITG Support, Visitor Stats Survey, Water Access Survey, Coastal Trail Signage, John Galt Sculpture, New Publications, Doors Open Days Support</p>
<p>ERR 18</p> <p>Compliance with nationally agreed Local Authority Building Standards Scotland (LABSS) and Scottish Government Building Standards Division (BSD) Continuous Improvement Plan</p>	<p>Undertake procedural changes identified as Key Performance Outcomes, completion dates staged</p>	<p> Complete</p>	<p>All KPO procedural change targets complied with.</p>


 **Blue – Complete**
  **Green – On Track**
  **Amber – Slight Slippage**
  **Red – Significant Slippage**


Where Do We Want To Be?	How Will We Get There? (Improvement Action)	BRAG Status (Blue, Red, Amber Green)	Comment
<p>ERR 19</p> <p>Compliance with targets set in the Planning Service Improvement Plan</p>	<p>Encourage use of the ePlanning system</p> <p>Work with customers to deliver faster planning decisions</p> <p>Review the Planning Enforcement Charter</p>	<p> Complete</p>	<p>52.5% of applications submitted online, slightly down from 52.6% in 2013-14, but 91% of applications decided in under 2 months, up from 87% in 2013-14. Enforcement Charter updated January 2013, due for review January 2015.</p>
<p>ERR 21</p> <p>Riverside Inverclyde – Deliver Operating Plan</p>	<p>Ongoing monitoring and review against RI milestones</p>	<p> On Track</p>	<p>Inverclyde Economic Development & Regeneration Operating Plan 2014-2017 was discussed at the March Committee, detailing priority projects and investments and creating a focal point for joint working between the Council's Regeneration Team and Riverside Inverclyde,</p>
<p>ERR 22</p> <p>Stabilise population within Inverclyde</p>	<p>Develop and implement Action Plan</p>	<p> On track</p>	<p>Action Plan being delivered and reported to every second P&R Committee. Increased budget request being developed for member consideration</p>

 Blue – Complete
  Green – On Track
  Amber – Slight Slippage
  Red – Significant Slippage

Respected & Responsible

Where Do We Want To Be?	How Will We Get There? (Improvement Action)	BRAG Status (Blue, Red, Amber Green)	Comment
<p>ERR 17</p> <p>Reduction in the Council's carbon emissions which are monitored from the following sectors: energy use in buildings, street lighting, fleet transport, business travel, water and waste</p>	<p>Implement the Council's Carbon Management Plan 2011/16</p>	<p> Slight Slippage</p>	<p>The Council was requested to revise its reported carbon emissions figures to use DEFRA/DECC carbon dioxide equivalent conversion factors for waste and water. This change has resulted in differences in carbon reduction performance to that previously reported. Between the baseline year 2011/12 and 2013/14, a reduction of 0.8% has been achieved.</p>

 Blue – Complete

 Green – On Track

 Amber – Slight Slippage

 Red – Significant Slippage

Appendix 2

The Environment, Regeneration & Resources Directorate has a core set of key performance indicators that help to demonstrate its performance in terms of its strategic and operational objectives. These indicators include Statutory Performance Indicators and Local Performance Indicators. Some of these indicators are gathered on an annual basis and performance will be reported to Committee following the end of this financial year. Other indicators are gathered on a more frequent basis and the most recent performance information is provided here.

Key Performance Measure	Performance (2013 – 2014)	Current Performance	Target 2014/15	Frequency of monitoring	Trend (up or down on same period previous year)	Analysis of performance
Waste Management – Refuse Recycling	55.4%	60%	50%	Quarterly	Up	1st quarters' performances are higher as a result of garden waste green waste, annual recycling rate to 31 st March was 55.4%
Traffic Lights - Faults repaired within 48 Hours	89.3%	100%	98%	Quarterly	Up	There are only a small number of traffic lights and variations are largely due to small statistical sample size. Previous quarter performance was 98.63%
Street Lights – Faults repaired within 7 days	78.6%	100%	95%	Monthly	Up	This reduction is due to issues with the last Lighting Maintenance contractor. January performance was down at 83%. The new contractor is now achieving target figures
Potholes: Category 1 (Emergency/Urgent); R.1 response to make safe/repair within 24 hours of identification	94.3%	50%	90%	Monthly	Down	Performance actions update to September 2014 ERR Committee. There are only a small number of category 1 defects and variations are largely due to small statistical sample size.

● Blue – Complete

● Green – On Track

● Amber – Slight Slippage

● Red – Significant Slippage

Key Performance Measure	Performance (2013 – 2014)	Current Performance	Target 2014/15	Frequency of monitoring	Trend (up or down on same period previous year)	Analysis of performance
Potholes: Category 2 (High Risk); R.2 response to make safe/repair within 7 days of identification	41.9%	86%	80%	Monthly	Up	Performance actions update to September 2014 ER Committee. Significant improvements achieved.
Potholes: Category 3 (Medium Risk); R.3 response to repair within 28 days of identification	79.6%	90%	90%	Monthly	Up	Performance actions update to September 2014 ER Committee. Significant improvements achieved.
% of Property Enquiries fulfilled within 28 days	100%	100%	100%	Monthly	Same	Performance in this area is high with 100% Property Enquiries regularly being fulfilled within 28 days
Percentage of all planning applications decided in under 2 months	84%	91%	80%	Monthly	Up	In 2014-15 to 31 August 2014 153 of 168 applications were determined within 2 months.
Percentage of householder planning applications decided in under 2 months	90%	90%	90%	Monthly	Up	In 2014-15 to 31 August 2014 67 of 70 applications were determined within 2 months.
Percentage of building warrants assessed within 20 working days of registration	100%	98%	100%	Monthly	Up	In 2014-15 to 31 August 2014 238 of 243 warrants were assessed within 2 months.

● Blue – Complete
 ● Green – On Track
 ● Amber – Slight Slippage
 ● Red – Significant Slippage

Environment, Regeneration and Resources		
Indicator	Improvement Action(s)	Progress
1. Cost of parks and open spaces per 1,000 population	<ul style="list-style-type: none"> • As part of budget / work stream savings, the service has reviewed the number of full time employees replacing 10 FTE with seasonal operatives. This saving will be effective from 2015/16. • There has also been a review of management costs and a Team leader position has been dropped. This position was split 50:50 between this service and Street cleansing. Also, a Technician post has been dropped to reduce service overhead costs. • Looking ahead, a full review of service costs will be undertaken by management and finance to identify any anomalies in service costs v other family group's costings, e.g. <ul style="list-style-type: none"> ❖ The service maintains a golf course but income is coded to another service. ❖ Likewise for sports pitches ❖ Grounds staff cover for winter maintenance/severe weather operations ❖ Depot and other overhead allocations ❖ Christmas lights erection income v costs ❖ Waste disposal costs ❖ Operation of a pets corner ❖ How does burial ground & Crematorium costs and income get coded against the indicators? • In conjunction with the above, Management of the Service will visit a selection of top quartile performing Councils to gain an insight how they can operate at a lower cost. • With the introduction of tracking software, usage of plant and vehicles are being monitored closely and any equipment not fully utilised will be taken out of service when it is economical for the Council to dispose of. This should realise other savings such as 	<ul style="list-style-type: none"> • Savings are on target to be achieved. • This action is now complete • In progress. ❖ As of 2015/16 expenditure and income will be coded to the same budget. ❖ Sports pitch income along with some expenditure will be transferred to IL in 2015/16. ❖ Winter maintenance costs recorded separately and will be allocated to winter maintenance budget rather than service budget. ❖ Treatment of Burial etc,Pets corner and Christmas costs being reviewed. • Pending • In progress.

● Blue – Complete
 ● Green – On Track
 ● Amber – Slight Slippage
 ● Red – Significant Slippage

Environment, Regeneration and Resources		
Indicator	Improvement Action(s)	Progress
	<p>fuel.</p> <ul style="list-style-type: none"> A Parks and Open Spaces Strategy is being developed 	<ul style="list-style-type: none"> In progress and included within the CDIP actions
2.	<p>% of adults satisfied with parks and open spaces</p>	<ul style="list-style-type: none"> Further investment to improve Park facilities, including outdoor gym equipment, new skate park. Investment in traditional grass playing field drainage systems to ensure maximum usage is available. Consultation and visits to highest scoring authorities and regular attendance by service staff to APSE seminars. Continued engagement with local community groups. Introduction of Park Management rules to improve the enjoyment of use of parks.
3.	<p>Net cost of street cleaning per 1,000 population</p>	<p>Improvement and refurbishment project of over £400k are in progress within Inverclyde's parks at present.</p> <p>The implementation of Play Area Strategy continues apace with several play areas being refurbished over the next 2-3 years – including a new Skate park, MUGA and a play area to accommodate wheelchair users.</p>
	<ul style="list-style-type: none"> There has been a review of management costs and a Team leader position has been dropped. This position was split 50:50 between this service and Ground Maintenance. Also a Technician post has been dropped to reduce service overhead costs. Again this post was split between Street Cleansing and Ground Maintenance. With the introduction of Tracking software, usage of plant and vehicles are being monitored closely and any equipment not fully utilised will be taken out of service when it economical for the Council to dispose of. This should realise other savings such as fuel. A review of the mechanical sweeper utilisation and a review of sweeper routing has facilitated the reduction of one mechanical sweeper. A full review of service costs will be undertaken by management and finance to identify any anomalies in 	<ul style="list-style-type: none"> Savings have been achieved and this is now complete In progress This action is now complete Ongoing actions

● Blue – Complete
 ● Green – On Track
 ● Amber – Slight Slippage
 ● Red – Significant Slippage

Environment, Regeneration and Resources		
Indicator	Improvement Action(s)	Progress
	<p>service costs v other family group's costings. For example</p> <ul style="list-style-type: none"> ❖ Do other authorities Street Sweepers attend Bring sites? ❖ What total weekly hourly coverage is provided by each authority? ❖ Do Street Sweeping staff participate in winter maintenance, gritting school routes/snow clearance and how does this cost get accounted for? <ul style="list-style-type: none"> • In conjunction with the above, the Management of the Service will visit a selection of top quartile performing Councils to gain an insight why they can operate at a lower cost. 	<ul style="list-style-type: none"> ❖ Pending information from other LA's ❖ Service has reduced number of sweepers on the ground to permit adequate coverage to meet statutory requirements. ❖ Currently allocated to sweeping budget but will be allocated to winter maintenance in future. <ul style="list-style-type: none"> • Pending
4.	<p>Overall Cleanliness Index</p> <ul style="list-style-type: none"> • Increased investment of new additional litter, recycle and dog bins have been sited across the authority. • Review of shift patterns over the weekend particularly geared to attend high visitor catchment areas, such as Greenock Esplanade, Gourrock Promenade etc. • Continued monitoring of high litter areas, continued investment in litter bins, engagement with community groups and participation in the likes of keeping Scotland Beautiful campaigns. • Work closely with Safer Communities and wardens to impose litter fines. <p>The option of increasing investment to improve cleanliness exists but in the current financial climate this is not considered realistic and would further</p>	<ul style="list-style-type: none"> • This action is now complete • This action is now complete • This is an ongoing service action to improve overall cleanliness • Regular liaison with Safer Communities and wardens is in place <p>A new method of measuring the cleanliness of site has been implemented and as well as being</p>

● Blue – Complete
 ● Green – On Track
 ● Amber – Slight Slippage
 ● Red – Significant Slippage

Environment, Regeneration and Resources		
Indicator	Improvement Action(s)	Progress
	increase the costs of the indicator above.	more accurate it will be less expensive to
5. Cost of maintenance per km of road	<ul style="list-style-type: none"> As part of the 2013/16 budget £17 million was allocated to investment in Roads, Footways, and Street Lighting. This will over time improve the condition of the network, reducing future routine maintenance spend in the longer term. Shared service/collaboration working with neighbouring authorities. Continued engagement with other authorities, officer attendance at SCOTS, APSE meetings/seminars. SMART plan to improve defect management performance, including increased investment for pot hole, patching repairs and drainage works. Further investment in staff structure and technology to improve productivity, asset management recording, management information to increase efficiencies and service delivery. Officers will examine the cost base used for this indicator and benchmark with other Councils, especially those in the top quartile. 	Investment from RAMP capital funding ongoing and generally to programme. Shared service/collaboration discussion ongoing. Defect management performance has improved with increasing productivity. Discussion on new technology ongoing. Participation on SCOTS Asset management project ongoing.
6. % of A class roads that should be considered for maintenance treatment	<ul style="list-style-type: none"> Continue with the RAMP investment with a total capital programme of £17 million to make improvements to carriageway condition. Continue with increased drainage works to prevent pluvial flood damage to roads. Continued investment in flood prevention capital works to protect road network. Shared service/collaboration working with neighbouring authorities. Continued engagement with other authorities, officer attendance at SCOTS, APSE meetings/seminars. 	See progress for Item 5. Above. Latest SRMCS results indicate an improvement in condition of 3.9%.

● Blue – Complete

● Green – On Track

● Amber – Slight Slippage

● Red – Significant Slippage

Appendix 3

Environment, Regeneration and Resources			
Indicator		Improvement Action(s)	Progress
7.	% of B class roads that should be considered for maintenance treatment	See improvement action no 8.	See progress for Item 5. Above. Latest SRMCS results indicate an improvement in condition of 5.4%.
8.	% of C class roads that should be considered for maintenance treatment	See improvement action no 8.	See progress for Item 5. Above. Latest SRMCS results indicate an improvement in condition of 2.2%.
9.	% of U class roads that should be considered for maintenance treatment	See improvement action no 8.	See progress for Item 5. Above. Latest SRMCS results indicate an improvement in condition of 2.8%.
10.	Proportion of operational buildings that are suitable for current use	<ul style="list-style-type: none"> • Continue with the implementation of the School Estate Management Plan and the Office and Depots Rationalisation Plan. This will assist in raising the condition of all properties. • In 2014/15 the following buildings will open, all of which are in good condition <ul style="list-style-type: none"> ❖ Princes Street Office ❖ Hector McNeil House (former Central Library) ❖ Wallace Place Office <p>These will replace the following unsuitable buildings, Gourrock Municipal Buildings, Newark House, Kirn House, Millan Unit, Dalrymple House, Education Offices, William Street.</p>	87% of operational property was classed as suitable for current use as at 31 st March 2014. This is an increase from 80% as at 31 st March 2014. Buildings completed and due to be completed this year with accompanying closure of less suitable buildings will further increase the percentage and will be picked up at the next SPI report as at 31 st March 2015.
11.	Proportion of internal floor area of operational	As above	84% of operational floor space was classed "satisfactory" as at 31 st March 2014.

● Blue – Complete
 ● Green – On Track
 ● Amber – Slight Slippage
 ● Red – Significant Slippage

Appendix 3

Environment, Regeneration and Resources		
Indicator	Improvement Action(s)	Progress
buildings that are in satisfactory condition		<p>This has increased from 82% at 31st March 2013, largely due to new and refurbished buildings including schools.</p> <p>Buildings completed and due to be completed this year with accompanying closure of less suitable buildings will further increase the percentage and will be picked up at the next SPI report as at 31st March 2015.</p>

● Blue – Complete

● Green – On Track

● Amber – Slight Slippage

● Red – Significant Slippage

Report To:	Environment and Regeneration Committee	Date:	30th October 2014
Report By:	Corporate Director –Environment, Regeneration and Resources	Report No:	R345/14/AF/SJ
Contact Officer:	Stuart Jamieson	Contact No:	01475 712401
Subject:	Regeneration and Employability – Performance Reporting		

1.0 PURPOSE

- 1.1 The purpose of this report is to update Committee on the development of the performance reporting framework.

2.0 SUMMARY

- 2.1 Inverclyde Council and key partners deliver a range of services in Regeneration and Employability.
- 2.2 Previously, the reporting of performance was split between two groups. However, as of April 2014 these groups were brought together as the Regeneration and Employability Group – chaired by Aubrey Fawcett, Corporate Director Environment, Regeneration and Resources.
- 2.3 Key performance indicators from the Single Operating Plan agreed between Inverclyde Council and Riverside Inverclyde are as listed in Appendix 1.
- 2.4 Additional outputs identifying wider partner inputs are being reviewed and will be incorporated within future performance reporting.
- 2.5 Additionally, key outputs will be migrated to “Inverclyde Performs” in due course.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee note the content of the report and the format for future performance reporting.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 In April 2014, the reporting and delivery of SOA3 became a function of the Inverclyde Regeneration and Employability Group.
- 4.2 The Group meets quarterly to review activity, identify progress and identify gaps in provision. The next scheduled meeting of the Group is 5th November 2014.
- 4.3 The Group will prepare update performance reports to Inverclyde Alliance, Riverside Inverclyde and Inverclyde Council.
- 4.4 The membership of the Group includes the following:-

Inverclyde Council – Environment and Regeneration Services
Inverclyde Council – Education, Communities and Organisational Development
Inverclyde CHCP
Riverside Inverclyde
River Clyde Homes
Scottish Enterprise
Skills Development Scotland
Jobcentre Plus
West College Scotland
Greenock Chamber of Commerce
Inverclyde Community Development Trust
CVS Inverclyde

5.0 IMPLICATIONS

5.1 Legal: N/A

5.2 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	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
n/a				n/a	

5.3 Human Resources – N/A

5.4 Equality and Diversity: These are key elements of delivery and outcomes.

6.0 CONSULTATIONS

6.1 Consultations regarding performance have included all partner agencies who participate in the Inverclyde Regeneration and Employability Group.

7.0 LIST OF BACKGROUND PAPERS

Appendix 1 – Joint Operating Plan, Key Performance Indicators

Appendix 1 - Joint Operating Plan, Key Performance Indicators

This remains a manual representation of Inverclyde Performs output. Technical issues will be resolved with RI moving to Inverclyde Council server.

Table 1- Inverclyde combined performance tracking ri and Inverclyde Council

Key indicator	Performance from 1 April 2014 to 31 August 2014	2014/15 targets	Comment
OUTPUTS			ri numbers supplied by Neil Lochiel, Inverclyde Council numbers supplied by Jackie Hill
Number of Businesses Supported (new and existing)	53	524	Ongoing
Square metres new / refurbished office/commercial space	0	698	Outlook is for full achievement by January 2015.
Square metres new / refurbished industrial space	0	1620	Outlook is for full achievement by January 2015.
Hectares of land developed for economic after-use	0	0	Targeted for completion in 2016/17
Number of individuals supported with employability	423	1829	Numbers are as of previous meeting. Next IC analysis of numbers October 2014
OUTCOMES			ri numbers supplied by Neil Lochiel, Inverclyde Council numbers supplied by Jackie Hill
Number of jobs supported (created & safeguarded)	66.5	324.5	Numbers are as of previous meeting. Next IC analysis of numbers October 2014
Number of new business start-ups	52	150	As at July 31 st
Number of residents progressing into employment	191	804	Numbers are as of previous meeting. Next IC analysis of numbers October 2014
Number of construction job years	24.3	52.4	

Report To:	Environment and Regeneration Committee	Date:	30 October 2014
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	E&R/14/10/01 SJ/FJM
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712404
Subject:	Adopted Inverclyde Local Development Plan 2014: Action Programme		

1.0 PURPOSE

- 1.1 The purpose of this report is to inform Committee of the preparation of an updated Action Programme, which sets out how the Council proposes to implement the policies and proposals of the recently adopted Inverclyde Local Development Plan 2014.

2.0 SUMMARY

- 2.1 It is a requirement under the Town and Country Planning (Scotland) Act 1997, as amended, for planning authorities to prepare a list of actions to deliver each of their Local Development Plan's policies and proposals, along with those responsible for carrying them out and the timescales for doing so.
- 2.2 An Action Programme was published and submitted to Scottish Ministers alongside the Local Development Plan: Proposed Plan, in 2013. An updated version is required by statute to be published within three months of the Plan being adopted, which was the 29th of August 2014.
- 2.3 These actions can vary in nature and may include the delivery of key infrastructure and facilities, the preparation of masterplan documents or the provision of supplementary guidance. Actions are not confined to those being provided by Inverclyde Council. In the consideration and production of this Action Programme, consultation has been undertaken with the Key Agencies and all other bodies identified as being responsible for the delivery of the specified actions.
- 2.4 The Action Programme will be kept under review and updated and published at least every two years.

3.0 RECOMMENDATION

- 3.1 That Committee:

- (a) notes and welcomes the adoption of the first Inverclyde Local Development Plan 2014; and
- (b) notes the content of this report, and approves the accompanying Action Programme.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

4.1 Under Section 21 of the Town and Country Planning (Scotland) Act 1997, as amended, planning authorities are required to prepare a list of actions that will be implemented to deliver the policies and proposals of their Local Development Plan, along with the details of those responsible for carrying them out and the timescales for doing so. These come together to form the Action Programme.

4.2 In early 2013, after undertaking consultation with the Key Agencies and all other bodies identified as responsible for the delivery of the specified actions, an Action Programme was approved by Committee, published and issued for consultation alongside the LDP: Proposed Plan. This Action Programme now has to be updated, including incorporating the comments received during the consultation process, and published within three months of the adoption of the LDP, which was on 29th August 2014.

Min Ref:
02/05/13,
para 319

Min Ref:
17/06/14,
para 415

4.3 The Action Programme consists of:

- A list of all the policies within the Plan arranged under the LDP chapter headings.
- The Single Outcome Agreement Strategic Local Outcome, if any, to which they contribute.
- A list of the actions required to deliver each of these policies.
- The name of the agencies and partners responsible for carrying out these actions.
- A broad timescale for carrying out each action.
- Any other details relevant to the completion of the actions.

5.0 PROPOSALS

5.1 Making progress on the implementation of the policies and proposals identified in the Action Programme is not always under the control of Inverclyde Council. External funding, the requirements of outside bodies and those of developers primarily responsible are amongst many factors which will influence the timing and fulfilment of the proposals.

5.2 Among the actions within the control of external organisations that have made progress, are:

- preparation of a masterplan for Port Glasgow town centre by Riverside Inverclyde, assisted by the design Charrette held in March 2014;
- implementation and updating of the Local Biodiversity Action Plan, with our other two LBAP partner authorities (East Renfrewshire and Renfrewshire), and a range of other natural environmental bodies; and of course,
- the submission of planning applications and subsequent developments by the private sector, notable being Cloch Road residential flats and Kingston Dock housing.

5.3 Similarly, many of the actions are primarily within the control of other Council Services:

- implementation of the Carbon Management Plan;
- implementation of the Local Transport Strategy, in particular the parking proposals for Greenock;
- continuing work on closing and demolition orders as part of the Clune Park Regeneration Initiative; and
- implementation of the School Estate Management Plan.

5.4 Actions that are within the control of the Regeneration and Planning Service and which have proceeded well over the last year, are:

- implementation of the Heritage Inverclyde Coastal Trail;
- delivery of the objectives in the Inverclyde Tourism Strategy and Action Plan;
- carrying out our annual land audits to maintain an up to date monitoring evidence base for policy reviews; and
- the determination of planning applications, e.g. business units at Kelburn.

- 5.5 The Action Programme will be kept continually under review and will be updated to reflect progress on individual proposals and changing circumstances as they move forward and new actions are identified. In accordance with statutory requirements, the Action Programme will be updated and published at least every two years.

6.0 IMPLICATIONS

Finance

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

Financial implications

One off costs

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

Annually Recurring Costs/Savings

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Legal

- 6.2 There are no direct legal implications arising from this report.

Human Resources

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

Equalities and diversity

- 6.4 The adoption of the Local Development Plan and the approval of this accompanying Action Programme, including decisions taken through the determination of planning applications in accordance with the policies in the Plan, will take equalities implications directly into account, where appropriate.

Repopulation

- 6.5 The adoption of the Local Development Plan and the approval of this accompanying Action Programme will assist, through the determination of planning applications on sites identified for development in the Plan, and other initiatives in the Plan and Action Programme, the repopulation of Inverclyde.

7.0 CONSULTATIONS

- 7.1 **Chief Financial Officer:** no requirement to comment.
- 7.2 **Head of Legal and Property Services:** no requirement to comment.
- 7.3 **Head of Organisational Development, HR and Communications:** no requirement to comment.

8.0 BACKGROUND PAPERS

- (1) Adopted Inverclyde Local Development Plan 2014, and five supporting Supplementary Guidance documents.

Attachment

Annex One: Inverclyde Local Development Plan 2014 – Action Programme

Inverclyde Council

Local Development Plan 2014

Action Programme

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Inverclyde Local Development Plan 2014

Action Programme

This Action Programme sets out how Inverclyde Council proposes to implement the Local Development Plan (LDP). It is a requirement under Section 21 of the Town and Country Planning (Scotland) Act 1997 as amended, whereby a list of actions to deliver each of the Plan's policies and proposals are identified, along with those responsible for carrying out the action and the timescale for doing so. These actions can vary in nature and may include the delivery of key infrastructure and facilities, the preparation of masterplan documents or the provision of supplementary guidance. Actions are not confined to those being provided by Inverclyde Council. These actions are also tied in to the Single Outcome Agreement (SOA) which the Council works towards.

In the consideration and production of this Action Programme, consultation has been undertaken with the Key Agencies, and all other bodies identified as being responsible for the delivery of the specified actions.

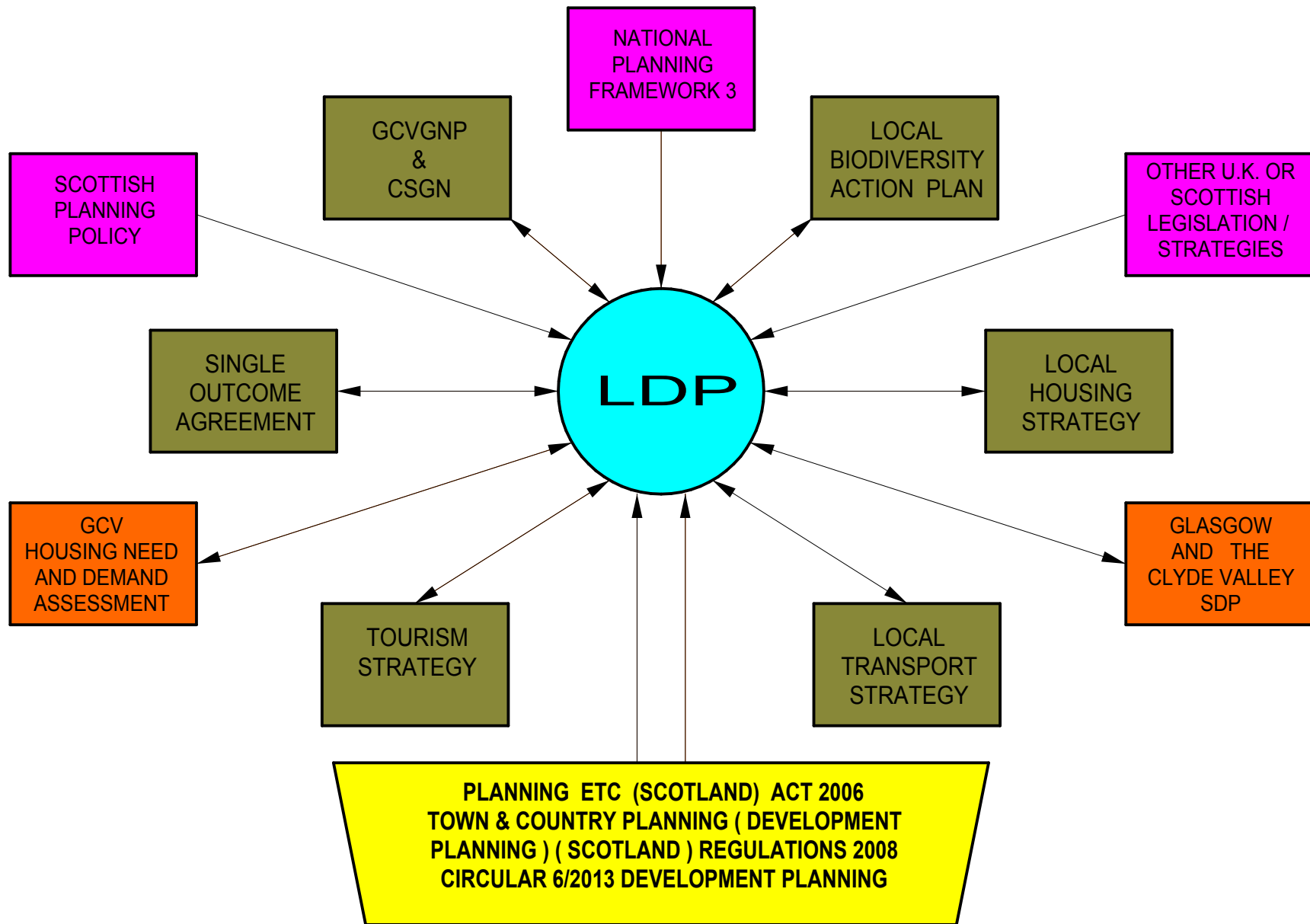
Action Programmes require to be approved, published and submitted to Scottish Ministers within three months of the adoption of the LDP. The Action Programme will be kept under review and updated and published at least every two years.

Note: The numbers provided in some of the comments columns (eg 13/0358/IC) are reference numbers for planning applications related to those actions.

SINGLE OUTCOME AGREEMENT (SOA) PRIORITIES

SOA Strategic Local Outcomes	Reference
Inverclyde's population is stable with a good balance of socio-economic groups.	SOA1
Communities are stronger, responsible and more able to identify, articulate and take action on their needs and aspirations to bring about an improvement in the quality of community life.	SOA2
The area's economic regeneration is secured, economic activity in Inverclyde is increased, and skills development enables both those in work and those furthest from the labour market to realise their full potential.	SOA3
The health of local people is improved, combating health inequality and promoting healthy lifestyles.	SOA4
A positive culture change will have taken place in Inverclyde in attitudes to alcohol, resulting in fewer associated health problems, social problems and reduced crime rates.	SOA5
A nurturing Inverclyde gives all our children and young people the best possible start in life.	SOA6
Inverclyde is a place where people want to live now whilst at the same time safeguarding the environment for future generations.	SOA7
Our public services are of high quality, continually improving, efficient and responsive to local people's needs	SOA8

Legislation, Policies and Strategies related to the Local Development Plan



CHAPTER 2: A SUSTAINABLE DEVELOPMENT STRATEGY

LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comment
SDS1 Climate Mitigation and Adaptation: Reducing Carbon and Energy Use	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (all Services) Scottish Government	Working to reduce the Council's carbon emissions and energy use as identified in the Carbon Management Plan 2011 – 2016.	Updated annually	Continuously monitored. Progress reports prepared as required.
			Publish annual progress reports on the Council's Public Bodies Duties Action Plan.	Updated annually	Last updated May 2014. Complies with the Council's obligations under Part 4 of the Climate Change (Scotland) Act 2009.
		Inverclyde Council (Regeneration and Planning)	Continue to fulfil the aims and objectives of the Green Charter through SOA7 and other Council initiatives.	Ongoing	Schools in Inverclyde continue to have Green Charters.
		Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications and Building Warrants.	Ongoing	
SDS2 Integration of Land Use and Sustainable Transport	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector Transport Scotland SPT	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and	Development of Masterplans (see Chapter 3).	Various timescales	

		Planning) Private Sector RSLs Transport Scotland			
		SPT Transport Scotland	Implementation of Regional Transport Strategy 2008-2021 and associated Action Plans.	Ongoing	Progress reported annually.
		Inverclyde Council (Environmental and Commercial Services) Transport Scotland SPT	Implementation of Local Transport Strategy: Action Plan.	Ongoing	Progress reported annually.
SDS3 Placemaking	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Private Sector RSLs Architecture and Design Scotland	Development of Masterplans (see Chapter 3).	Various timescales	
		Inverclyde Council (Regeneration and Planning) Riverside Inverclyde	Consider the requirement to update the Riverside Inverclyde Urban Design Framework 2007.	2015/16	Await report on Port Glasgow town centre Charrette and liaise with Riverside Inverclyde URC (refer to SDS6 & TCR1).

SDS4 Green Network	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (all services) Scottish Natural Heritage CSGN Trust	Agree and sign concordat with Central Scotland Green Network Trust, and thereafter use as a foundation for joint working with CSGN.	Ongoing	Signed in December 2013 and thereafter ongoing.
		Inverclyde Council (Regeneration and Planning) GCV Green Network Partnership	Develop and implement the opportunities and priorities identified in the Inverclyde Green Network Opportunities Mapping Report (2013).	Ongoing	
		Inverclyde Council (Regeneration and Planning) Private Sector RSLs Architecture and Design Scotland	Development of Masterplans (see Chapter 3).	Various timescales	
		Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
SDS5 Development within the Urban Area	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Private Sector RSLs	Development of Masterplans (see Chapter 3).	Various timescales	

		Architecture and Design Scotland			
		Inverclyde Council (Regeneration and Planning)	Audit of Vacant and Derelict Land (SVDLS).	Annually	Link to land audit on Inverclyde Council's website: http://www.inverclyde.gov.uk/planning-and-the-environment/planning/development-plan/land-surveys
			Review of Urban Capacity (brownfield land supply) for SDP2.	Every 5 years	Next one due 2018/19
SDS6 Promoting our Town Centres	SOA2 SOA3 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Riverside Inverclyde Shopowners Oak Mall Owner	Preparation of Regeneration Strategy for Port Glasgow Town Centre.	2013/14 and beyond	Await report on Charrette event and liaise with Riverside Inverclyde and others (refer to SDS3 & TCR1).
			Consider the requirement to embark upon a health check for Greenock Town Centre with potential partners (see Chapter 7, Policy TCR12).	2014/15	Retail Capacity Assessment for Inverclyde completed in August 2014.
SDS7 Regeneration and Renewal Priorities	SOA1 SOA2 SOA3 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Private Sector	Development of Masterplans (see Chapter 3).	Various timescales	

		RSLs Architecture and Design Scotland			
SDS8 Green Belt and the Countryside	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning)	Monitoring of non-conforming developments in the Green Belt and the Countryside.	Annually	

CHAPTER 3: MAJOR AREAS OF CHANGE AND POTENTIAL CHANGE

LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comments
MAC1-7 Major Areas of Change (all areas)	SOA1 SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
Major Areas of Change (The Harbours, Greenock)		Peel Ports (Clydeport plc) Inverclyde Council (Regeneration and Planning) Riverside Inverclyde	Submission of planning applications for the development of the East India and Victoria Harbours area in Greenock for a mix of uses, including residential and marina / leisure.	Residential development likely to be in the medium term.	Masterplan approved in 2006. Beacon Arts Centre opened in January 2013. Pub/restaurant currently under construction (13/0358/IC).
Major Areas of Change (James Watt Dock/ Garvel Island, Greenock)		James Watt Dock LLP Inverclyde Council (Regeneration and Planning)	Submission of a planning application for the development of the James Watt Dock area in Greenock for a mix of uses, including residential, marina / leisure and business.	Residential development expected to be in the medium/long term.	Masterplan approved in 2010 (09/0182/IC). Progress has taken place on the marina, access and landscaping.
Major Areas of Change (Gourock Bay)		Inverclyde Council (Regeneration and Planning) Private Sector	Submission of a planning application for the development of the Gourock Bay area for a mix of uses, including residential and marina / leisure.	Development anticipated in the medium/ long term.	Unimplemented planning permission granted in 2002.
Major Areas of Change (Former Inverkip Power Station, by Wemyss)		Scottish Power Inverclyde Council (Regeneration and Planning)	Approval of the planning application for the development of the former Inverkip Power Station, by Wemyss Bay for a mixed use, 'urban village' proposal.	Demolition of iconic chimney (July 2013) and of power station, to be	Planning Permission in Principle (and masterplan) submitted in 2009 (09/0175/IC). Ownership issues to be resolved by Scottish Power.

Bay)			completed in 2014.	
	Inverclyde Council (Various Services) Scottish Government Scottish Power	Improvements to the A78 road at Inverkip including a roundabout at the north eastern entrance to Inverkip, to enable the former power station site to be redeveloped.	Start October 2016	Project No.12 in Glasgow and Clyde Valley City Deal (signed 20 th August 2014).
Major Areas of Change (Woodhall, Port Glasgow)	River Clyde Homes Scottish Government Inverclyde Council (Various Services) Private Sector Local Voluntary Groups	Community park completed having secured Heritage Lottery Funds.	2013/14	Completed.
		Development of Phases 2 and 2A of the mixed tenure 'New Neighbourhood' was reviewed through the Council's Strategic Local Programme (SLP) – 2012-2015, with reconsideration of Phase 3 to be determined through the Strategic Housing Investment Plan (SHIP) – 2015-2020, including review of phasing and timing of the balance of development and tenure mix (Council and RCH to continuing liaison).	2013/14, and onwards	Planning Permission granted for 20 dwellings (Phase 2 - 14/0020/IC), under Re-provisioning Programme; and application awaited for Phase 2A, for 16 dwellings, linked to re-housing of Clune Park households. This will complete the 'Affordable Sector' of the development. Future progress dependent upon private sector interest and SHIP 2015-2020.
		Submission of a planning application for Woodhall Community Facility, Port Glasgow (see Chapter 6, Policy RES 6).	2014 onwards	Funding for Feasibility Study approved by the Council in October 2012. MUGA in progress (June 2014). Funding assurances required before progressing the community centre with,

					or separate from, MUGA.
			Implementation of the 'Green Spine' to connect phase one development with phase two and the railway station.		Incorporated as part of the Phase 2 / 2A housing development.
			Relocation of the neighbourhood shop.		Ongoing discussions between RCH and shopkeeper.
Major Areas of Change (Peat Road/Hole Farm, south west Greenock)	River Clyde Homes Scottish Government Inverclyde Council (Regeneration and Planning) Inverclyde Council (Safer and Inclusive Communities)	Peat Road/Hole Farm 'New Neighbourhood' Feasibility Study for the development of a mixed tenure housing development was produced and taken forward to inform a masterplan/development framework for the area.	Timing of residential development dependent upon SHIP 2015-2020	Feasibility study concluded, but not finalised due to a review of RCH re-provision requirements and with progress dependent upon Scottish Government AHSP funding.	
Major Areas of Change (Spango Valley, south west Greenock)	Scottish Prison Service	Development of prison for Scottish Prison Service at Inverkip Road, Greenock (see Chapter 6, RES6).	Ongoing	Planning permission in principle (10/0346/IC) granted July 2011. Planning Application for Matters Specified by Condition expected to be submitted by July 2014.	
Major Areas of Change (Spango Valley, south west Greenock)	Highcross Strategic Advisors Transport Scotland	Submission of Planning Application in Principle/Masterplan for a mixed use development, including business and housing.	2014/15	Planning application expected after adoption of LDP.	

Major Areas of Change (Spango Valley, south west Greenock)		Sanmina	Consideration of proposals for development.	Medium to long term	
APC 1-2 Areas of Potential Change (both)	SOA1 SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
Areas of Potential Change (Central East Greenock)		Inverclyde Council (Various Services) Private Sector Scottish Government River Clyde Homes Other RSLs SPT Key Agencies	Consider preparation of further development briefs and/or masterplans, and where appropriate Supplementary Guidance, for place making, development and green network opportunities and enhancements. To be taken forward in partnership with the lead agencies and other partners noted. NB - Designated area includes mix of contrasting sub areas and neighbourhoods. Change will take place at different times and different pace.	2015/16 and over short to medium term.	Broomhill: following selective demolition, in June 2014 RCH approved investment of £20m for a 'Green Strategy' for a District Heating Scheme, environmental improvements and housing refurbishment (internal and external). Drumfrochar: site for new build housing dependent upon Scottish Government AHSP funding (SHIP 2015-2020).

Areas of Potential Change (Inner Lower Port Glasgow)		Inverclyde Council (Various Services) Private Sector Scottish Government, River Clyde Homes Other RSLs Key Agencies	Continue work on the Clune Park Regeneration Initiative in accordance with the top priority within Inverclyde Local Housing Strategy 2011-2016, and the Strategic Housing Investment Plan 2013 - 2018.	Ongoing	To be reviewed annually, depending on progress in securing Closing Orders in advance of phased demolition of properties. Progress also dependent upon available funding, from both Inverclyde Council and Scottish Government.
			Consider preparation of further development briefs and/or masterplans, and where appropriate Supplementary Guidance, for place making, development and green network opportunities and enhancements. To be taken forward in partnership with the lead agencies and other partners noted.	Short/ Medium term	
Areas of Potential Change (Inner Lower Port Glasgow)		Inverclyde Council (Various Services) Forestry Commission Scotland	Seek discussions with FCS on woodland areas within the study area, as part of consideration of Green Network initiatives (above).	2013/14	
DOS1-3 Development Option Site (Regent Street, Greenock)	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Site Owner	Determination of Planning Application.	Unknown	
Development Option Sites (John Street,		Inverclyde Council (Regeneration and Planning)	Stock appraisal undertaken by RCH and concluded housing stock to be retained and renovated, at least for the short	Review in medium term	Subject to RCH Board decision.

Greenock)		River Clyde Homes	term. Possible review in medium term.		
Development Option Site (Sinclair Street, Greenock)		Inverclyde Council (Regeneration and Planning) Greenock Morton FC	Determination of Planning Application.	Unknown	

CHAPTER 4: ECONOMY AND EMPLOYMENT					
LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comments
ECN1 Business and Industrial Areas	SAO1 SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Various Services) Scottish Government Peel Ports (Clydeport plc)	Creation of a Clyde International Cruise Liner Facility at Greenock Ocean Terminal by extending the pier and building a new pier as well as providing improved tourist facilities.	2017/18	Project No.14 in Glasgow and Clyde Valley City Deal (signed 20 th August 2014) (see also ECN6).
			Formation of a West of Scotland Hub for Renewables at Inchgreen, Greenock.	2021/22	Project No.1 in Glasgow and Clyde Valley City Deal (signed 20 th August 2014).
ECN2 Business and Industrial Development Opportunities	SOA1 SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning)	Audit of Business and Industrial land.	Annually	Link to land audit on Inverclyde Council's website: http://www.inverclyde.gov.uk/planning-and-the-environment/planning/development-plan/land-surveys
			Audit of Business/Office Floorspace.	Annually	
		Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	

ECN3 Character and Amenity of Areas for Business and Industrial Use	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
ECN4 Business and Industrial Proposals Outwith Designated Areas	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
ECN5 Working from Home	SOA1 SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning) Householders	Determination of Planning Applications.	Ongoing	
ECN6 Tourist Facilities and Accommodation	SOA1 SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Local Area Tourism Partnership Discover Inverclyde	Delivery of objectives within Inverclyde's Tourism Strategy 2009-2016 through the implementation of the Tourism Action Plan.	Aims and objectives of strategy reviewed in 2013.	Action Plan regularly monitored and evaluated and adjustments made as required.

		<p>Inverclyde Council (Various Services) Scottish Government Peel Ports (Clydeport plc)</p>	<p>Creation of a Clyde International Cruise Liner Facility at Greenock Ocean Terminal by extending the pier and building a new pier as well as providing improved tourist facilities.</p>	<p>2017/18</p>	<p>Project No.14 in Glasgow and Clyde Valley City Deal (signed 20th August 2014) (see also ECN1).</p>
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CHAPTER 5: TRANSPORT AND CONNECTIVITY

LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comments
TRA1 Managing the Transport Network	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector Transport Scotland	Consultation with Transport Scotland on masterplan proposals and development proposals affecting trunk roads.	Ongoing	
		Inverclyde Council (Environmental and Commercial Services)	Implementation of traffic management scheme to convert Nelson Street to two-way traffic.	2014/15	Road works completed in September 2014.
TRA2 Sustainable Access	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Various Services) Discover Inverclyde Inverclyde Community Development Trust	Implementation of Heritage Inverclyde Coastal Trail and Greenock Town Trail proposals.	2014/15	Greenock Town Trail completed in 2013/14. Coastal Trail currently being implemented. Due to be completed in 2014/15.
		Inverclyde Council (Regeneration and Planning) Inverclyde Council (Environmental and	Refresh Inverclyde's Core Paths Plan (2009).	2015/16	Consultation to take place with the Inverclyde Local Access Forum.

		Commercial Services) Inverclyde Local Access Forum			
		Inverclyde Council (Environmental and Commercial Services) SPT Sustrans	Seek funding for the N75 National Cycle Route extension from its present termination at Lunderston Bay to the marina at Inverkip.	Completion 2014/15	Work started September 2014 after successful grant application bid to SPT and Sustrans.
		Inverclyde Council (Environmental and Commercial Services) SPT Sustrans	Seek funding for a feasibility study for the N75 National Cycle Route extension from Inverkip to the rail station and ferry terminal at Wemyss Bay.	2014/15	Successful grant application bid to SPT and Sustrans.
TRA3 New Roads and Parking Proposals	SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications	Ongoing	
		Inverclyde Council (Environmental and Commercial Services)	Realignment of Baker Street, Greenock, in accordance with the Local Transport Strategy 2011-2016.	Uncertain	Currently not being progressed due to land ownership and buried services issues which require to be overcome.
		Inverclyde Council (Environmental and Commercial Services) Riverside Inverclyde	Construction of a relief road to the north of the existing Kempock Street in Gourrock town centre, in accordance with the Local Transport Strategy 2011-2016.	Anticipated start on site 2014/15.	Planning application (12/0212/IC) approved in March 2013.
		Inverclyde Council (Environmental and Commercial Services)	Implement new Parking Strategy for Greenock town centre, in accordance with the Local Transport	October 2014	

		Strathclyde Police	Strategy 2011-2016.		
		Inverclyde Council (Environmental and Commercial Services) SPT Network Rail	Identify Locations for Park and Ride Provision, in accordance with the Local Transport Strategy 2011-2016.	Ongoing	Highholm Avenue Park and Ride, Port Glasgow completed in 2013.
TRA4 Developer Contributions	SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications	Ongoing	

CHAPTER 6: HOUSING AND COMMUNITIES

LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comments
RES1 Safeguarding the Character and Amenity of Residential Areas	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Housebuilders Homeowners RSLs	Determination of Planning Applications.	Ongoing	
RES2 Development on Urban Brownfield Sites	SOA1 SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Housebuilders RSLs	Determination of Planning Applications.	Ongoing	
RES3 Residential Development Opportunities	SOA1 SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning)	Audit of Housing Land Supply.	Annually	2013 Audit finalised with Effective Land Supply agreed with Homes for Scotland (HfS). 2014 draft Audit with HfS. Link to land audit on Inverclyde Council's website: http://www.inverclyde.gov.uk/planning-and-the-environment/planning/development-plan/land-surveys

		Inverclyde Council (Regeneration and Planning) Housebuilders RSLs	Determination of Planning Applications.	Ongoing	
RES4 Provision of Affordable Housing	SOA1 SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Housebuilders RSLs	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Inverclyde Council (Safer and Inclusive Communities) GCV SDPA Housebuilders RSLs Scottish Government	Review and update evidence base provided by the GCV Housing Need and Demand Assessment (HNDA), June 2011. Joint partnership working as member authority of the Glasgow and Clyde Valley Housing Market Partnership (GCV HMP) toward the publication of HNDA2 to support the Main Issues Report (MIR) for SDP2.	Ongoing Finalised HNDA2 is due late autumn 2014	For SDP2 MIR approval by GCV SDPA Joint Committee, December 2014 for public consultation, January 2015. SDP2: Proposed Plan is due to be published February 2016.
RES5 Proposals for Changes to Properties for Residential Use	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Homeowners	Determination of Planning Applications.	Ongoing	
RES6 Non-Residential Development within Residential Areas	SOA1 SOA2 SOA6 SOA7 SOA8	Inverclyde Council (Various Services) Private Sector Voluntary Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Property Assets and	Approval of the planning application for Inverkip Community Facility and	2015	Planning application (13/0060/IC) submitted

	Facilities Management)	its subsequent development.		February 2013. Amendments to drawings require new application – not yet submitted.
	Inverclyde Council (Various Services) River Clyde Homes Local Voluntary Groups	Submission of a planning application for Woodhall Community Facility, Port Glasgow and its subsequent development (see Chapter 3, Policy MAC1-7).	2014 onwards	Funding for Feasibility Study approved by the Council in October 2012. MUGA in progress (June 2014). Funding assurances required before progressing the community centre with or separate from MUGA.
	Inverclyde Council (Various Services) Local Voluntary Groups	Submission of a planning application for Gibshill Community Facility, Greenock and its subsequent development.	2014/15	Planning permission granted in April 2013 (13/0075/IC) Delayed due to funding issues. Start on site is imminent.
	Inverclyde Council (Various Services) Local Voluntary Groups	Development of Broomhill Community Facility, Greenock.	2014/15	Subsumed into Inverclyde Association for Mental Health's proposal for the Mearns Centre site. Planning application (14/0270/IC) submitted for Mearns Centre.
	Inverclyde Council (Property Assets and Facilities Management)	Development of Rankin Park Community Sports Facility, Greenock.	2014/15.	Planning application (12/0272/IC) granted. Pavilion handed over in June 2014 with pitch to follow.
	Inverclyde Council (Environmental and Commercial Services)	Play area investment.	Ongoing	Ongoing programme of investment in play areas.

		Inverclyde Council (Environmental and Commercial Services)	Investigation into new Cemetery Extension.	2014/15	Decision on preferred location for cemetery extension to be approved by Committee.
		Inverclyde Council (Inclusive Education, Culture and Corporate Policy)	Completion of all new schools identified within the Council's School Estate Management Plan, the final one being the shared secondary school campus at Port Glasgow. Completion of school refurbishments.	Completion of all new schools by 2013/14. Ongoing 2013 - 2016	Completed. Two schools completed.
		Inverclyde Council (Regeneration and Planning) Scottish Prison Service	Development of prison for Scottish Prison Service at Inverkip Road, Greenock (see Chapter 3, MAC1-7).	Ongoing	Planning permission in principle (10/0346/IC) granted July 2011. Planning Application for Matters Specified by Condition expected to be submitted by July 2014.
RES7 Residential Development in the Green Belt and Countryside	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Housebuilders Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning)	Monitoring of non-conforming developments in the Green Belt and the Countryside.	Annually	

CHAPTER 7: TOWN CENTRES AND RETAILING

LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comments
TCR1 Network of Centres	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Inverclyde Council (Property Assets and Facilities Management) Riverside Inverclyde	Disposal of a site at Cumberland Walk, Greenock for the development of local shopping facilities.	2014/15	Currently being marketed by Inverclyde Council.
			Refurbishment of Custom House, Greenock. For office use.	2014/15	Work due to be completed on west wing (ground floor) in Feb 2015.
			A Riverside Inverclyde appointed design team to prepare an integrated regeneration strategy and masterplan for Port Glasgow Town Centre.		A Charrette Design event was held in March 2014, with a report due to be published in late 2014.
TCR2 Sequential Approach to Site Selection for Town Centre Uses	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
TCR3 Town Centre Uses	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
TCR4 Greenock Town	SOA2 SOA8	Inverclyde Council (Regeneration and	Determination of Planning Applications.	Ongoing	

Centre: Retail Core		Planning) Private Sector			
TCR5 Greenock Town Centre: Outer Area		Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
TCR6 Town Centre/Retail Development Opportunities	SOA1 SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning)	Audit of Town and Local Centres.	Annually	
		Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
TCR7 Assessing Development Proposals for Town Centre Uses	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
TCR8 Use of Conditions	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
TCR9 Residential Use above Commercial Properties	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	

		Inverclyde Council (Safer and Inclusive Communities) Oak Tree Homes Initiative Inverclyde Housing Association Forum	Delivery of the key commitment identified in the Inverclyde Local Housing Strategy (2011-2016) to rehabilitate empty homes and properties in Inverclyde.	2013/14, and onwards	Two properties received grant assistance in 2012/13. Successful competitive funding bid to Scottish Empty Homes Loan Fund for 2013/14 for £370,212, however due to poor take-up, further consideration of how to achieve this commitment is required.
TCR10 Shopping Facilities to meet Local Needs	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
TCR11 Retailing as an Ancillary Use	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
TCR12 Greenock Town Centre Action Plan	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Riverside Inverclyde Shopowners Oak Mall Owner	Consider the requirement to embark upon a health check for Greenock Town Centre with potential partners (see also Chapter 2, Policy SDS6).	2014/15	Retail Capacity Assessment for Inverclyde completed in August 2014.

CHAPTER 8: NATURAL HERITAGE AND ENVIRONMENTAL RESOURCES

LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comments
ENV1 Designated Environmental Resources	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Scottish Natural Heritage	Review of Sites of Importance for Nature Conservation (SINCs).	Ongoing	Progress will be dependent upon availability of funding and staff resources.
		Inverclyde Council (Regeneration and Planning)	Monitoring of developments impacting on natural heritage designations to be put in place.	2014/15 and ongoing	
ENV2 Assessing Development Proposals in the Green Belt and the Countryside	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning)	Monitoring of non-conforming developments in the Green Belt and the Countryside.	Annually	
ENV3 Safeguarding and Enhancing the Green Network	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	

		Inverclyde Council (Regeneration and Planning) Private Sector Scottish Natural Heritage Clyde Muirshiel Regional Park Inverclyde Local Access Forum	Progress work on proposed Green Network Links.	Ongoing	Dependent upon availability of funding and involvement of private sector. Potential for future funding sources will be investigated.
		River Clyde Homes Voluntary Sector	Implementation of Belville Community Park proposals, following the demolition of flats.	Ongoing	Funding in place for Community Park. (High rise flats demolished March 2013).
		Inverclyde Council (Regeneration and Planning) Forestry Commission, Scotland (FCS) GCV Green Network Partnership Land Owners	Investigate potential for the temporary greening of vacant sites.	2014/15	Investigations into potential with Green Network Partnership and FCS.
ENV4 Safeguarding and Enhancing Open Space	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning)	Monitoring developments on Open Spaces areas.	Annually	
		Review Open Space Audit	Every 5 years	Quality audit required as stated in LDP Report of Examination. Methodology for undertaking this audit will be given consideration.	

ENV5 Securing Open Space by Planning Agreements	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of and conditions on Planning Applications.	Ongoing	
ENV6 Trees and Woodland	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Forestry Commission, Scotland Private Sector Clyde Muirshiel Regional Park	Implementation of GCV Forestry and Woodland Framework Strategy and associated Action Plan.	Ongoing	
	Inverclyde Council (Regeneration and Planning) Voluntary Sector	Management of Wemyss Bay Woods Local Nature Reserve.	Ongoing	No recent progress. Will be dependent upon the requirements of the Wemyss Bay community.	
	Inverclyde Council (Regeneration and Planning) Inverclyde Council (Environmental and Commercial Services) Voluntary Sector Forestry Commission Scotland (FCS)	Management of Coves Local Nature Reserve.	Ongoing	Ongoing discussions on funding for improvements and maintenance with Environmental Services and FCS.	

ENV7 Biodiversity	SOA2 SOA4 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Scottish Natural Heritage LBAP Partnership (Renfrewshire, East Renfrewshire and Inverclyde Councils)	Implementation and updating of Local Biodiversity Action Plan.	Ongoing	Annual LBAP Steering Group meeting held in September 2014.
		Inverclyde Council (Regeneration and Planning)	Publish Inverclyde Council's Biodiversity Duty Report.	End of 2014	Report to Environment and Regeneration Committee in October 2014.
ENV8 Water Quality and the Water Related Environment	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Scottish Environment Protection Agency Scottish Water	Determination of Planning Applications.	Ongoing	

CHAPTER 9: BUILT HERITAGE AND TOWNSCAPE					
LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comments
HER1 Development which Affects the Character of Conservation Areas	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning)	Monitoring of planning applications within Conservation Areas to be put in place.	2014/15 and ongoing	
HER2 Demolition in Conservation Areas	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning)	Monitoring of demolitions within Conservation Areas to be put in place.	2014/15 and ongoing	
HER3 Proposed New and Amended Conservation Areas	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Scottish Civic Trust	Progress Conservation Area Boundaries and Article 4 Directions for: <ul style="list-style-type: none"> - The Cross, Kilmacolm - West Bay, Gourock - Kempock Street/Shore Street, Gourock. 	2014/15 and beyond	Detailed programme to be agreed.
			Progress amendment to boundary of conservation area at Inverkip and new Article 4 Direction.	2014/15 and beyond	Detailed programme to be agreed.
HER4 Alteration, Extension and	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning)	Determination of Planning Applications.	Ongoing	

Demolition of Listed Buildings		Private Sector			
		Inverclyde Council (Regeneration and Planning)	Monitoring of listed building applications to be put in place.	2014/15 and ongoing	
HER5 The Setting of Listed Buildings	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications	Ongoing	
HER6 Enabling Development	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning)	Prepare Supplementary Guidance on Enabling Development.	2014/15	Preparation of Supplementary Guidance on Enabling Development to go to Environment and Regeneration Committee in early 2015.
HER7 Development Affecting Archaeological Sites	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
HER8 Gardens and Designed Landscapes	SOA2 SOA7 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector Land and estate owners	Determination of Planning Applications.	Ongoing	

CHAPTER 10: ENERGY PLANNING AND SERVICE INFRASTRUCTURE

LDP Policy Reference	SOA Strategic Local Outcomes	Lead Agencies and Other Partners	Actions	Timescale	Comments
INF1 Renewable Energy Developments	SOA1 SOA2 SOA3 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning)	Monitoring of wind energy planning applications.	Quarterly	
		Inverclyde Council (Regeneration and Planning) GCV SDPA Scottish Natural Heritage	Publication of Landscape Capacity Study by GCV SDPA (and 8 member authorities) and SNH. Provide input on wind energy methodology for SDP2.	2014/15	Landscape Capacity Study completed.
		Inverclyde Council (Regeneration and Planning)	Update Supplementary Guidance on Renewable Energy.	2014/15	Preparation of updated Supplementary Guidance on Renewable Energy to go to Environment & Regeneration Committee in early 2015, to take account of changes arising from SPP 2014.
INF2 Energy Efficiency	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications and Building Warrants.	Ongoing	

INF3 Waste Management Facilities	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector Inverclyde Council (Environmental and Commercial Services)	Determination of Planning Applications.	Ongoing	
INF4 Reducing Flood Risk	SOA2 SOA8	Inverclyde Council (Regeneration and Planning)	Determination of Planning Applications.	Ongoing	
		Inverclyde Council (Regeneration and Planning) Private Sector SEPA Scottish Water Inverclyde Council (Environmental and Commercial Services)	Implementation of the Greenock Flood Prevention Scheme. (This includes a range of flood prevention measures at 10 sites in Greenock).	2014 - 2016	Detailed design work due to start in August 2014. Construction work to begin on a number of sites in late 2014. All works due to be completed by mid-2016.
INF5 Sustainable Urban Drainage Systems	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector SEPA Scottish Water	Determination of Planning Applications.	Ongoing	
INF6 Communications Infrastructure	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	

INF7 Requirement for, and Assessment of, Proposals for Mineral Extraction	SOA2 SOA8	Inverclyde Council (Regeneration and Planning) Private Sector	Determination of Planning Applications.	Ongoing	
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Report To: Environment and Regeneration Committee Date: 30 October 2014

**Report By: Corporate Director, Environment,
Regeneration and Resources**

**Report No: E&R/14/10/07/
SJ/FJM**

**Contact Officer: F J Macleod, Planning Policy and
Property Manager**

Contact No: 01475 712404

Subject: Renfrewshire Local Development Plan Adoption

1.0 PURPOSE

- 1.1 The purpose of this report is to advise Members of the adoption of the Renfrewshire Local Development Plan and the decision of the Scottish Ministers to reject the Reporters' recommendations regarding Braehead.

2.0 SUMMARY

- 2.1 The Renfrewshire Local Development Plan (LDP): Proposed Plan was published in January 2013 and had, like our Inverclyde LDP: Proposed Plan, a number of unresolved issues from objections raised that were the subject of Examination by Independent Reporters. Among those issues was the status of Braehead, proposed by Renfrewshire Council in their Proposed Plan to be a town centre.
- 2.2 The objectors included many private sector retail interests from across the Glasgow City region, and three neighbouring councils: Glasgow City, West Dunbartonshire and Inverclyde Council. As part of the Examination, a Public Hearing was held with all of the above objectors invited to expand on their case against the designation of Braehead in the Renfrewshire LDP as a 'town centre'.
- 2.3 Having heard the evidence presented for and against, the Reporters' concluded that it would be inappropriate, at this stage, to designate Braehead a town centre in the LDP, as it was concluded it did not merit that designation in terms of its role and function, and the impact that could have for the network of strategic centres in the City Region.
- 2.4 Renfrewshire Council chose to reject the Reporters' recommendation and proceeded to adopt their LDP without this modification. In doing so they presented a case to the Scottish Ministers outlining their reasons.
- 2.5 The Scottish Ministers' accepted Renfrewshire Council's justification for rejecting the Reporters' recommendation and the inclusion of Braehead as a town centre.

3.0 RECOMMENDATIONS

- 3.1 That Committee note the decision of the Scottish Ministers to confirm Renfrewshire Council's decision to adopt their LDP, contrary to the Reporters' recommendation on Braehead, and delegate authority to the Corporate Director – Environment, Regeneration and Resources to write to the Chief Planner expressing disappointment that Scottish Ministers did not recognise the decision of their Independent Reporters.

**Aubrey Fawcett, Corporate Director
Environment, Regeneration and Resources**

4.0 BACKGROUND

- 4.1 The Renfrewshire Local Development Plan (LDP): Proposed Plan was published in January 2013 and had, like our own Inverclyde LDP: Proposed Plan, a number of unresolved issues from objections raised that were the subject of Examination by Independent Reporters. Among those issues was the status of Braehead, proposed by Renfrewshire Council in their Proposed Plan to be a town centre. Several representations were made objecting to this proposal.
- 4.2 The objectors included many private sector retailing interests including Buchanan Partnership (including John Lewis plc); St. Enoch Centre; and NRR Paisley Ltd (Paisley shopping centre); and three neighbouring councils: Glasgow City, West Dunbartonshire and our own Council. As part of the Examination, a Public Hearing was held with all of the above objectors invited to expand on their case against the designation of Braehead in the Renfrewshire LDP as a 'town centre'.
- 4.3 Having heard the evidence presented for and against, the Reporters' concluded after nine months (June 2014), that it would be inappropriate, at this stage, to designate Braehead a town centre in the LDP. It was concluded Braehead did not merit that designation in terms of its role and function. It was concluded it lacked a diverse mix of uses and the attributes of a town centre; its predominant uses are retail and commercial leisure; it is not well integrated with surrounding residential areas, not having good accessibility; and is essentially a commercial centre according to Scottish Planning Policy (SPP) definitions of different centres.
- 4.4 Renfrewshire Council chose to proceed to adopt their LDP, incorporating the modifications recommended by the Reporters' except the recommendation on Braehead. In doing so they presented what they termed 'a detailed legal case' to the Scottish Ministers in early July explaining why the modifications to the Plan with respect to Braehead were not appropriate, as they were based on 'error, unreasonableness and inconsistency'.
- 4.5 The Scottish Ministers, in a letter dated 21st August 2014 to Renfrewshire Council, accepted the case they had made and informed Renfrewshire Council they were now in a position to adopt their LDP, on or after 27th August. In doing so, the Scottish Ministers' rejected the Reporters' recommendations and accepted the inclusion of Braehead as a town centre in the LDP.

**Min Ref:
26/10/10,
para 628;
& reps
25/02/13,
to Rf PP.**

5.0 PROPOSALS

- 5.1 The decision by Renfrewshire Council to disregard the Reporters' recommended modifications on Braehead was made against the legislation in The Planning, etc. (Scotland) Act 2006 and Planning Circular 6/2013 'Development Planning', where it states local authorities have little discretion over Reporters' recommendations. These are to be seen as 'largely binding on planning authorities'. Renfrewshire Council chose however one of the four criteria to make their case, maintaining the Reporters erred in their judgement.
- 5.2 Given the above legislative position, it is all the more unexpected, even highly unusual that the Scottish Ministers in this case chose to disregard the Reporters' recommended modifications and accept the case presented by Renfrewshire Council. It is difficult to understand how the Scottish Ministers could conclude Braehead accords with the characteristics of a town centre as outlined in SPP.
- 5.3 As Inverclyde Council was one of a number of objectors to the designation of Braehead as a town centre in the Renfrewshire LDP, along with the councils of Glasgow City and West Dunbartonshire, it is felt appropriate to express disappointment with the outcome.

6.0 IMPLICATIONS

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

6.2 **Finance:** there are no direct financial implications arising from this report.

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 direct implications arising from this report.

6.4 **Equalities and diversity:** there are no direct implications arising from this report.

6.5 **Repopulation:** whilst it is likely that there will be repopulation issues, at this stage it is not possible to determine what these are going to be.

7.0 CONSULTATION

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

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

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

8.0 CONCLUSIONS

8.1 The decision by the Scottish Ministers to uphold Renfrewshire Council's position on Braehead is likely to exacerbate further the impact that this regional shopping centre will have on Inverclyde, and in particular Greenock as a designated strategic centre. Greenock and Port Glasgow's futures depend on being able to attract new investment and make continuing improvements to maintain their status in the Development Plan. This will not be made any easier by this decision.

9.0 BACKGROUND PAPERS

Renfrewshire Local Development Plan (2014) and Examination Report

Head of Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock
PA15 1LY

E&R Cmtee: Renfrewshire LDP adoption (Oct '14)

Report To:	Environment and Regeneration Committee	Date:	30 October 2014
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	E&R/14/10/02 SJ/FJM
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712404
Subject:	National Planning Framework 3 and Revised Scottish Planning Policy 2014		

1.0 PURPOSE

- 1.1 The purpose of this report is to advise Members of changes to planning policy and guidance introduced in June 2014 with the publication of National Planning Framework 3 and the revised Scottish Planning Policy 2014.

2.0 SUMMARY

- 2.1 National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP) 2014 were published on 23rd June 2014. They were published together for the first time to provide a comprehensive and robust vision for planning across Scotland.
- 2.2 Both documents are important parts of the Scottish planning system and will influence the way in which Inverclyde develops in the future. While SPP and NPF3 were published after the Examination on the Inverclyde Local Development Plan: Proposed Plan (2013), the Proposed Plan was modified to take account of the Reporter's recommendations and, where appropriate, changes in the NPF3 and the SPP. The Inverclyde Local Development Plan was adopted on 29th August 2014.
- 2.3 NPF3 and SPP will play a significant role in the future review of the LDP, while they are also material considerations in the determination of planning applications.
- 2.4 A Main Issues Report version of NPF3 and a draft SPP were published for public consultation in 2013 and the subject of an Inverclyde Council consultation response last September.
- 2.5 This report highlights those parts of the NPF3 that are relevant to Inverclyde, and within the context of the Glasgow and the Clyde Valley Strategic Development Plan's Clyde Waterfront Development Corridor, including Inverclyde as a 'potential further site' in the National Renewables Infrastructure Plan (NRIP). The SPP includes a revised statement of the core values underpinning the planning service, outcomes expected, two principal policies on 'sustainability' and 'place making' and a number of changes to specific policy areas such as Town Centres, Affordable Housing, Green Infrastructure and Sustainable Travel.

**Min Ref:
05/09/13,
para 516**

3.0 RECOMMENDATION

- 3.1 That Committee note the changes to planning policy and guidance in NPF3 and the revised SPP 2014, and the relevance of these documents to planning in Inverclyde.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 The National Planning Framework³ (NPF3) sets the context for development planning in Scotland for the next 20-30 years and acts as the spatial framework for the Government's economic strategy objectives. It is a statutory document that sets out where fourteen nationally important developments, which will support delivery of the strategy, should take place. Seven of these national developments are within the Glasgow and the Clyde Valley Strategic Development Planning Authority (SDPA) area. NPF3 should be taken into account in the preparation of all strategic and local development plans in Scotland. Scottish Ministers also expect development plans to support the delivery of NPF3. The document can be viewed at: <http://www.scotland.gov.uk/Publications/2014/06/3539/downloads>.
- 4.2 The purpose of SPP is to set out national policies for the development and use of land, which align with Scottish Government priorities. SPP promotes consistency in the application of policy across Scotland, whilst allowing a degree of flexibility to reflect local circumstances. While non-statutory, SPP is a material consideration that carries significant weight in the preparation and review of Local Development Plans (LDP's) and the determination of planning applications. The 2014 document can be viewed at: <http://www.scotland.gov.uk/Publications/2014/06/5823/downloads>

5.0 PROPOSALS

National Planning Framework 3 (NPF3)

- 5.1 The four policy themes identified in the NPF3 broadly align with those included in the approved Glasgow and the Clyde Valley Strategic Development Plan (GCVSDP) (May 2012), which is currently being reviewed.
- 5.2 There are three specific mentions of Inverclyde in NPF3. Under 'Spatial Priorities for Change', sub-heading 'Glasgow and the Clyde Valley', reference is made to the roll out of the £430million, 16 year investment in regional rail improvements, including links to Ayrshire/Inverclyde, and the capacity of Urban Regeneration Companies, such as Riverside Inverclyde, to transform post-industrial areas. Inverclyde is also identified as a 'further potential site' for the National Renewables Infrastructure Plan (NRIP). This waterfront location is identified in the GCVSDP as one of twenty Strategic Economic Investment Locations (SEILs) across the city region, specifically referenced in Policy ECN1(a) of the LDP, and now one of three projects in Inverclyde included in the recently signed 'City Deal'.
- 5.3 On a wider note, NPF3 highlights the Glasgow region's strengths in energy, financial services, universities, life sciences and tourism and acknowledges proposals for a 'city deal' (recently signed by participating councils and reported to the Policy & Resources Committee in August), to drive employment and economic development across the region. The Clyde Waterfront Development Corridor is supported and emphasis continues to be placed on regeneration, the green network, connectivity and the relationship between Glasgow and its surrounding communities.
- 5.4 Seven of the fourteen national developments identified in NPF3 are located within the Glasgow and the Clyde Valley SDPA area. Inverclyde (Inchgreen) is identified as a 'further potential site' for the NRIP, while under 'Strategic Airport Enhancements', Glasgow International Airport is included, which is an important gateway to the city and surrounding areas. This latter national development reflects the wider role of airports as hubs for greater investment and business development.
- 5.5 NPF3 also identifies four national developments that cover the whole of Scotland:
- Carbon Capture and Storage Network and Thermal Generation;
 - High Voltage Electricity Transmission Network;
 - Pumped Hydro-electric Storage; and
 - National Long Distance Cycling and Walking Network.

Scottish Planning Policy

- 5.6 The following sections summarise the significant changes in SPP by topic and identify how these have been taken into account in the adopted Inverclyde Local Development Plan.

Core Values, Outcomes, Vision and Goals

- 5.7 SPP introduces a series of 'Core Values' for the planning service, which should allow a high standard of performance and continuous improvement. The previous SPP (2010) contained core principles and the new core values are a development of these, reflecting a greater emphasis on sustainability and economic growth.
- 5.8 Four 'Outcomes' are introduced which support the vision and goals of SPP.
- Outcome 1: *A successful, sustainable place* – supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places.
 - Outcome 2: *A low carbon place* – reducing our carbon emissions and adapting to climate change.
 - Outcome 3: *A natural, resilient place* – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.
 - Outcome 4: *A more connected place* – supporting better transport and digital connectivity.
- 5.9 The introduction of outcomes will not have a significant impact on the Inverclyde LDP. The Plan already places a strong emphasis on Outcome 1 through land allocations, while Outcome 2 is addressed through existing policies such as Policy INF2 'Energy Efficiency' and Supplementary Guidance on Renewable Energy. Outcome 3 is addressed through natural heritage and built heritage policies, while Outcome 4 is addressed through the Plan policies on communication and infrastructure. The four outcomes however, will form the basis of the main issues being identified in the forthcoming Glasgow and the Clyde Valley Strategic Development Plan (GCV SDP2), Main issues Report, due for publication early in the new year.

Sustainability and Placemaking

- 5.10 The four outcomes are to be achieved through a series of 'Principal Policies' and 'Subject Policies'. The Principal Policies, 'Sustainability' and 'Placemaking', are a new addition to SPP and act as overarching policies, with subject policies addressing specific issues.
- 5.11 Reference to sustainability has increased significantly in the new SPP. In particular, a '*presumption in favour of development that contributes to sustainable development*' has been introduced. While SPP is clear that an up-to-date Development Plan takes primacy, the presumption in favour of sustainable development is a material consideration. The concept of 'sustainable development' is already embedded throughout the Inverclyde Local Development Plan and associated Supplementary Guidance (SG), i.e. SG on Renewable Energy.
- 5.12 SPP states that where a development plan is out-of-date or does not include policies that relate to the proposal, the presumption in favour of sustainable development will be a significant material consideration. This change will not impact on development planning in Inverclyde as the LDP has recently been adopted and a process is in place to ensure that the Plan is reviewed every 5 years. The programme for reviewing the LDP will be set out in a Development Plan Scheme, which will be put before the Environment and Regeneration Committee in March 2015.
- 5.13 SPP places significantly greater emphasis on design and design-led planning, as demonstrated through the introduction of a principal policy on 'Placemaking', which elevates former subject guidance on design into the principal policy section. While the majority of the detailed guidance relating to design remains the same as in 2010, LDP's are now required to embed a design-led approach by including reference to the six qualities of successful places

(Distinctive; Safe and pleasant; Welcoming; Adaptable; Resource efficient; and Easy to move around), specifying where design tools should be used and using processes that harness and utilise the knowledge of communities and encourage active participation.

- 5.14 While the LDP does not specifically reference the six qualities of successful places, the greater emphasis on placemaking is reflected in the current LDP through Policy SDS3 'Placemaking', which promotes high-quality placemaking in all new development. The policy makes it clear that development should have regard to the Scottish Government's placemaking policies, which now include SPP. The use of 'design tools' has been incorporated through Supplementary Guidance on Local Development Frameworks, which have also been subject to public consultation.

Town Centres First and Economic Development

- 5.15 SPP has introduced a requirement for LDP's to include policies which support an appropriate mix of uses and limit over-provision and clustering, where necessary. For public or office developments over 2,500m², outwith town centres and contrary to the plan, an assessment of their impact on the town centre is now required. These specific requirements have been incorporated into chapter 7 'Town Centres and Retailing' of the LDP.
- 5.16 SPP places more emphasis on the need to take account of economic benefits when considering planning applications, requiring that '*due weight (be given) to net economic benefit*'. This change is reflected in chapter 6 'Economy and Employment' of the LDP and will be taken into account when assessing planning applications.

Residential Development and Affordable Housing Contributions

- 5.17 Affordable housing contributions, specified as a proportion of the overall housing development, have been capped at 25%. This maximum proportion is not reflected in the adopted LDP, which views 25% as a benchmark which can be exceeded or lowered, depending on the specific circumstances of the development proposal. This approach in Policy RES4 was upheld by the Reporter at Examination on the LDP, stating that the particular circumstances in Inverclyde meant that the use of a 'benchmark' was the more appropriate one to adopt.

Heat Mapping

- 5.18 SPP introduces a requirement for LDPs to use heat mapping to co-locate developments that have high heat demand with those producing surplus heat. The Scottish Government, who recently produced a National Heat Map, has provided the Council with a heat map of the Inverclyde area, which is being used to meet this requirement in the review of the GCV SDP and will be used for the future review of the LDP.

Renewable Energy

- 5.19 A requirement for an Onshore Wind Spatial Framework has been introduced. The criteria for this aspect of planning has changed from the draft SPP (2013) in order to increase the total area identified as 'areas of search'. Changes include the reduction of the buffer around settlements from 2.5km to 2km (still subject to landscape and topography), the removal of a number of historic environment constraints such as listed buildings, and the removal of the National Air Traffic Services (NATS) and Ministry of Defence (MoD) consultation areas. These changes are being incorporated into the Supplementary Guidance on 'Renewable Energy', which is due to be published shortly for consultation and brought before the Environment and Regeneration Committee for approval early next year.

Green Infrastructure and related matters

- 5.20 SPP introduces the term 'green infrastructure' (GI), which includes open space and green networks (previously covered in SPP 2010) and several new types of GI, such as core paths, biodiversity, forestry and woodland, river basins, coastal zones and the marine environment. SPP requires Development Plans to enhance existing, and promote the creation of new,

green infrastructure through a design-led approach. This requirement is already well embedded in the GCV SDP and has been reflected in the LDP. For example, Policy TRA2 states that the ‘*Council will support and seek to complete the Inverclyde Coastal Route with developers required to make appropriate provision when submitting planning applications*’. A design-led approach to Green Infrastructure has also been incorporated into the planning process through Supplementary Guidance on Local Development Frameworks.

- 5.21 While SPP states that LDPs should address significant cross-boundary flooding issues, none are currently identified in Inverclyde. SPP also requires LDP’s to protect land with the potential to aid the management of flood risk. This requirement is reflected in Policy INF4 of the Plan, which states that ‘*development will not be acceptable where it...increases flood risk elsewhere*’.
- 5.22 SPP introduces a requirement for Development Plans to identify active travel networks. While the adopted LDP does not include active travel networks, they will be incorporated when the Plan is next reviewed.

6.0 IMPLICATIONS

- 6.1 **Legal:** there are none arising directly from this report.
- 6.2 **Finance:** there are none arising directly from this report.

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

Annually Recurring Costs/Savings

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

- 6.3 **Personnel:** there are none arising directly from this report.
- 6.4 **Equalities and diversity:** there are none arising directly from this report.
- 6.5 **Human Resources:** there are none arising directly from this report.
- 6.6 **Repopulation:** there are none arising directly from this report.

7.0 CONSULTATIONS

- 7.1 **Chief Financial Officer:** no requirement to comment.
- 7.2 **Head of Legal and Property Services:** no requirement to comment.
- 7.3 **Head of Organisational Development, HR and Communications:** no requirement to comment.

8.0 CONCLUSIONS

- 8.1 NPF3 does not require any changes to the Inverclyde Local Development Plan 2014, having anticipated the finalised version published in June 2014. The majority of the significant changes to SPP have also already been incorporated into the LDP, and most outstanding matters, for example, in supporting Supplementary Guidance are being updated in advance of publication of the adopted LDP, or by early 2015 (refer to para 5.19 above).
- 8.2 The most significant departure from the new SPP is that the LDP does not stipulate a maximum 25% affordable housing contribution in Policy RES4 on the specified 'quota sites'. The approach using 25% as a 'benchmark', in accordance with SPP (2010), provides greater flexibility in its use and can be exceeded or lowered depending on the specific circumstances of the development proposal. This approach was upheld by the Reporter at Examination on the LDP, stating that the particular circumstances in Inverclyde meant that the use of a 'benchmark' was the more appropriate one to adopt.

9.0 BACKGROUND PAPERS

- (1) National Planning Framework 3, Scottish Government, June 2014
- (2) Scottish Planning Policy, Scottish Government, June 2014

Report To:	Environment and Regeneration Committee	Date:	30 October 2014
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	E&R/14/10/03 SJ/RG
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712491
Subject:	Inverclyde Council's Biodiversity Duty Report 2014		

1.0 PURPOSE

- 1.1 To seek the endorsement of the Committee to publish Inverclyde Council's first Biodiversity Duty Report 2014 as required under the Wildlife and Natural Environment (Scotland) Act 2011.

2.0 SUMMARY

- 2.1 Under the Nature Conservation (Scotland) Act 2004, all public bodies in Scotland are required to further the conservation of biodiversity when carrying out their responsibilities. The Wildlife and Natural Environment (Scotland) Act 2011 further requires public bodies to provide a publicly available report, every three years, on the actions which they have taken to meet this biodiversity duty. This report requires to be available by the end of 2014.
- 2.2 In furthering the conservation of biodiversity, the legislation stresses that biodiversity is as much of a concern in urban areas as in more wild areas, which may be routinely thought of as being of higher value. The proposed report, which will follow a template suggested by Scottish Natural Heritage (SNH), will identify a whole range of activities, delivered across a number of Council services that benefit or otherwise affect biodiversity.
- 2.3 Joint partnership working with Clyde Muirshiel Regional Park (CMRP) and the Local Biodiversity Action Plan (LBAP) Steering Group will be explained in the report, as well as specific actions taken to improve biodiversity. This will include those demonstrating direct action on the ground (eg Plan Bee and various other local projects), those promoting an awareness of biodiversity conservation (eg Heritage Inverclyde Coastal Trail) as well as those showing action to protect the assets currently in place. Finally the report will identify where biodiversity actions have been mainstreamed within Council business and highlight the contribution of Inverclyde's schools to raising awareness with young people.

3.0 RECOMMENDATION

- 3.1 That Committee:
- notes the content of this report and in particular the proposals outlined in Section 5.0, and on that basis,
 - delegates authority to the Head of Regeneration and Planning to prepare and publish Inverclyde Council's first Biodiversity Duty Report 2014, no later than 19 December 2014, as required under the Wildlife and Natural Environment (Scotland) Act 2011.

4.0 BACKGROUND

- 4.1 Biodiversity, short for biological diversity, is the term used to describe the variety of life found on earth and all of the natural processes. It includes all living things and the habitats in which they live. The importance of biodiversity was acknowledged internationally at the Earth Summit 1992, and when the UK Government became a signatory to the Convention on Biological Diversity, a UK Biodiversity Action Plan was produced. The production of Local Biodiversity Action Plans (LBAPs) was subsequently recommended in order to promote improvements in the environment on a local scale.
- 4.2 Launched on 1 April 2004, the Local Biodiversity Action Plan (LBAP) for Inverclyde, Renfrewshire and East Renfrewshire is a partnership initiative between the local authorities and a range of conservation organisations. The LBAP, which includes a range of actions for identified habitats and species to increase local biodiversity, was augmented with new action plans in 2008/09. The LBAP is also used to raise awareness of biodiversity in the area and to involve everyone including local communities, landowners, scientists, industries and business in the process.
- 4.3 Under the Nature Conservation (Scotland) Act 2004, all public bodies in Scotland are required to further the conservation of biodiversity when carrying out their responsibilities. The Wildlife and Natural Environment (Scotland) Act 2011 further requires public bodies in Scotland to provide a publicly available report, every three years, on the actions which they have taken to meet this biodiversity duty.

5.0 PROPOSALS

- 5.1 The Nature Conservation (Scotland) Act 2004 identifies the effects on biodiversity that a range of activities can have, and stresses that biodiversity is as much of a concern in urban areas as in more wild areas, which may be routinely thought of as being of higher value. This identification of biodiversity as a feature that pervades a whole range of land types and uses brings with it, by necessity, a realisation that a wide range of activities undertaken by local authorities can impact on biodiversity.
- 5.2 Inverclyde's largely elongated settlement pattern creates a long urban/countryside interface. Coupled with the high quality environment of the Clyde estuary, this means that the environment is an integral part of people's lives. To recognise this inherent sense of environmental belonging, the proposed report will identify a whole range of activities, delivered across a number of Council services that benefit or otherwise affect biodiversity.
- 5.3 Scottish Natural Heritage is the main Scottish Government body dealing with biodiversity at a national scale. To help achieve a comparable standard of biodiversity reporting, they have published a suggested template that the report should follow. It is proposed that Inverclyde Council's Biodiversity Report follows this template.
- 5.4 The suggested sections of the standard reporting template are outlined below.

a) Introductory information about your organisation and biodiversity

- 5.5 Examples here will include joint partnerships such as Clyde Muirshiel Regional Park (CMRP) and the Local Biodiversity Action Plan Steering Group, both being joint partnerships with neighbouring councils. Additionally, the current preparation of a Green Network indicator in partnership with the Glasgow and Clyde Valley (GCV) Green Network Partnership for the Single Outcome Agreement (SOA7) will be referenced.

b) Action taken to improve biodiversity conservation on the ground

- 5.6 A number of actions will be referenced in this report, including those demonstrating direct action on the ground, those promoting an awareness of biodiversity conservation as well as

those showing action to protect the assets currently in place.

- 5.7 Plan Bee is an activity currently underway at St. Stephen's High School. Comprising a series of educational talks and installation of a bee hive on the roof garden, it serves to highlight the current decline of honey bee numbers worldwide. This is an excellent example of local action being taken to offset a global issue.
- 5.8 The promotion of biodiversity conservation, amongst other things, is one element in the Heritage Inverclyde Coastal Trail currently being implemented, and details will be included in the biodiversity report. The community volunteering project run by CMRP in partnership with the Forestry Commission, Branching Out, is another good example that will be detailed in the report.
- 5.9 This section of the report will also contain a number of local community projects, such as Woodhall Community Park in Port Glasgow, the Green Gym project at Daff Glen in Inverkip and the restoration project at Auchmountain Glen in Greenock, some projects of which the Council plays an advisory role.
- 5.10 Discussions are ongoing with SNH in regard to the protection of some of Inverclyde's most important environmental designations, both national and international, which may be at risk in the future from human activity. The legislative role that the Council plays in regard to these designations is coupled with its responsibilities as a landowner.

c) Mainstreaming

- 5.11 The protection and enhancement of biodiversity is a principle embedded within the Council's Development Plan: the Glasgow and the Clyde Valley Strategic Development Plan and Inverclyde's Local Development Plan. Developments which create and support sensitive habitats are encouraged, while those which adversely impact upon biodiversity will only be permitted if justified in respect of the protected species legislation.
- 5.12 The Council officer currently tasked with biodiversity duties is also routinely consulted on applications that may have a detrimental effect on the environment. This allows the statutory planning process in Inverclyde to play a part in protecting and enhancing biodiversity. Furthermore the day to day management of many parks and open spaces in Inverclyde will benefit biodiversity by, for example, the control of invasive alien plant species, leaving some verges uncut for the benefit of insects and the management of trees in open spaces.

d) Monitoring

- 5.13 This will be Inverclyde Council's first Biodiversity Report, and hence will itself provide a suitable baseline against which to monitor progress.

e) Partnership working and biodiversity communications

- 5.14 The impressive range of activities undertaken by Inverclyde schools will be highlighted in the Report. As future custodians of the environment, it is essential to generate an empathy for biodiversity in our young people, and Inverclyde schools deliver this outcome admirably. Additionally, the several recent campaigns which recycled food waste in Inverclyde into garden compost, freely available to local people, are other impressive projects. The creation of Belville Community Garden by River Clyde Homes also benefitted from Inverclyde Council support, particularly in respect of the Grow Wild programme run by Kew Gardens.
- 5.15 This is just a brief sample of the numerous activities that will be highlighted within the Report. Discussion with Environmental and Commercial Services and the Education Service will be undertaken in the preparation of this report.

6.0 IMPLICATIONS

Finance

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

Financial implications

One off costs

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

Annually Recurring Costs/Savings

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Legal

6.2 There are no direct legal implications arising from this report.

Human Resources

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

Equalities and diversity

6.4 There are no direct equalities implications arising from this report.

Repopulation

6.5 There are no direct repopulation implications arising from this report.

7.0 CONSULTATIONS

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

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

7.3 **Head of Organisational Development, HR and Communications:** no requirement to comment.

8.0 BACKGROUND PAPERS

8.1 None.

Report To: Environment and Regeneration Committee **Date:** 30 October 2014

Report By: Corporate Director, Environment Regeneration and Resources **Report No:** E&R/14/10/05/SJ/NMcL

Contact Officer: Stuart W Jamieson **Contact No:** 01475 712420

Subject: Scottish Government Consultation on Planning Controls, Pay Day Lending and Betting Offices

1.0 PURPOSE

- 1.1 The Scottish Government considers that the planning system can be used to address concerns about the levels of problem gambling and personal indebtedness by controlling the prevalence of betting shops and premises selling high interest short term loans, often referred to as pay day lending.
- 1.2 This consultation implements the Scottish Government's commitment to consult on changes to planning legislation and views are sought by 14 November 2014. The purpose of this report is to seek approval from the Committee to submit a response on behalf of the Council.

2.0 SUMMARY

- 2.1 The regulation of gambling and financial services is currently a reserved matter for the UK Government and Parliament. The Scottish Government and Parliament cannot at present legislate to regulate these matters directly to restrict the numbers of betting shops or premises selling pay day loans, or regulate how these activities are conducted to address concerns about, for example, gambling addiction or excessive indebtedness. Nevertheless, following a summit on Gambling and Pay Day Lending in Scotland's Town Centres and Neighbourhoods, the Scottish Government is taking steps within its current devolved powers to address concerns about these matters where it can. The Scottish Government considers that the planning system can contribute to the solution.
- 2.2 The consultation poses 14 questions, which it is proposed to respond to as detailed in paragraphs 4.19 to 4.32.

3.0 RECOMMENDATION

- 3.1 It is recommended that the Committee approves the consultation response.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0

BACKGROUND

- 4.1 Concerns have been expressed in recent years about the levels of problem gambling and personal indebtedness and the prevalence of betting shops and premises selling high interest short term loans, often referred to as pay day lending.
- 4.2 The regulation of gambling and financial services is currently a reserved matter for the UK Government and Parliament. The Scottish Government and Parliament cannot at present legislate to regulate these matters directly to restrict the numbers of betting shops or premises selling payday loans, or regulate how these activities are conducted to address concerns about, for example, gambling addiction or excessive indebtedness. Nevertheless, following a summit on Gambling and Pay Day Lending in Scotland's Town Centres and Neighbourhoods, the Scottish Government is taking steps within its current devolved powers to address concerns about these matters where it can.
- 4.3 There are two planning strands; the requirement for planning permission; and the planning policy base on which planning applications are determined. This paper is concerned with the requirement for planning permission.
- 4.4 The Town and Country Planning (Use Classes) (Scotland) Order 1997 specifies classes of use of land and premises; changes between uses in the same class are not "development" and do not, therefore, require planning permission. The Order groups uses with similar planning implications together so as to remove unnecessary planning applications. Where a change of use is not included, then planning permission would be required. The Order also grants planning permission for changes between certain use classes.
- 4.5 Class 2 of the Order covers financial services, professional services and any other services (including use as a betting office) "which it is appropriate to provide in a shopping area and where the services are provided principally to visiting members of the public." In order to increase the potential for planning control on premises changing use to betting shops or pay day lenders, legislative change would be required.
- 4.6 The Scottish Government proposal is to remove reference to "betting offices" from Class 2 and add "betting offices" to the list of uses in article 3(5). Article 3(5) provides that a use listed there does not fall within any of the classes. Listed in article 3(5) includes amusement arcades, public houses, theatres and hot food takeaways. In addition the Order would be amended so that while changes of use to betting offices may require planning permission, as far as possible the current freedoms from planning control to change from a betting office to other uses would remain.
- 4.7 The Scottish Government also proposes specifying that the definition of "betting offices" should follow section 150(e) of the Gambling Act 2005. This is premises licensed under that Act for "the provision of facilities for betting, whether by making or accepting bets, by acting as a betting intermediary or by providing other facilities for the making or accepting of bets".
- 4.8 The Scottish Government also understand that fixed odds betting terminals are classed as B2 gaming machines in Gambling legislation, and that these would only be available in betting offices and casinos. The Scottish Government does not anticipate that increasing planning controls on betting offices would displace this type of activity to other premises which might then start to cluster.
- 4.9 Moving on to pay day lenders, existing operations will not require planning permission for their activities as a result of any changes. Only the change of use of premises made after a legislative change would be affected. The relevant trigger for requiring planning permission in this context is where there is a material change in the use of land or buildings. While the planning system may control material changes

in the use of premises from a shop to an office offering services to the public, it does not seek to control the range of goods and services being sold from a shop or from an office. Planning controls aim not to overlap with other legislation and certain goods and services have separate controls; examples include licensing of gambling, alcohol sales, selling knives, the presence of hazardous substances, emissions controls.

- 4.10 Selling pay day loans is not specifically mentioned, although on its own in planning terms it is evidently a financial service. This is confirmed by the Financial Conduct Authority's definition that a pay day lender offers high cost short term credit where APR is equal to or higher than 100%, credit is provided for any period up to 12 months and credit is not secured by a mortgage, charge or pledge. The service can be offered from a variety of premises; those which specialise in such lending or others which offer it as part of a range of products or services, such as pawn broking, cheque cashing, money transfers, foreign exchange other financial services or a combination of any of these. In many cases pay day lending may form only a limited aspect of the range of financial services offered and may be a part, indeed perhaps only a very small part, of the overall use of the premises.
- 4.11 The Scottish Government also recognises another challenge in applying planning controls is that, despite definitions provided by the likes of the Financial Conduct Authority, it is not straightforward to identify a suitable one for planning purposes. Any definition needs to be sufficiently broad to catch the wide range of potential activities that should be included, otherwise slight changes in loan terms might avoid controls. At the same time, it should not be so broad as to capture a much wider range of activities unnecessarily. In practice, premises engaged in pay day lending typically fall within Class 2.
- 4.12 In order to achieve any additional planning control over changes of use within the financial services sector, a wider range of activities would be likely to have to be removed from Class 2. The Scottish Government presents two options:
- 1) continue to include financial services within Class 2 but subject to certain exclusions; or
 - 2) replace the general reference to financial services with references to specific financial activities.
- 4.13 Option 1 seeks to identify and exclude from Class 2 the sorts of businesses likely to offer pay day lending and which the Scottish Government consider are likely to cluster in shopping areas. The Scottish Government is of the view that this is undermining the character or amenity of area and the wellbeing of communities. The candidates for activities to be removed from Class 2 and added to the list in article 3(5) are uses involving: "money service business" (operating a currency exchange office and/or transmits money by any means or cashes cheques which are made payable to customers), "pawn broking", "premises for buying goods from visiting members of the public", "financial lending other than by deposit takers (banks, building societies, credit unions and friendly societies)". This approach may not sufficiently cover all premises which might engage in pay day lending as a secondary or ancillary activity and such premises that might cluster.
- 4.14 Option 2 seeks to identify and include the sorts of financial services business less likely to either engage in pay day lending or to cluster in shopping areas, and which it considers are, therefore, less likely to be associated with negative impacts. This would limit the "financial services" in Class 2 to a number of more specific uses unlikely to raise the sorts of "planning" concerns even if some may have products which would be regarded as within some definition of a pay day loan. The proposed limited list of "financial services" to be included in Class 2 is "accountancy services", "insurance services" and "deposit takers" (banks, building societies, credit unions and friendly societies). This approach would not include explicit exemptions for "professional services" or "other services" who may be engaged in some "financial

services" as part of an overall package of services, e.g. estate agents' or solicitors' offices. As with other mixed uses, it would be for the planning authority in individual cases to consider whether the extent of any financial services provided by such premises was material change of use requiring planning permission.

- 4.15 The Scottish Government considers that while this has the advantage of applying control to a wider range of uses that might also offer pay day loan services, it is likely to mean that more financial services activities that are not of concern would in future require planning permission.
- 4.16 With both options the Scottish Government proposes to use the Order to retain, as far as possible, the existing freedoms from planning control for changes from uses associated with other uses.
- 4.17 The Scottish Government does not propose to amend Class 1 (Shops) on the basis that it considers their main characteristic is that of shops selling goods to the public; that they may be offering pay day loans as a side line would, the Scottish Government consider, be less likely to materially affect the character or amenity of shopping areas or the wellbeing of communities. As with other mixed uses, it would be for the planning authority to judge whether the activities at a particular shop meant it had gone beyond a Class 1: Shops use and required planning permission for other uses, such as financial services.
- 4.18 This consultation implements the Scottish Government's commitment to consult on changes to planning legislation and views are sought by 14 November 2014. The purpose of this report is to seek approval from the Committee to submit a response on behalf of the Council. The consultation seeks responses to 14 questions.

- 4.19 **Q1. Do you agree with this approach to dealing with betting offices? If not, please specify why not.**

Response: Yes. It is recognised that betting offices are in effect a "leisure" use more related to amusement centres than to the typical financial and professional services that fall within Class 2.

- 4.20 **Q2. Do you consider there to be a more effective approach to changes around betting offices? If so, please describe the approach.**

Response: Inverclyde Council is comfortable with the approach being considered. It is recognised that betting offices are an appropriate town centre use in the same way that amusement arcades, public houses and hot food takeaway facilities, but that they fall outwith the core functions of retailing and financial service provision necessary to maintain the vitality and viability of town centres and as a consequence require special consideration.

- 4.21 **Q3. Do you believe that a specific definition of pay day lenders, similar to the Financial Conduct Authority's definition should form part at least of the exclusion of uses from the Order? If so what should the definition be?**

Response: No. Pay day lending typically represents only a portion of a business and is not always evident from outwith the premises. If the Scottish Government is minded to control pay day lending then it is more appropriate to identify the types of businesses that provide the service.

- 4.22 **Q4. Do you agree that Class 1 (Shops) should be excluded from any changes regarding pay day lending? If not, why not?**

Response: Yes.

- 4.23 **Q5. Do you think Option 1 would represent an effective and proportionate approach to addressing the concerns about clustering and over provision of**

pay day lenders? If not, why not?

Response: No. Simply referring to "uses involving" provides no flexibility for ancillary activities. The range of uses covered under option 1 would appear to include travel agents as operators of currency exchange offices, and this is clearly not an area of target concern for the Scottish Government.

- 4.24 **Q6. What other activities which might be involved in pay day lending should be added to the exclusions? Please explain why and provide any examples.**

Response: None.

- 4.25 **Q7. What other exceptions to the exclusion of financial lending should be included (i.e. alongside "deposit takers")? Please explain why and provide examples.**

Response: No comment.

- 4.26 **Q8. Do you think Option 2 would represent an effective and proportionate approach to addressing the concerns about clustering and over provision of pay day lenders? If not, why not?**

Response: No. A fuller explanation is provided under Q12.

- 4.27 **Q9. Should the exclusions from the Order be extended beyond those described in this option? If so please explain and provide examples.**

Response: No.

- 4.28 **Q10. What other exceptions to the exclusion of financial services should be included (i.e. alongside "deposit takers" etc.)? Please explain and provide examples.**

Response: No comment.

- 4.29 **Q11. Which approach would you prefer, Option 1 or Option 2? Please explain your answer.**

Response: Option 2 would be easier to monitor and enforce.

- 4.30 **Q12. Do you have any other comments or suggestions? Please elaborate.**

No planning case has been presented to indicate why pay day lending merits specific land use planning controls. The only suggestion in support of planning control is that otherwise there is likely to be overprovision and a cluster of pay day lone outlets in shopping areas, undermining the character or amenity of the area and the wellbeing of communities. In Inverclyde there is no evidence to support the land use elements of this supposition. For example, within Greenock town centre there are only four units that clearly indicate the availability of pay day lending, three of which in terms of shopfront display and range of services suggest a strong emphasis on retailing. Even if clustering was to occur, which there is no evidence of in Inverclyde, this is not an unreasonable economic concept; traders of a similar type often are found in close proximity, benefiting shoppers who are able to compare value and choice. Traditional town centres as is clearly evident face occupancy challenges; Greenock, Port Glasgow and Gourock for example will face greater competition in the future with the designation of Braehead as a town centre. With the possibility of increased unoccupancy rates the presence of businesses properly controlled by the Financial Conduct Authority may reasonably be considered preferable to a vacant unit; certainly three of the four pay day lenders contribute a strong retailing element to the benefit of the vitality and viability of Greenock town centre. Furthermore, unlike other "sui generis" uses, pay day lending premises are not recognised as generators of

noise, activity, odours or traffic to the detriment of nearby businesses or residents. None of this should be considered as the Council supporting the concept of pay day lending. It is clearly evident that the concerns relate to the financial regulation of pay day lenders and the consequence for customers. The Council is simply questioning the validity of abusing the planning system by introducing controls that have no basis in land use planning.

- 4.31 **Q13. BRIA - Can you identify likely costs and benefits associated with the potential changes discussed in this paper which should be covered in the BRIA?**

Response: No comment.

- 4.32 **Q14. EqIA - Please provide details of any specific issues for any of the equality groups (including race, disability, age, sexual orientation, gender or religion and belief) which you think may arise in relation to the potential changes discussed in this paper.**

Response: None.

5.0 IMPLICATIONS

Finance

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

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

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Legal

- 5.2 There are no direct legal implications arising from this report.

Human Resources

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

Equalities and diversity

- 5.4 There are no direct equalities implications arising from this report.

Repopulation

- 5.5 There are no direct repopulation implications arising from this report.

6.0 CONSULTATIONS

- 6.1 **Chief Financial Officer:** no requirement to comment.

6.2 **Head of Legal and Property Services:** no requirement to comment.

6.3 **Head of Organisational Development, HR and Communications:** no requirement to comment.

7.0 **BACKGROUND PAPER**

Scottish Government – Planning Controls, Pay Day Lending and Betting Offices Consultation Paper on Changes to Planning Legislation, August 2014.

Head of Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock
PA15 1LY

E&R Cmtee: October 2014

Report To:	Environment and Regeneration Committee	Date:	30 October 2014
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	R344/14/AP/AF/FM
Contact Officer:	Aubrey Fawcett	Contact No:	01475 712762
Subject:	Port Glasgow Strategic Regeneration Project Update		

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the progress relating to the development of regeneration projects within Port Glasgow and seek approval in principle of the Port Glasgow Regeneration Strategy and Masterplan.

2.0 SUMMARY

- 2.1 The Environment and Regeneration Committee on 1st May 2014 asked to be kept up to date on the regeneration projects and that the Port Glasgow Town Centre Members Working Group (PGTCMWG) should review the proposed regeneration strategy. In this regard a meeting has been arranged to discuss the proposals in detail on 15th October 2014.
- 2.2 The Council met the Port Glasgow Traders on the 24th June 2014 for a presentation on the PG Masterplan & Charrette carried out by Austin Smith Lord and Douglas Wheeler Associates. The Strategy and Masterplan was well received with a desire to identify an early number of priority projects for implementation.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Committee:
- Notes progress to date and that further progress reports will be brought back for Members' information and consideration in due course;
 - Adopts in principle the Port Glasgow Regeneration Strategy and Masterplan and that it forms the basis to guide future investment within Port Glasgow as funding becomes available;
 - Notes that the Port Glasgow Regeneration Strategy and Masterplan will be reported back to the various stakeholders which participated in the Charrette;
 - Adopts the priority projects as referred to in paragraph 5.5 and that these projects are progressed in collaboration with Riverside Inverclyde as funds become available with further reports being brought back for Members' consideration; and
 - Delegates authority to the Corporate Director Environment, Regeneration & Resources to establish a Port Glasgow Town Centre Regeneration Forum and put in place appropriate meeting and related support arrangements.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 The town centre of Port Glasgow has suffered significant decline over the past decade and there has been considerable investment already in Port Glasgow via the Scottish Government's Town Centre Regeneration Fund, Inverclyde Council, ri and the Cities Growth Fund.
- 4.2 The Council requested that ri should develop a regeneration strategy and masterplan for the Port Glasgow Town Centre, which has now been prepared for Members' consideration.

5.0 DEVELOPMENT PROPOSALS UPDATE

5.1 Projects

Riverside Inverclyde in collaboration with Regeneration and Environmental Services have progressed a range of different activities including:

Kelburn Business Park Phase 1: The first phase of works at Kelburn comprising 2 units totalling 25,000 sq.ft is now complete. Whilst there has been a good level of interest in the units to date, most companies that have visited site are looking for a turn-key unit and the ri board has agreed to divide and fit out Unit 2 to attract these tenants.

Kelburn Business Park Phase 2: Works are progressing well and the Contractor confirms they are on programme to complete the contract works by the end of January 2015.

Scarlow Street: Works are progressing well on site with the Contractor aiming to be finished by Christmas. Newark House is now vacant and the acquisition of this building is progressing. Consultants are working up the scheme for a carpark and will submit applications for planning and demolition in due course.

Western Entrance Sculpture: Planning Consent has been granted and the ri board have approved the additional funding required for the larger sculpture. The artist's appointment will be formalised within the next 4 weeks however he has advised that given his current workload he will not be able to start work until December 2014 at the earliest.

5.2 Regeneration Strategy

At the Environment and Regeneration Committee, which met on 1st May 2014, it was agreed that further reports on the development of the strategy be brought forward for Members' consideration and that the Strategy should be reviewed by the Port Glasgow Town Centre Members Working Group. Since then the Strategy and Masterplan have been developed through the Charrette process. The process itself took place during March 2014 with significant involvement from members of the Port Glasgow community, business sector, Council, Scottish Government and various other agencies.

There were a number of recurring themes that emerged from the Charrette consultation that the Consultants felt were important to consider in the Masterplan Strategy document.

The themes were as follows:-

- Making Connections
- Coronation Park
- Access to the Waterfront & Severance
- First Impressions
- Gateways
- Living in the Town Centre
- Evening Economy
- Transport Glasgow

- Rich Heritage
- Community Spirit
- Links to Upper Port Glasgow

The Spatial Masterplan of Port Glasgow informed the preparation of a prioritised list of physical projects under the following headings:-

- Town Centre
- Coronation Park
- Mirren Shore
- the Retail Park
- Access

They also took into consideration other socio-economic regeneration initiatives, such as investing in the community infrastructure, creating business start-up units, bridging the divide between the daytime and evening economies.

The Action Plan identifies 21 projects split amongst four integrated programmes that address the following:-

- Boosting Existing & New Business
- Delivering Business Infrastructure
- Consolidating & Extending Town Centre Living
- Investing on Community Infrastructure & Third Sector

An initial estimate of the total cost of projects in the full strategy/masterplan document is in the region of £43million.

An executive summary of the Port Glasgow Regeneration Strategy and Masterplan is attached in Appendix 1 with the full document available through Fiona Maguire at Riverside Inverclyde.

5.3 Engagement with the Port Glasgow Traders

A further meeting was held on the 24th June 2014 to discuss the recommendations of the PG Regeneration Strategy and Masterplan and the general consensus was positive with a desire to know what the priority projects would be in due course.

5.4 Further engagement with Stakeholders

Following adoption of the Port Glasgow Regeneration Strategy and Masterplan it is intended to engage with the various stakeholders which attended the Charrette to inform them of the outcome and final proposals. Furthermore, it is proposed a Port Glasgow Town Centre Regeneration Forum be established with representation from stakeholder organisations including the Council, other public bodies, the Community Council, the local community and business. The Corporate Director will put in place appropriate arrangements to support the Forum.

5.5 Proposed Priority Projects within the Port Glasgow Regeneration and Masterplan

Following a review of the initiatives presented in the Regeneration Strategy and taking cognisance of recent events connected with Fergusons Shipyard the following investment priorities, with indicative costings, have been identified as critical to addressing immediate challenges within the local economy.

A range of projects have been identified which are to be considered for early implementation, subject to availability of funds and detailed assessment to determine the extent of costs, which are shown below as indicative very early estimates, and the deliverability thereof.

Physical Investment

- Formation of new access into Port Glasgow from A8 onto Princes Street plus land acquisition - £500k
- Environmental improvements to Town Centre - £1.5m
- Removal of redundant buildings in the vicinity of Coronation Park – costs to be identified

Improving the Town Centre Offer – Boosting Enterprise and New Business

- Provide scheme of assistance to facilitate the reconfiguration redundant retail space to provide 'fit for purpose' accommodation to strengthen the retail sector - £1m
- Providing support for emerging retail businesses - £250k

Consolidating and Extending Town Centre Living

- Acquire and demolish redundant buildings at Jean St & Brown St to provide residential development opportunities for the private sector and Registered Social Landlords - £250k

Delivering Business Infrastructure and Support for Third Sector

- Acquisition, conversion and management of vacant floor space in Princes St to form new centre for business start-ups/emerging SMEs/third sector organisations - £750k
- Develop new office and commercial accommodation within the Town Centre and the wider Port Glasgow area - £800k

6.0 CONCLUSION

- 6.1 Overall the projects in Port Glasgow are developing well and the recent Charrette process is viewed by Officers as a successful event with the final preparation of the Regeneration Strategy and Masterplan presented for Members' consideration.

7.0 IMPLICATIONS

7.1 Financial Implications

Committee is asked to agree in principle only the Masterplan and priority projects at this stage and as a result no financial implications are included here. Further reports will be presented to Committee in due course on progression of specific projects and financial implications will be identified at that time.

One off Costs

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

Annually Recurring Costs / Savings

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (if applicable)	Other Comments

7.2 Legal

The Head of Legal and Property Services has been consulted on this report.

7.3 Human Resources

There are no human resource issues arising from this report.

7.4 Equalities

There are no equalities issues arising from this report.

YES (see attached appendix)

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

7.5 **Repopulation**

The regeneration works undertaken within the Port Glasgow town centre should contribute to retaining and increasing the population within the area.

8.0 **CONSULTATIONS**

- 8.1 The Head of Regeneration and Planning has been consulted on this report.
- 8.2 The Head of Finance has been consulted on this report.
- 8.3 The Head of Environmental and Commercial Services has been consulted on this report.
- 8.4 Riverside Inverclyde has been consulted on the preparation of this paper.

9.0 **BACKGROUND PAPERS**

- 9.1 None.



Austin-Smith:Lord



PORT GLASGOW TOWN CENTRE REGENERATION STRATEGY & MASTERPLAN CHARRETTE

EXECUTIVE SUMMARY

JULY 2014



A8

Firth of Clyde

Coronation Park





The Austin-Smith:Lord/Douglas Wheeler Associates team (A-S:L/ DWA team) was commissioned by Riverside Inverclyde (RI) and Inverclyde Council in late January 2014 to prepare a well argued economic case for adopting an integrated strategy to regenerate Port Glasgow Town Centre and make it fit for the future.

This Executive Summary highlights the main outcomes from the **Port Glasgow Town Centre Regeneration Strategy & Masterplan Charrette** that was held between 18 and 21 March 2014 in Port Glasgow Town Hall. The summary also provides an overview of the strategy to transform Port Glasgow Town Centre and in particular the main components of the emerging masterplan focussing on the existing context, the themes that were identified during the charrette, the vision, spatial framework, action plan, priorities and next steps.

This Executive Summary should be read in conjunction with the full Town Centre Regeneration Strategy & Masterplan Report.

Transforming Port Glasgow

The strategy concludes that:

1. There needs to be recognition that the **four component parts of the Port Glasgow Town Centre** (historic core, retail park, Mirren Shore, Coronation Park) **have specific assets and an essential role to play** in a successful future for Port Glasgow;
2. **Better connections** between the four component parts can ensure that together they combine to create an even more positive Town Centre serving Port Glasgow and beyond;
3. Enhancing the physical distinctiveness and quality of each component part and ensuring a positive interface between components can create **a townscape that has clarity, ease of orientation and emphasises a hierarchy of significant places** in the town.





Photograph: Thomas Nugent



PORT GLASGOW CONTEXTS

Port Glasgow is located on the southern shore of the Clyde Estuary, approximately 21 miles west of Glasgow city centre, at the eastern end of a linear conurbation comprising Port Glasgow-Greenock-Gourock. The conurbation has a combined population of approx. 70,000 with a spectacular location on the banks of the Clyde estuary commanding views across the Firth to the Argyll hills and sea lochs.

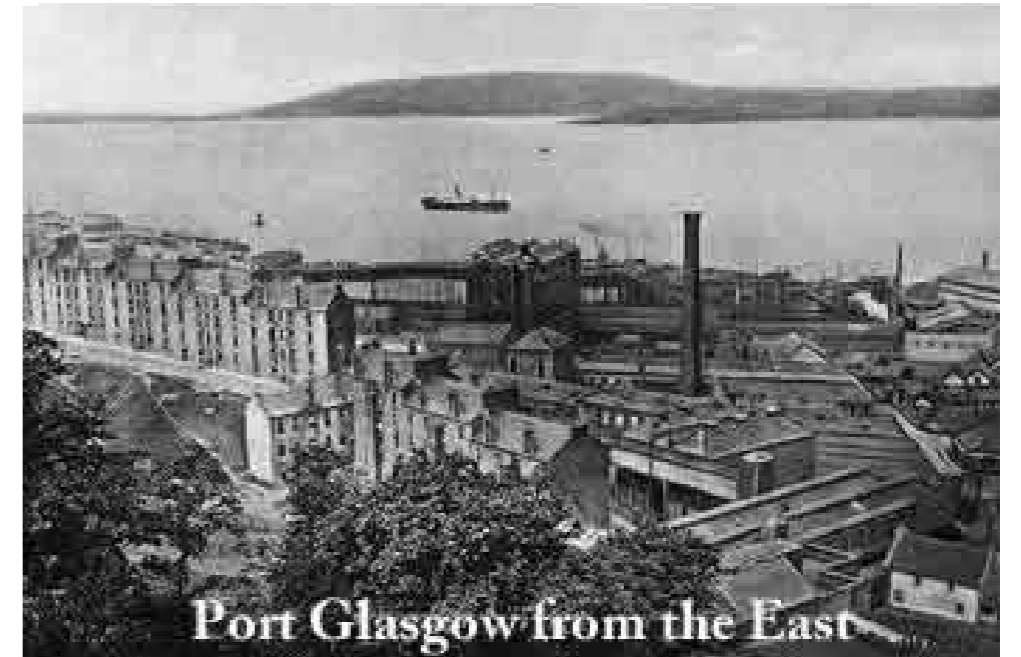
Port Glasgow was historically synonymous with ship building and trading. It was Glasgow's 'city fathers' who bought land adjacent to Newark Castle to form the city's deep water port. Henry Bell's Comet, the first commercial steam vessel in Europe, was built in Port Glasgow. The shipbuilding flourished and Port Glasgow was responsible for a quarter of the total tonnage of ships launched on the Clyde, however only Ferguson's yard is still active.

As with many post-industrial settlements in west central Scotland, Port Glasgow has experienced population decline, decreased economic activity and consequential negative social, environmental and health impacts as a result. Nevertheless the town enjoys some noteworthy assets. The town is very well connected and Port Glasgow lies at the confluence of several transport routes with bus and rail services that enable access to wider areas of Inverclyde and to the city of Glasgow. The A8/M8 corridor runs through the town and links Inverclyde to the Glasgow city region and the national motorway network. Similarly the rail station in the heart of the Town Centre is on the Inverclyde line into Glasgow Central Station.

The town enjoys an impressive history; dominated by world renowned industry and global trade, enriched by an ongoing social history and embellished with a unique place in art history involving notable individuals including Sir Stanley Spencer. Port Glasgow Town Centre has a powerful sense of place but has suffered from post-industrial decline. The challenge facing regeneration in Port Glasgow is devising a strategy that can enhance its sense of place whilst addressing the issues that are common to many Town Centres; redefining its role in the 21st Century town and ensuring it continues to be at the heart of the community and its future.

Port Glasgow Town Centre has seen limited property investment in recent times with significant development particularly in housing and education at the Port Glasgow Community Campus elsewhere in the Boggelstone area on the high ground to the south east. Access to the old Town Centre from these outlying areas can be difficult.

Greenock takes nearly half of Port Glasgow's retail expenditure. Independent businesses in the Town Centre, like in many other Town Centres, struggle against a decline in footfall and in Port Glasgow's case completion from shopping under cover at the Oak Mall in Greenock, Braehead and the internet. The Gallagher developed retail park to the west of the Town Centre has resulted in a 100,000 sqft Tesco Extra and other attractions including B&Q, Costa DriveThru and Marston's pub/restaurant have just opened. The Tesco car park is just a little too far away from Princes Street to provide any meaningful interplay and spin off benefits to the Town Centre.





'Making Connections'



Coronation Park



Access to Waterfront



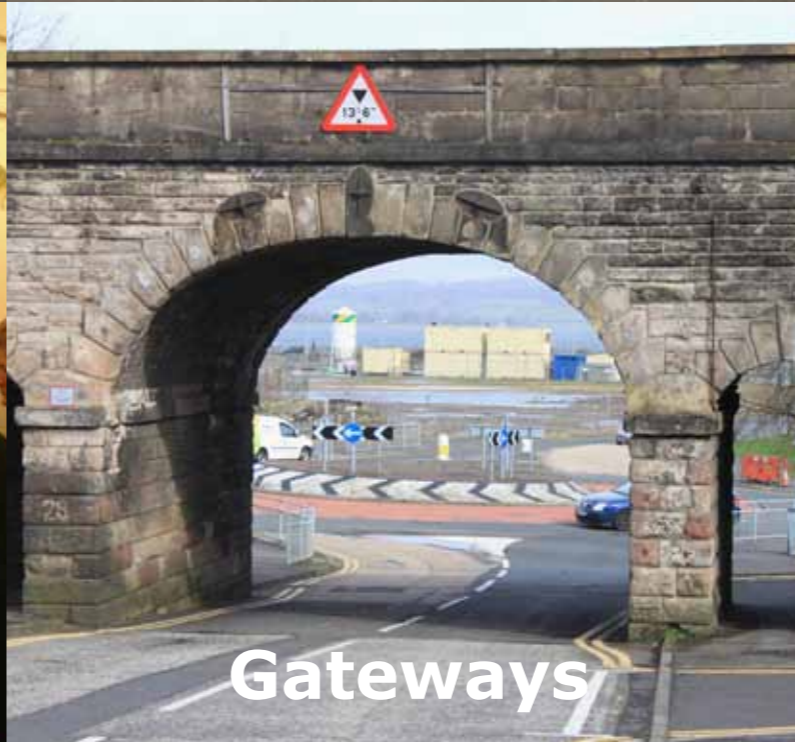
Portonians: Community Spirit



Links to Upper Port Glasgow



Evening Economy



Gateways



Rich Heritage



Living in Town Centre



TransPort Glasgow



First Impressions?



Different, Distinct + Diverse



PORT GLASGOW CHARRETTE THEMES

Emerging from the research and survey analysis of the Town Centre, and reinforced and refined through discussion with participants in the pre-Charrette and Charrette consultation events, were a series of recurring themes. The themes are addressed in the Spatial Masterplan and Regeneration Strategy.

Making Connections

Port Glasgow Town Centre comprises a series of component parts, often separated by significant road or rail infrastructure. Even where barriers do not exist, there is a strong perception that the Town Centre does not enjoy positive links to the retail park, Coronation Park or the communities of Upper Port Glasgow. Interventions and initiatives to encourage increased activity in the Town Centre are fundamental to successful outcomes of this Regeneration Strategy. It has been heartening to see that the charrette has encouraged joint initiatives between Tesco and traders in the Town Centre. Coupled with adjustments to the physical connections this can start to encourage joint benefits for the Town Centre and retail park.

Coronation Park

The Park is clearly cherished by the folk of Port Glasgow. It was probably the issue most frequently raised by charrette participants, regularly cited as a great but underperforming asset. Coronation Park feels cut off from the Town, principally by the A8 dual carriageway. Whilst there has been recent investment in children's play equipment, the Park requires further investment to improve facilities. Funding has been sought and further efforts are required to make the Park a year round amenity for all.

Access to Waterfront & Severance

One of the best aspects of Coronation Park is that it provides direct access to the waterfront. This is recognised as being very important, though many charrette participants felt that waterfront routes for walkers and cyclists beyond the Park, both east and west, were inadequately integrated. It was noted that initiatives to enhance these routes are in hand.

Mirren Shore was also noted as a key waterfront location. Whilst the quayside is publicly accessible there is a sense that it is a hidden gem, unfamiliar to many folk in the town. This presents significant opportunities to redefine Port Glasgow's relationship with the waterfront.

The A8 and the railway are obvious barriers to enhanced connectivity between parts of the study area and in separating Coronation Park and Mirren Shore from the Town Centre. Similarly the railway restricts links to the Town Centre from the hillside and Upper Port Glasgow.

1st Impressions

Port Glasgow fails to give a good first impression. When approached along the A8 the Town Centre is obscured by unattractive walls, road infrastructure and paraphernalia. It is not immediately apparent to many road users how to access the Town Centre by road. Arriving by train and bus is better than it used to be. Nevertheless there is still significant room for improvement.

Gateways

Access from the south requires access over or under the railway. These points of entry into the Town Centre all require enhancement and can help announce entry to an attractive, safe and welcoming environment. In each instance first (and future impressions) of the Town Centre would be enhanced by environmental improvements. In addition 'gateways' announcing arrival into Port Glasgow Town Centre would greatly assist in creating a positive first impression.

Living in the Town Centre

Unlike many similar towns Port Glasgow has a reasonably dense residential community. This was recognised as a positive aspect of the Town Centre, albeit there is a perception that there needs to be a greater range of housing options to enable people to 'age in place' catering for different sized family units and circumstance. Augmenting the existing housing stock with new, low carbon dwellings located in the Town Centre was cited as a main goal for the Masterplan and Regeneration Strategy.

Evening Economy

Many participants bemoaned the paucity of a vibrant and thriving evening economy and the very restricted offer. Many shared anecdotes of the predominance of fast food outlet and pubs catering for a narrow spectrum of the population. There is a strong desire to have a more diverse evening economy offer within the Town Centre that create a more family friendly environment.

TransPort Glasgow

Port Glasgow enjoys excellent public transport links. Further enhancing public transport passenger facilities and services to encourage increased patronage, more visitors to the town and enhanced community access to the Town Centre services is fundamental to a sustainable, accessible place. Despite the challenges of topography Port Glasgow needs to strive to be a barrier-free environment for all. Adjustments to improve step free public transport facilities that integrate with an easily navigable Town Centre will create more footfall in Port Glasgow. There may also be scope for a river bus stop at Mirren Shore/Steamboat Quay in longer term.

Rich Heritage

Port Glasgow has a unique sense of itself and has a powerful sense of place with a strong community spirit. It also enjoys a proud and rich heritage. Aspects of its history are well known to many, notably the Comet, Newark Castle and the shipyards. Other aspects, such as the artist endeavours of Sir Stanley Spencer, Joan Eardley and Mark Neville in Port Glasgow are less well known. Charrette participants recognised the importance of history on how and why the town is how it is. Together with the rich social history Port Glasgow has a very important and compelling story to tell. Opportunities to showcase and present the narrative in the townscape should inform ongoing and future regeneration initiatives.

Portonians: Community Spirit

A sense of the enduring community spirit was apparent throughout the Charrette. In parallel with physical development delivering an integrated Action Plan that draws upon current social, economic and community initiatives and infrastructure to foster this community spirit is vital.

Whilst a level of scepticism or apathy persists there are nevertheless many who value the strong sense of community. One important outcome from the design charrette was the proposition that a number ‘community **ambassadors**’ take ownership of this Regeneration Strategy to assist those responsible to deliver priority outcomes.

Links to Upper Port Glasgow

The network of paths up the hillside in Port Glasgow was regularly highlighted by charrette participants as needing improvement. Improved links south to the significant neighbourhoods of Upper Port Glasgow are essential. Coupled with enhanced public transportation, improvement to the pathways and stairs is necessary to create safe and pleasant routes to and from the Centre. Initiatives to enhance Birkmyre Park, and in time Devol Glen, offer scope to improve routes associated with parkland and natural habitats. In addition there is scope to consider prioritised investment to upgrade key routes and improve linkages, and encouraging walking, healthy activity and wellbeing.





River Clyde

Greenock Rd
A8

Tesco

King St
Princes St

PG Station

Greenock Rd

Coronation Park

Birkmyre Park



TOWN CENTRE VISION

The emerging Vision for Port Glasgow Town Centre is to acknowledge the **different qualities and characteristics of the four component parts of the study area** (historic core, retail park, Mirren Shore, Coronation Park) and make **them work effectively together to create a vibrant, mixed use Town Centre**. By accepting, accentuating and enhancing each component part and improving the linkages and connections between component parts, Port Glasgow Town Centre will become more than the sum of its parts.

The Town Centre clearly has some significant assets (good transport links, built heritage, residential community, waterfront location) that need to be harnessed. By setting an appropriate level of ambition Port Glasgow can transform into a renowned destination with a reputation for being welcoming, offering quality and enjoying a diversity activities and people in a renewed Town Centre.

Strategy To Transform Port Glasgow Town Centre

The three main conclusions of the strategy the transform Port Glasgow are summarised above. The strategy proposes effort be **focussed on improving the existing Town Centre**. The contention is that with appropriate interventions the Town Centre can offer **sufficient quality and a range of uses and choices for leisure, local shopping, working, living and as well as community and civic functions**. In this way Port Glasgow Town Centre can provide a rich and diverse mixed use experience that can complement the single land use, retail park, rather than seek, and fail, to compete with it.

DESIGN PRINCIPLES

Design Principles

The proposed Spatial Framework for the regeneration strategy is founded on a series of Design Principles and the headline strategic moves include:

- **Consolidation of historic Town Centre** with infill redevelopment and refurbishment of important existing buildings and streetscapes to reinforce the urban grid;
- **Extension of Coronation Park** to Bay Street / Fore Street redefining the urban edge of the Town Centre. Special buildings (e.g. Town Buildings, Swimming Baths, multi-story towers, Ropeworks) are then situated within extended parkland;
- **Transformation of the A8 corridor** to become a tree line boulevard, reducing traffic speed, providing frequent crossing points and transforming 'first' impressions of the Town Centre;
- **Extension of urban grid** to create linkages across the A8 to and through Coronation Park;
- **Creation of 'gateways'** announcing the Town Centre; notably at the Newark and Tesco / Comet roundabouts on the A8, to include a new access road to the Town Centre off the roundabout;
- **Enhancements to the boundary and pathway treatment** at the retail park, especially at the eastern end where it interfaces with the Town Centre. Improve connections between Princes Street and the spine route into the retail park, notably at the Tesco Extra;
- **Train station enhancements** to create a better public transport gateway to the Town Centre and enhancements at each rail underpass / overbridge along the railway line to provide secondary 'gateways' into the Town Centre;
- In the longer term **redevelopment of Mirren Shore** as a discreet waterfront development with good pedestrian connections to the Town Centre.



In common with many settlements that flourished through the Industrial Age, Port Glasgow had a sharply contrasting urban form; the fine pattern of urban streets and dense tenements clustering right next to the massive industrial infrastructure of slipways, cranes, warehouses and sheds of the Clydeside yards and docks.

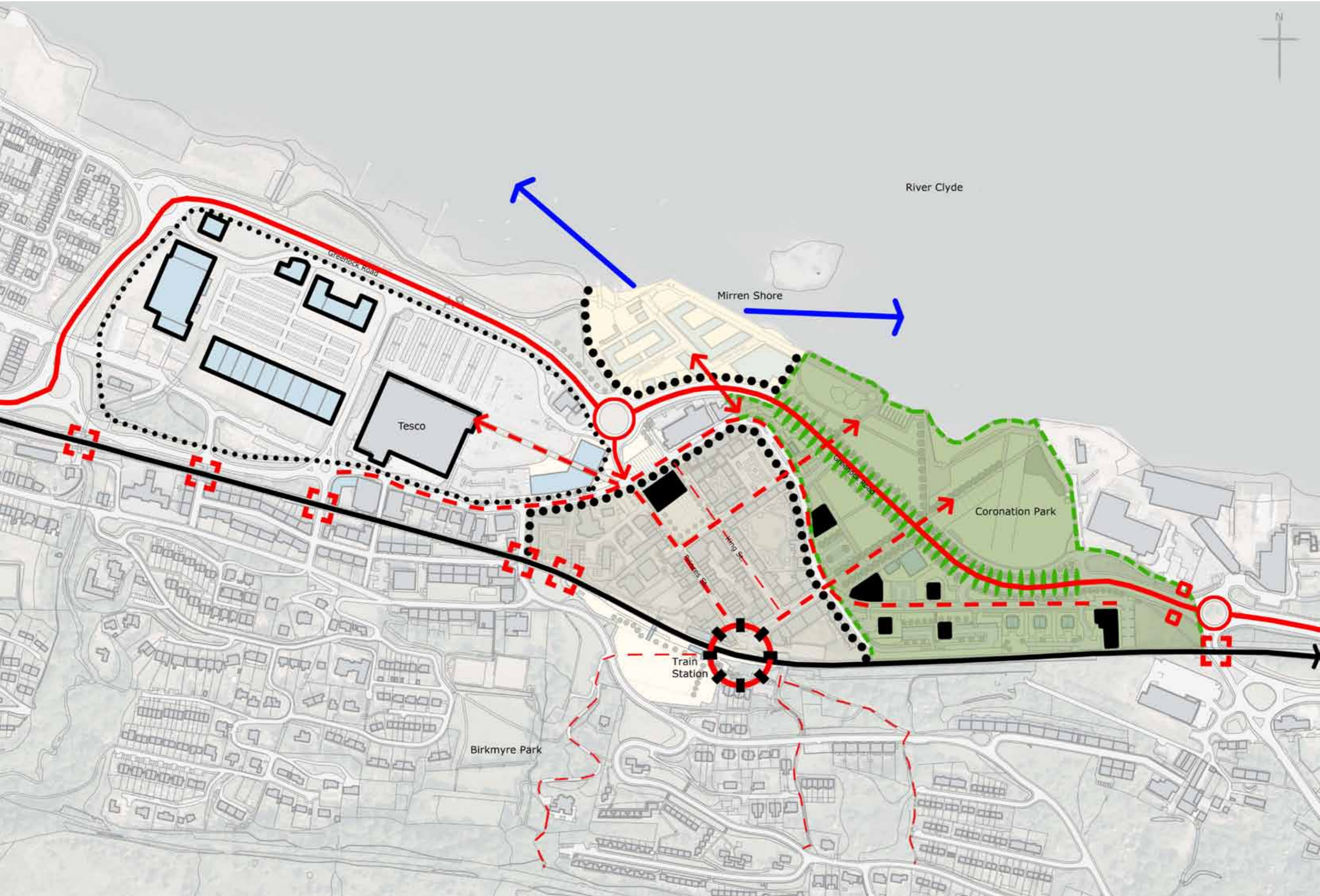
There has, essentially, long been a dramatic contrast between the compact Town Centre and the immense scale of the immediately neighbouring shipyards.

The docks and yards have nearly all gone. However, in their place, west of the historic Town Centre, the vast sheds of the new retail park have, to an extent, recreated the same contrast in scale; the fine urban grain and human scale of the established core in contrast to the retail park with large open surface car parks and the massive footprint superstores.



The emerging strategy proposes that there is an acceptance that effort be focussed on improving the existing Town Centre rather than attempt to retrospectively redefine the retail park as an integral part of the Town Centre. It seeks to make the Town Centre distinct, compact and a special place that benefits from the footfall drawn to the retail park.

The Town Centre should continue to offer variety; with a mix of retail, community, civic, leisure, work and living within the historic setting of the street grid. Furthermore the strategy suggests redefining Coronation Park so that it defines the northern edge of the Town Centre and changes Port Glasgow's relationship to its waterfront and greatly enhances peoples' perception and first impression of the town.



SPATIAL FRAMEWORK

The key spatial moves to achieve the vision include:

- Focussing effort on a range of large, medium and smaller scale development investment initiatives within the established Town Centre to intensify a mix of uses in the core, including new housing, redeveloping landmark sites and bringing vacant units back into active use;
- Redefining the extent of Coronation Park and its interface with the Town Centre, taking a cue from history and conceptually extending the park to the foot of John Wood Street and Church Street;
- Accept and make best use of the presence of a large retail park immediately adjacent to the historic Town Centre. Physical adjustments coupled with joint business initiatives can help foster better connections between new and established, national and independent traders in the Town;
- Tackling severance by redefining the A8 corridor through Port Glasgow, seeking to reduce traffic speeds, increase crossing points and introduce new points of access into Port Glasgow to diminish any real or perceived 'by-pass' effect;
- Consider clustering civic / community uses at key nodes in the townscape (at / near the Town Hall and/or Town Buildings);
- Enhancing accessibility along the estuary coastline and up the hillside to ensure Port Glasgow Town Centre is accessible for visitors and residents alike, with improved path and public transport networks;
- Develop a development framework for the redevelopment of Mirren Shore as a mixed use, waterfront destination, in the longer term.

SCHEDULE OF PROJECTS

The Spatial Masterplan outlined above has informed a prioritised schedule of physical projects focusing on:

- Town Centre;
- Transport & Access;
- Coronation Park;
- Mirren Shore;
- Retail Park.

Refer to full Regeneration Strategy & Masterplan Report for the prioritised schedules listed above.



THE PORT GLASGOW TOWN CENTRE REGENERATION STRATEGY: ACTION PLAN

The Port Glasgow Town Centre Regeneration Strategy: Action Plan

Alongside the Spatial Masterplan, the Port Glasgow Town Centre Regeneration Strategy: Action Plan focusses on local economic and community regeneration projects that will complement the physical development investment that is identified above. The Action Plan provides clear guidance in relation to prioritisation of initiatives, who should lead and support delivery and identify funding sources.

The Action Plan includes twenty one projects organised in four integrated programmes namely:

- i. Improving the Town Centre Offer: Boosting Existing and New Business;
- ii. Delivering Business Infrastructure;
- iii. Consolidating & Extending Town Centre Living;
- iv. Investing In Community Infrastructure & Third Sector.

Next Steps

The Port Glasgow Town Centre Regeneration Strategy: Masterplan and Action Plan provides a longer term vision, strategic programmes and projects informed by the views of local residents, businesses and key stakeholders. The Regeneration Strategy: Masterplan and Action Plan will guide future investment decisions in Port Glasgow Town Centre over the next ten years. The Masterplan will also help shape supplementary planning guidance that will be prepared **once the Inverclyde Local Development Plan is adopted at the end of August 2014.**





River Clyde

Mirren Shore

A8

Tesco

Coronation Park

Train Station

Birkmyre Park



Possible view of reconfigured Port Glasgow Town Hall & Western Gateway

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Report To: Environment and Regeneration
Committee

Date: 30 October 2014

Report By: Corporate Director Environment,
Regeneration & Resources

Report No: R343/14/AP/AF/FM

Contact Officer: Aubrey Fawcett

Contact No: 01475 712762

Subject: Gourock Pier & Railhead Development – Progress Report

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the progress regarding the redevelopment of the Gourock Pier and Railhead Development Area and seek approval of the recommendations.

2.0 SUMMARY

- 2.1 The progress of the Gourock Central Development is a key priority for the Council. Members approved the revised development framework (incorporating the one-way system) and delegated authority to the Corporate Director Environment Regeneration & Resources to engage Riverside Inverclyde (ri) to deliver the Gourock Pier and Railhead Development Area Project in 2011.
- 2.2 The Council has approved funding of £5.25m for the Pierhead works to date, which includes £150,000 enhancement works for Kempock St in May 2014 and following discussions with the Central Gourock Redevelopment Working Group (CGRWG) in August 2014 identified the priorities for these works.
- 2.3 Inverclyde Council Legal Services are currently in the process of concluding leases and acquisitions and have sought to sign licences with the third parties to enable the works to proceed in the meantime. The 3 remaining outstanding licences are due to be signed imminently.
- 2.4 The Sea Wall works were tendered resulting in an overall cost of £600,000, which will be incorporated within the main contract.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Committee:
- Notes the content of the report;
 - Approves the inclusion of the renewal of the Kempock St footpath & blink paving and additional signage into the contract;
 - Delegates authority to the Corporate Director Environment Regeneration & Resources to explore opportunities to maximise parking provision and implement works for increased car parking on Shore Street, subject to statutory approvals,

which will be funded from the Road Asset Management Plan and from unused project funds which are not required for the main contract.

- d) Provide an undertaking to ri to cover any additional project costs in the event that these cannot be contained within the current allocation.

Aubrey Fawcett

Corporate Director, Environment Regeneration & Resources

4.0 BACKGROUND

- 4.1 On the 27th October 2011 the Regeneration Committee approved the revised development framework for the redevelopment of the Gourock Pier and Railhead Development Area. The total development costs were originally approved at £4.7m, with an additional £450,000 allocated in the first quarter of 2014 bringing the total sum committed to the project to date to £5.25m.
- 4.2 The Committee agreed in May 2014 to:
- conclude missives on land transfers and leases;
 - take out appropriate indemnities against any future claims;
 - incorporate additional road resurfacing works;
 - procure and construct additional public realm improvements following consultation with Central Gourock Redevelopment Working Group on the location of the works;
 - procure and instruct remedial works to the sea wall;
 - note that Riverside Inverclyde will accept the most economically advantageous tender once all outstanding acquisitions and leases have been resolved; and
 - remit the revenue implications in relation to additional maintenance obligations to the Policy & Resources Committee for approval.

5.0 PROPOSALS

- 5.1 All land transfers are being progressed with 3 outstanding licences required prior to finalising the award of contract and works commencing on site. Subject to all licences being in place it is envisaged that the works programme will be as follows:

Site Start	10 th November 2014
Contract Period	40 weeks
Contract Completion	October 2015

- 5.2 The additional works to the Sea Wall have been tendered, following the advice of ri's lawyers, as an addendum to the main contract. The total cost of the works which are to be funded from the Property Maintenance Budget allocation is in the region of £600,000.
- 5.3 It is ri's intention to issue the letter of intent, week beginning the 6th October 2014. If all licences have not been signed by then, a caveat will be included in the letter advising the Contractor that ri is not able to enter into the formal award of the contract until the licences have been finalised. This would allow the 'clock' to start on the standstill period in which the unsuccessful bidders could bring court proceedings if they were minded to challenge the award decision. The limitation for raising proceedings will not begin until the unsuccessful bidders are notified of RI's decision.
- 5.4 The Central Gourock Redevelopment Working Group met on 26th August 2014 to review the enhancement works to Kempock St & Shore St. The Working Group expressed its support for the renewal of the Kempock Street footpaths to ensure that the footpaths are of a quality commensurate with the overall development.
- 5.5 During discussion on the proposal to refurbish the gap sites known as the Blinks, it was noted that there had been complaints from both residents and visitors regarding the long term use of both upper Blinks for the storage of bins and the appearance of the sites and Members queried whether expenditure on an environmental landscaping and upgrading of the upper Blinks, would represent good use of public

funds. Reference was made to previous interest in developing the sites and the Working Group requested that a report on development opportunities be submitted to the Environment & Regeneration Committee in due course. It was therefore recommended that only minimal additional works such as the renewal of the paving, is undertaken.

- 5.6 The CGRWG also agreed that new signage is erected to advertise the local amenities, and should there be savings within the overall contract, other options for additional public realm improvements to Kempock St & Shore St can be explored in due course.
- 5.7 In response to comments from Members in relation to car parking spaces on Shore Street, it was agreed the Corporate Director, Environment Regeneration & Resources, should investigate (a) potential opportunities for car parking on Shore Street between the Victoria Bar and Lloyds Chemist and opposite the health centre, (b) removal of the existing parking restrictions outside Gourock Library, (c) how many parking spaces are required by Police Scotland at Gourock Police Station and (d) any opportunity to reduce the length of the bus stop on Shore Street, with a view to providing additional short stay public car parking. Reference was made to the number of bus stops along Shore Street and whether these could be reduced. It is proposed that works would be funded from the Road Asset Management Plan and from unused project funds which are not required for the main contract.
- 5.8 Finally, the Board of Riverside Inverclyde has asked that the Council provide an undertaking to ri to cover any additional project costs in the event that these cannot be contained within the current allocation.

6.0 IMPLICATIONS

6.1 Financial Implications

One off Costs

The Sea Wall works as tendered are higher than was initially budgeted for and an additional £100,000 has been allocated from within Property Assets Core Capital allocation to take account of the works, fees and miscellaneous costs associated with this element of the works.

In the event of any project cost overruns, the ri Board asked that Inverclyde Council provide an undertaking to cover any additional costs in the event that these cannot be contained within the current allocation.

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Gourock Pier Head Development	Core Budget	2013/17	£4,700		Original Capital allocation
	Roads Allocation	2013/17	£200		Allocation from Roads Asset Management Plan

Kempock St Sea Wall Works	Central Gourock Regeneration	2013/17	£150		Allocated February 2014 Budget
	RI Core Funding	2013/17	£200		Allocated from RI core Funding per Single Operating Plan
	Total Budget Core Project	2013/17	<u>£5,250</u>		
	Property Services Capital	2013/17	£600		£500k previously allocated, further £100k allocated from core Capital budgets

Annually Recurring Costs/ (Savings)

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

6.2 Legal

Ongoing legal and conveyancing advice regarding the acquisitions continues to be sought.

6.3 Human Resources

There are no human resource issues arising from this report.

6.4 Equalities

Has an Equality Impact Assessment been carried out?

X

YES (see attached appendix)

NO

6.5 Repopulation

The regeneration works outlined in this report should contribute to retaining and increasing the population within the area.

7.0 CONSULTATIONS

7.1 The Head of Legal & Property Services has been consulted on this report.

7.2 The Head of Regeneration & Planning has been consulted on this report.

7.3 The Head of Environmental and Commercial Services has been consulted on this report.

7.4 The Head of Finance has been consulted on this report

7.5 Riverside Inverclyde has been consulted on this report.

8.0 BACKGROUND PAPERS

8.1 None.

Report To:	Environment and Regeneration Committee	Date:	30th October 2014
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	R342/14/AP/AF/FM
Contact Officer:	Aubrey Fawcett	Contact No:	01475 749822
Subject:	Development of Gourock Municipal Buildings – Progress Report		

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the progress reached regarding the redevelopment of Gourock Municipal Buildings and seek approval for a range of proposals.

2.0 SUMMARY

- 2.1 Riverside Inverclyde was asked to consider the potential reuse of the Grade C Gourock Municipal Buildings (GMB) to complement the recent and planned regeneration activities funded by the Town Centre Regeneration Fund, Riverside Inverclyde and the Council. The GMB is an integral part of Gourock's heritage and continues to be of historic importance to the local community.
- 2.2 Following the last report to the Environmental & Regeneration Meeting in May, revised refurbishment proposals were presented to the Local Ward Member and Interested Community Groups on the 23rd & 31st July. The Central Gourock Redevelopment Working Group (CGRWP) met on the 26th August 2014 to consider the proposals being tabled.
- 2.3 It was the general consensus of the CGRWP that the building should be refurbished to provide accommodation for a single end user on the ground floor and smaller office space on the first floor. It was agreed that the lease of the 2 larger units on the upper floor be reserved "under offer" for a period of 12 months to allow local community groups to bring forward proposals for the wider community use.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Committee delegate authority to the Corporate Director Environment, Regeneration & Resources in consultation with the Head of Finance and Head of Legal and Property Services to:
- a) conclude agreements to lease the Gourock Municipal Buildings to Riverside Inverclyde Property Holdings Company for the purposes of conversion to a small Business Centre at a rent to be determined by the Property Assets Manager/District Valuer;

- b) in collaboration with Riverside Inverclyde Property Holdings Company develop and negotiate appropriate sub-lease agreements with prospective tenants; and,
 - c) hold back the leasing of the 2 larger rooms (Units 1 & 2) on the upper floor for a period of 12 months to allow local Community Groups to establish a feasible community end use.
- 3.2 It is recommended that Committee approve the use of the funding of £300,000 allocated within the Office Rationalisation Funding Model to enable the premises to be converted by ri.

Aubrey Fawcett
Corporate Director Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 The Environment and Regeneration Committee noted at its meeting in October 2012 that a report on the future reuse of Gourrock Municipal Buildings should be brought back for Members' consideration. At that time ri was asked to consider if there was any merit in converting the premises into a small business centre as it appeared there was limited office accommodation available in the Gourrock Town Centre and to build upon the recent and ongoing regeneration activities undertaken by ri and the Council.
- 4.2 In May 2014, the Environment and Regeneration Committee asked the Corporate Director Environment, Regeneration & Resources for a further report on the reuse of the GMB including the viability of a Visitor/Heritage Centre, Library and Customer Service Hub.

5.0 PROPOSALS

- 5.1 Two meetings were convened with the Local Ward Member and local community groups to discuss the proposals relating to the future use of the GMB & Library. Following consultation between the Corporate Director Environment, Regeneration & Resources and the Libraries, Museums and Archives Manager it was agreed not to pursue a proposal to relocate the library to the GMB.
- 5.2 The refurbishment proposals presented to the CGRWP comprised:
- 5 business units measuring from 16m² to 68m² on the upper floor;
 - 153m² accommodation for a community dental surgery on the ground floor;
 - New disabled access & facilities to the main floors.
- 5.3 It is proposed that the Buildings are leased to ri at a rent based on pre refurbishment rates, to be agreed with the Property Assets Manager/District Valuer and delegated authority is given to the Corporate Director Environment, Regeneration and Resources to negotiate and agree the terms of the lease in consultation with the Head of Finance and Head of Legal and Property Services.
- 5.4 The Central Gourrock Redevelopment Working Group (CGRWG) requested that the Building is refurbished and upgraded throughout to provide accommodation on the ground floor for a sole tenant and suitable smaller accommodation that would be attractive to SME's on the first floor. They did request however that the end usage of the 2 larger rooms (Unit 1 & Unit 2) on the first floor be held in abeyance for a period of one year from the date approval of this report to allow the local community groups time to develop proposals for community use with a sustainable business plan.

6.0 IMPLICATIONS

6.1 Financial Implications

£600,000 has been committed to this project to date, £300,000 from ri and £300,000 from the Office Rationalisation Funding Model, both of these sums are included within the Single Operating Plan.

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Gourock Municipal Buildings	Offices AMP	2014/16	£300,000		
	RI Allocation	2014/16	£300,000		

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
Property Services	Income	2016	(tbc)		Rent level to be determined by the APM /DV
Customer Services	Employee Costs	2016	(tbc)		Dependent on outcome of the feasibility study

6.2 Legal

The Gourock Municipal Buildings is within the Council's ownership and a letting arrangement of the type outlined is permissible. However further legal input will be necessary as the lease arrangements and tenant negotiations are progressed and finalised.

6.3 Human Resources

There are no human resource issues arising from this report.

6.4 Equalities

Has an Equality Impact Assessment been carried out?

	YES (see attached appendix)
X	NO - This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required. See below.

Appropriate lift access will be provided to the building for disabled use, all business units with the exception of Unit 1 on the first floor are DDA compatible.

6.5 Repopulation

The regeneration works outlined in this report should contribute to retaining and increasing the population within the area.

7.0 **CONSULTATIONS**

7.1 The Head of Legal & Property Services has been consulted on this report.

7.2 The Head of Regeneration & Planning has been consulted on this report.

7.3 The Head of Finance has been consulted on this report.

7.4 Riverside Inverclyde has been consulted on this report.

8.0 BACKGROUND PAPERS

8.1 None.

Report To:	Environment and Regeneration Committee	Date:	30 October 2014
Report By:	Acting Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/14/209
Contact Officer:	Ian Moffat	Contact No:	01475 715910
Subject:	Cemeteries Management Rules		

1.0 PURPOSE

1.1 The purpose of this report is to:

- request the Committee's approval of the draft Cemeteries Management Rules as appended here;
- request the Committee's authority to proceed with the required statutory public consultation; and
- advise the Committee that following the consultation process there will be a further report to the Committee on the outcome of that process.

2.0 SUMMARY

2.1 As local authority, the Inverclyde Council (the Council) has power to make management rules regulating the use of and conduct of persons while on or in any land or premises owned, occupied, managed or controlled by the Council to which the public have access, in terms Section 112 of the Civic Government (Scotland) Act 1982 (the Act).

2.2 Prior to making management rules, the Council must conduct a statutory public consultation, in terms of which it is required to:

- advertise that it intends to make such rules;
- make copies of the proposed rules available for public inspection throughout that period;
- allow a period of at least one month from the date of the first advertisement for objections; and
- before the management rules are made, take into account any objection received and give any objector the opportunity to be heard by the Council.

2.3 Management rules come into force when they are approved and formally executed by the Council, and unless revoked continue in force for a period of 10 years.

3.0 RECOMMENDATIONS

3.1 It is recommended that the Committee approve the draft Cemeteries Management Rules for the purposes of statutory public consultation.

3.2 It is recommended that the Head of Environmental & Commercial Services be authorised by the Committee to implement the statutory public consultation procedure in connection with the proposed management rules.

Ian Moffat
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1** The Cemeteries Management Rules have been drawn up in exercise of the powers conferred on Inverclyde Council by Section 112 of the Civic Government (Scotland) Act 1982, which applies to Cemeteries & Crematorium, to regulate the use of the facilities and the conduct of the people using them.
- 4.2** A local authority may, but is not required to, set management rules to regulate the use of and the conduct of persons while on or in any land or premises which is owned, occupied or managed by the authority or is otherwise under their control and to which the public have access, whether on payment or not. Inverclyde Council previously set Cemeteries & Crematorium Management Rules in 2004 and said rules now require to be renewed as they expire after a period of 10 years.
- 4.3** At least one month before making management rules, a local authority is required to give notice of:
- their intention to do so;
 - the general purpose of the proposed rules;
 - the place where a copy of the proposed rules may be inspected;
 - the fact that and time within which objections may be made;
 - the address to which objections may be sent;
 - advertise in a newspaper or newspapers circulating in the area of the local authority intimating the intention to make management rules; and
 - make copies of the proposed rules available for public inspection without payment at their offices and so far as the authority consider practicable at the land or premises to which the rules are to apply.
- 4.4** Any person may, within one month after notice has first been given by a local authority, notify in writing their objection and the ground of their objection to the authority. Before making management rules, a local authority is required take into consideration any objections timeously received by them and give any objector an opportunity to be heard by them.
- 4.5** If any objections are made during the consultation process, officers will enter discussion with objectors to discuss the nature of their concerns, the reasoning behind the rules and, where any appropriate steps that may be taken to address such concerns. Following this process, if any objectors wish to maintain their objections, it will be necessary to make arrangements to allow them to be heard by the Committee as part of the consultation process.
- 4.6** Before the Cemeteries Management Rules are made, they will require to be remitted by this Committee, subject to such amendments as are approved by the Committee following the consultation process, for formal approval by the Inverclyde Council. Following such formal approval, they will be made by execution by a Proper Officer.
- 4.7** Management rules shall come into force on the date of their execution or on such later date as may be specified in the rules and shall, unless revoked, continue in force for a period of 10 years from that date.
- 4.8** Management rules made by a local authority shall, together with a notice stating where copies of the rules may be obtained, be displayed at the entrance to the land or premises to which they apply or elsewhere so that they may be seen by members of the public intending to have access to the land or premises.
- 4.9** Copies of management rules shall be open to public inspection without payment and a copy of them shall on application be furnished to any person on payment of such reasonable charge as the local authority may determine.

5.0 PROPOSALS

5.1 Subject to the Committee's approval of the above recommendations, officers will:

- conduct the consultation process as outlined at 4.3 and 4.4; and
- in due course, report back to the Committee providing an update on the feedback from and progress of the consultation, and providing further recommendations.

6.0 IMPLICATIONS

6.1 Training

Inverclyde Council burial grounds and crematorium staff will be required to implement and where necessary enforce the management rules once they are adopted. In-house training will take place to ensure that the relevant staff have the required knowledge and skills for the purpose. The Management Rules as proposed are largely the same as the ones that have been in force for the past 10 years, so the training necessary will be minimal.

6.2 Financial

There will be costs associated with the supply of new signage and one public notice to be placed in the local press. Costs in question will be contained within existing budgets.

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
Burial Ground & Crematorium	Supplies & Services	2014/2015	£500		Signage & Public Notices

6.3 Human Resource

There are no human resources implications associated with the making of these management rules.

6.4 Legal

The Legal implications are as set out in the body of the report..

6.5 Equalities & Diversity

There are no direct issues associated with the making of these management rules.

6.6 Repopulation

There are no issues associated with the making of these management rules.

7.0 CONSULTATIONS

7.1 Finance Services have been consulted on this report.

7.2 Legal and Property Services have been consulted in the terms of this report. The statutory process that requires to be followed to make management rules is set out in the Civic Government (Scotland) Act 1982 and is explained in the body of the report.

8.0 BACKGROUND PAPERS

8.1 None.

The Inverclyde Council constituted under the Local Government etc. (Scotland) Act 1994 (hereinafter referred to as “the Council”) have made the following Rules for the Management of Cemeteries and Crematoria in Inverclyde in terms of Section 112 of the Civic Government (Scotland) Act 1982 which will apply to all cemeteries under the control of the Council.

1 Interpretation

In these Rules:

- a “Cemetery” means any cemetery or churchyard under the ownership or control of the Council, and includes a crematorium as defined below.
- b “Crematorium” means any crematorium under the ownership or control of the Council.
- c “Certificate” means the Certificate of the Exclusive Right of Burial granted by the Council to the “Owner”.
- d “Owner” means the person who purchases the Exclusive Right of Burial to the Lair and to whom the Certificate is granted and his/her successors in terms of Rule 2 below, who are registered as the Owner in the Lair Register maintained by the Council.
- e “Lair” means the piece of ground in which the Exclusive Right of Burial is granted by the Council.
- f “Appropriate Officer” means the Burial Grounds Officer or any other officer employed by the Council in connection with the management or operation of any Cemetery.
- g “Memorial” means any gravestone or other monument erected at the head of the “Lair”.
- h “Burial Grounds Officer” means such officer of the Council as is from time to time appointed or authorised by the Council with responsibility for the day to day management of cemetery or cremation service throughout Inverclyde.
- i “Funeral Director” means the agent appointed by the next of kin or executors of a deceased to undertake the arrangement of the burial or cremation of that deceased.
- j “Crematorium Attendant” means an officer of the Council employed by the Council to carry out cremation duties.

2 The Exclusive Right of Burial

- a The Exclusive Right of Burial in a Lair will, subject to these Rules, be granted to the Owner and his/her successors (as described in Rule 2) in perpetuity subject to Rule 3 below. The Owner of a Lair owns only the Exclusive Right of Burial in the Lair. The Lair in which the right is exercised remains wholly within the ownership of the Council. The Appropriate Officer will furnish the Owner with a Certificate describing the location of the Lair to which he/she has an Exclusive Right of Burial. An Owner, duly registered in the books of the Council, will have Exclusive Right of permitting the Lair to be opened and the production of the Certificate and suitable proof of identification will be held as sufficient authority. One person only will be registered as the Owner of the Exclusive Right of Burial in a Lair or Lairs subject to parts (c) and (d) of this Rule 2. The Owner will not be entitled to sell, transfer or assign the Exclusive Right of Burial without the agreement of the Burial Grounds Officer, and such agreement will only be provided in the case of a transfer or assignation to a family member or relation of the transferring/assigning Owner. The Owner will not be entitled to transfer or assign the Exclusive Right of Burial to another in exchange for payment. The Owner will not be entitled to inter anyone in the Lair to which they have the Exclusive Right of Burial in exchange for payment. The Owner will be given a copy of these Rules at the time of purchase or transfer of the Lair and will be required to sign a receipt agreeing that they have read the Rules and agree to comply with them.
- b The Owner will not be entitled to use the Lair until any outstanding burial dues are paid. Purchased Lairs will be allocated in rotation at the discretion of the Appropriate Officer of the Council. Only such Lairs as are numbered on the Cemetery Plans will be allocated.
- c On the death of the Owner, the Lair will pass to the individual nominated on the application for interment. In such cases, a memorandum of entry may be engrossed upon the original Lair Certificate or a new one may be issued. No new Certificate will be granted until the original Certificate is produced or accounted for satisfactorily. The new Owner will indemnify the Council against any subsequent claims resulting from their registration as the new Owner.
- d The next of kin or executors of the registered Owner can, on production of the Certificate in the name of the registered Owner, instruct the burial of the said registered Owner in the Lair, subject always to the terms of these Rules.
- e No new Lair will be sold by the Council without an interment taking place at that time. Purchase should be transacted through the Funeral Director undertaking the funeral arrangements.

3 Forfeiture

Failing interment in or transfer of a Lair for a period of 100 years, the Council may terminate the Exclusive Right of Burial therein, provided that such notice of intention to terminate will be advertised once in a national newspaper and twice in two local newspapers and a period of twelve months allowed to elapse, following the publication of the last advertisement. Whereupon, failing any claimant, the Council may, by simple resolution duly minuted, declare such Right of Burial to be terminated and may grant the Exclusive Right of Burial of the Lair anew if no persons are interred in the Lair.

4 Notice of Burial

- a All burials must be authorised by the Appropriate Officer prior to funeral arrangements being publicly announced.
- b Notice of interment must be submitted to the Council's Burial Grounds Office in Greenock Cemetery at least two working days (excluding Saturdays, Sundays and Public Holidays) before any proposed interment. Such notice should include the following information about the deceased:
- Name & address
 - Age
 - Date of death
 - Relationship of the deceased to the Lair Owner (if any)
 - Residence at the time of death
 - Proposed day and hour of the interment
 - Any other such information deemed necessary by the Council from time to time.

If the deceased was the registered Owner, notice should be given as to the individual who is to be registered as the new Owner. Upon checking the Lair Register, the order for digging the grave will then be issued.

- c No Owner will be entitled to have the Lair opened to a greater depth than 2.0 metres, and no interment will be made without there being at least 900mm of soil between the ordinary surface of the ground and the upper side of the coffin. In a Lair excavated to a depth of 2.0 metres, not more than three standard sized adult coffins may be interred, subject to Rule 4d below. A standard sized coffin is deemed to be not more than 300mm in depth. The number of interments permitted in any Lair may be reduced if the coffin chosen exceeds the standard depth. Only persons authorised by the Appropriate Officer will excavate graves and carry out the laying of foundations for monuments.
- d Ground conditions at each Cemetery are variable, therefore the number of interments possible will be determined by the ground conditions discovered at the time of opening. In cases of all new lairs and interments, the depth will be recorded after each burial.
- e A coffin containing an infant, stillborn baby or non-viable foetus interred in a full sized adult Lair will be counted as one full interment and recorded as such in the Lair Register.
- f Any Lair that has had the maximum number of interments possible, subject to Rule 4d above, will not be opened again for interment except in the case of cremated remains.
- g The Council will keep registers in which will be entered every interment, specifying the Lair, the depth of the grave, the date of interment, the name and age of the deceased and all other requisite particulars.
- h A plan of the Cemetery and a Table of Interment Fees and other charges will be kept at the Burial Grounds Office in Greenock Cemetery. All fees and charges in connection with interments, Lair Certificates, etc., will be acknowledged on official printed receipt forms.
- i The Funeral Director is responsible for the provision of sufficient bearers to convey the coffin reverently from the hearse to the graveside and for lowering the coffin into the grave.

5 Areas for the Interment of Cremated Remains

- a Designated areas for the interment of cremated remains will be provided in some cemeteries. Each Lair will be one metre square and capable of holding up to six caskets of cremated remains. The Exclusive Right of Burial in a Lair for cremated remains will be sold with the right to erect a memorial. The base of the memorial may contain a flower vase holder. No other forms of memorials, vases or planting will be allowed on the Lair space.
- b The Exclusive Right of Burial for the interment of cremated remains will be sold subject to these Rules insofar as not inconsistent with this Rule 5.
- c Application for the interment of cremated remains must be made in the same manner and providing the same information as in Rule 4, above.
- d Cremated remains may not be scattered in any part of a Cemetery without the permission of the Appropriate Officer and the appropriate documents being completed and recorded.

6 Areas for the Interment of Stillborn Babies and Non-Viable Foetuses

- a A maximum of five interments will be permitted in a Rankin Memorial Garden Lair, in Greenock Cemetery. A central memorial feature will be provided. There will be no Exclusive Right of Burial in the said communal Lair only a Right of Burial.
- b Application for the interment of stillborn babies and non-viable foetuses must be made in the same manner and providing the same information as in Rule 4, above.

7 Memorials

- a The erection of memorials will be permitted only on Lairs where an Exclusive Right of Burial has been granted and only by a monumental mason registered with the Council. No headstone or any other memorial may be erected in a Cemetery without the express written permission of the Appropriate Officer. Memorial permits must be made available for inspection when entering a Cemetery to carry out these works and before any works commence. Memorials must consist of natural stone or terrazzo and contain no wood, plastic or glass.
- b A registered Owner will be entitled to have a memorial erected at the head of the Lair but such memorial will not protrude in any way over that part of the Lair to be opened for burial and will be restricted to at least 100mm less in width than the width of the Lair. Wooden crosses, plastic flowers, windmills, teddy bears, kerbs, copes, railings, fences, gravel, corner stones etc. will not be permitted around or over the Lair. The said Owner is liable for any damage or injury caused by the state of repair of the memorial erected on the Lair. Only one flower vase will be allowed on each Lair and must be placed in the space provided at the head of each Lair, i.e. the crownhead or on the base of the memorial. The Council will not be responsible for any loss or damage to such vase or memorial.

Cemeteries Management Rules

- c The Owner will keep the memorial in a neat and proper condition, of which the Appropriate Officer will be the sole judge. Upon failure by the registered Owner to comply with this Rule, within twenty one days of being given written notice of any failures at the owner's last known address, the Council will be entitled either to repair the memorial or to have the memorial removed. If said memorial is in a state that the Appropriate Officer considers dangerous the Council will be entitled to, without notice, take action as necessary to make it safe. Any costs incurred by the Council will be recovered from the Owner and until the cost of such repairs or removal is paid, the Right of Burial in the Lair will be withheld.
- d Any unauthorised planting will be removed.
- e All memorials must be constructed and erected in accordance with such recommendations formulated by the National Association of Monumental Masons from time to time.
- f The application for the erection of a memorial or additional inscription on a memorial must be approved by the Appropriate Officer and must conform to the requirements of the Council, as are stated on the application form.
- g The Council will not be responsible for any loss or damage to memorials.
- h The section and number of the Lair must be cut plainly upon the side of the memorial at the expense of the person erecting the memorial.
- i No memorial or part thereof will be removed from the Cemetery by the registered Owner or their agents without prior written notification to the Council.
- j No works of any kind will be permitted inside the grounds of the Cemetery without a permit and the sanction of the Appropriate Officer, who must be satisfied that the authority of the registered Owner has been obtained before work commences.
- k A permit must be obtained for the installation of a small marker. A charge will be applied, but should a headstone be erected at a later date no charge will be made for the 2nd permit issued.

8 Memorial Benches

- a The installation of memorial benches in Knocknairshill Cemetery will be permitted only in areas designated and mapped out for placement of memorial benches. Installation of memorial benches within all other cemeteries will be at the discretion of the Appropriate Officer.
- b Application to have a memorial bench placed within a Cemetery must be put in writing to the Appropriate Officer.
- c Subsequent to the application being accepted, the memorial bench must be purchased through the Appropriate Officer. The memorial bench, once installed, will become the property of Inverclyde Council and be available for use by visitors to the Cemetery. Maintenance, as considered appropriate, will be assessed and carried out by Inverclyde Council.

Cemeteries Management Rules

- d If the memorial bench is vandalised or damaged beyond economical repair, the bench will be removed and disposed of at the discretion of the Appropriate Officer. Inverclyde Council will not be responsible for replacement of the damaged bench. The applicant will be notified of the removal at their last known address.
- e Applications will be dealt with in date order, and the applicant given the choice of available sites for the memorial bench.

9 General

- a Cemetery opening hours will be:

April to August: 8.00 a.m. - 9.00 p.m.

September to October: 8.00 a.m. - 6.00 p.m.

November to March: 8.00 a.m. - 5.00 p.m.

The Council may, by notices posted at or near the place to which it refers, close to the public any part of any Cemetery for such time as it may consider necessary.

- b No persons may enter or leave any Cemetery except by the entrances and exits provided for that purpose.
- c No persons may enter or wilfully remain within any cemetery except during the opening hours, as intimated at part (a) above.
- d Children under 14 years of age must be accompanied by a parent, guardian or a responsible adult when entering any Cemetery.
- e Old memorial wreaths and floral decorations will be removed and disposed of at the discretion of the Appropriate Officer.
- f It is not appropriate to walk dogs within a cemetery only for the purposes of exercise

Dogs are not permitted in a Cemetery **unless** they are kept at all times:

- under proper control;
- on a short lead of no more than 2 metres length;
- off Lairs or any other grass areas within a cemetery;
- only on paved roads or paths; and
- out of sight and earshot of funeral services.

Fouling must be removed by the person in charge of the dog and disposed of properly. Dogs are not permitted to enter waiting rooms, toilets, crematoriums, or any buildings in a cemetery, however exceptions for guide dogs or similar may be granted at the discretion of the Appropriate Officer. Failure to comply with any part of this Rule will result in the person in charge of the dog being expelled from the Cemetery and persistent offenders may be excluded from entering the Cemetery in future.

10 Vehicles

- a Car parking facilities provided by the Council for the convenience of patrons will only be available during such times as the facilities of the Cemetery are being used. In all cases, the direction of the Appropriate Officer must be complied with and all vehicles must be driven at a speed not exceeding 15 miles per hour and with due care and attention. The Council will not be held responsible for any damage to vehicles or other property left in the car parking facilities.
- b Vehicles conveying memorials or goods into any Cemetery grounds will be allowed entry only with the consent of the Appropriate Officer. The person or persons in charge of such a vehicle must comply with the directions of the Appropriate Officer as to the route to be followed within the grounds.
- c The Appropriate Officer may instruct the removal of parked vehicles at his/her discretion if he/she considers that they interfere or may interfere with access or egress to the Cemetery or Crematorium. Removal means towed away or otherwise removed to a compound, all costs associated with same will be borne by the vehicle owner.

11 Prevention of Nuisance

No person will:

- a Use any profane or offensive language or behave in an offensive, disorderly or insulting manner whilst in any Cemetery.
- b Wilfully or carelessly, obstruct any Officer or Servant of the Council in the exercise of their duties or in the execution of any work associated therewith.
- c Wilfully or improperly interfere with any other person using the facilities provided by the Council in any Cemetery, or behave in such a manner as to endanger their own safety or the safety of others.
- d Ignore any proper instructions given by any member of the Cemetery staff to ensure the safety of all persons using the Cemetery.
- e Bring into any Cemetery any object or objects which may be considered by any member of the Cemetery staff to be dangerous.
- f In any Cemetery, climb upon any tree, shrub, wall, fence or railing, or upon any monument, fountain, statue, building or other structure.
- g. Wilfully or carelessly break, damage, deface, disfigure, tamper with or improperly soil any tree, shrub, wall, fence, monument, fountain, statue, building, Lair, other structure, or any property owned by the Council in the Cemetery.
- h. Place memorial plaques or other forms of memorialisation on land, walls, trees, or benches within the Cemetery or Crematorium grounds. The Appropriate Officer will have the discretion to remove unauthorized memorials without further notice. Inverclyde Council will not be held responsible for any damage or loss arising out of the removal. Removed memorials not uplifted by their owners within a period of 3 months from the date of removal will be disposed of.

12 Disputes

Should any difference or dispute arise as to the interpretation of these Rules or in relation to the Tables of Fees and Charges, the same will be clarified by the Burial Grounds Officer, whose decision will be final.

13 Right of Amendment

The Council will be at liberty to alter these Rules or any part of them from time to time as they may see fit and make and enforce such others as they may consider necessary for Legal or for Statutory requirements or for the proper or better management of the Council's Cemeteries.

14 Cremations

- a Cremations must be conducted strictly in accordance with the legal requirements from time to time applying to them.
- b Application for cremation must be made to the Burial Grounds Officer, 1 South Street, Greenock, PA16 8UG, between the hours of 8.30 a.m. and 4.30 p.m. Mondays to Thursdays and 8.00 a.m. to 4.15 p.m. Fridays and 8.00 a.m. - 12 noon Saturday and at least 24 hours before the proposed hour for cremation. No Cremations will take place on Saturday afternoons, Sundays or local holiday Mondays.
- c Cremation Services may take place only between the Hours of 9.00 a.m. and 3.00 p.m. Mondays to Fridays and 9.00 a.m. to 11.00 a.m. Saturdays.
- d Arrangement may be made for Cremation at other times in special circumstances at the discretion of the Appropriate Officer.
- e Funeral Directors are responsible for ensuring that any coffin brought for Cremation bears the Name, Age, and Date of death of the deceased contained therein. If there appears to be any discrepancy regarding the details recorded on the coffin against those in the application for cremation, the Appropriate Officer will refuse the coffin access until he/she is satisfied the correct details are contained thereon.
- f Any service or demonstration in connection with a funeral shall be subject in all things to the control of the Crematorium Attendant.
- g All persons admitted to the Crematorium shall abide by these rules. The Crematorium Attendant will have the full power to exclude or remove from the Crematorium any member of the public as he/she thinks appropriate. All persons attending the funeral shall leave the building, car park and environs immediately after the conclusion of the service, in order to permit subsequent services to take place.
- h The public may obtain permission to inspect the building, this at the discretion of the Appropriate Officer when no cremation is proceeding, by appointment only.
- i For the disposal of the ashes, the written authority of the applicant is required, subject to part (k) of this Rule.

Cemeteries Management Rules

- j The ashes from each cremation shall be reduced and placed in separate containers whilst awaiting final disposal on instruction given by relatives. Specimens of urns may be seen on application to the Appropriate Officer, and provision of same is included in the fees.
- k The urn containing the ashes may only be stored at the Crematorium for a period of seven days pending instruction for their disposal. In event of no instructions being received by the Appropriate Officer, at the end of one month, the ashes will be strewn in the Garden of Remembrance.
- l A body will not be accepted for Cremation unless it is enclosed in a coffin of the traditional type normally accepted. Details of any such type of coffin or container proposed must be referred to and approved by the Appropriate Officer at the time when initial reservation of service is made.

15 Contravention

The following provisions apply to a contravention by any person of these Rules

- a Should an Appropriate Officer of the Council have reasonable grounds for believing that any person has contravened, is contravening or is about to contravene any of the foregoing Management Rules, they may expel that person from the Cemetery. Any person who fails to leave the Cemetery on being so expelled or attempts to re-enter the Cemetery, will be guilty of an offence and liable on summary conviction to a fine not exceeding Level 1 on the standard scale
- b The Council may decide that a person who has persistently contravened or attempted to contravene the foregoing Management Rules and is, in their opinion likely to contravene them again, be made the subject of an Exclusion Order and they will give any person subject to an Exclusion Order notice of their decision
- c The said notice will contain a statement of the reasons for the decision and a statement as to the right to make representations subject to part (e) of this Rule.
- d Such Exclusion Order will take effect upon a person on such date as the Council may decide which will not be less than 14 days after their decision to make the Exclusion Order.
- e Any person who has been made the subject of an Exclusion Order will be entitled to make written or oral representation to the Council at any time up to the date when the Order will take effect in terms of part (d) of this Rule. The Council will suspend the effect of their decision, consider the representations and decide whether to confirm their decision or to revoke or amend it.
- f An Exclusion Order will have effect for such a period, not exceeding one year, as the Council may determine and the Council may at any time reduce the period of, or revoke, an Exclusion Order made by them.
- g Any person who, being a person subject to an Exclusion Order, enters or attempts to enter the Cemetery or Cemeteries to which the Exclusion Order relates will be guilty of an offence and liable, on summary conviction, to a fine not exceeding Level 1 on the standard scale.

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 30 OCTOBER 2014

Report By: ACTING CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES **Report No:** LP/065/14

Contact Officer: JOANNA DALGLEISH **Contact No:** 01475 712123

Subject: PROPOSED TRAFFIC REGULATION ORDER – THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) (VARIATION NO. 2) ORDER 2014

1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the report is to introduce the Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 2) Order 2014.

2.0 SUMMARY

2.1 Nelson Street/Union Street, Greenock

It is proposed to create a traffic management scheme to return Nelson Street to two-way traffic flow. It is therefore necessary to implement waiting restrictions to enable the junctions to operate as designed. The proposed Traffic Regulation Order will introduce "No Waiting At Any Time" restrictions in sections of Nelson Street and Union Street and "Limited Waiting" on a section of Nelson Street.

2.2 Pottery Street, Greenock

Riverside Inverclyde's development of office/workspace at Pottery Street, Greenock is now fully occupied which is creating pressure on the available car parking spaces. There has recently been considerable inconsiderate parking on Pottery Street which restricts the flow of vehicles and compromises pedestrian safety. It is proposed to introduce waiting restrictions to regulate parking in this area and improve the safety of vehicle movements. The proposed Traffic Regulation Order will introduce "No Waiting At Any Time" restrictions and a designated loading bay in Pottery Street.

3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 2) Order 2014 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

Gerard Malone
Head of Legal and Property Services

4.0 BACKGROUND

4.1 Nelson Street/Union Street, Greenock

The existing Traffic Regulation Order in force in this area is The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013.

Pottery Street, Greenock

There are no existing Traffic Regulation Orders in force in this section of Pottery Street.

4.2 No objections have been received to the proposed Order.

4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

5.1 There are no financial implications arising from this report.

Legal

5.2 There are no legal implications arising from this report.

Human Resources

5.3 There are no HR implications arising from this report.

Equalities

5.4 There are no equalities implications arising from this report.

Repopulation

5.5 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central Library. A copy of the draft Order is appended hereto for Members' information.

Appendix 1

7.0 LIST OF BACKGROUND PAPERS

7.1 None.

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS)
(VARIATION NO. 2) ORDER 2014

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION NO. 2) ORDER 2014**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

1.1 This Order shall come into operation on the ** day of **, Two thousand and ** and may be cited as “The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 2) Order 2014”.

2.0 Interpretation

2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.

2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Outer Greenock)(Waiting Restrictions) (Variation No. 2) Order 2014 On-Street Plans” are hereby incorporated into The Inverclyde Council (Various Roads) (Outer Greenock)(Waiting Restrictions) Order 2013 and recorded in “The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

SCHEDULE 1

The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 2) Order 2014 On-Street Plans

Key

- No waiting at any time
- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at any time
- No loading at times shown
- No waiting except taxis
- Limited waiting
- Disabled person's parking place
- Police parking place
- Ambulance parking place
- Loading bay

Legend:

- Red grid: No waiting at any time
- Red diagonal lines: No loading at any time
- Green grid: Limited waiting
- Blue grid: Disabled person's parking place
- Red diagonal lines with 'P': Police parking place
- Red diagonal lines with 'A': Ambulance parking place
- Red diagonal lines with 'L': Loading bay

Notes:

- See A. Mon-Fri. 8am-6pm. 30mins. No return within 30mins.
- See B. Mon-Fri. 8am-6pm. Saturday 8am-1pm. 30mins. No return within 30mins.
- See C. Mon-Sat 8am-6pm. 30mins. No return within 1 hour.
- See D. Mon-Sat 8am-6pm. 30mins. No return within 1 hour.
- See E. Mon-Sat 8am to 6pm. 30 mins. No return within 30 mins.
- See F. Mon-Sat 8am to 6pm. 1 hour. No return within 30 mins.
- See G. Mon-Sat 8am to 6pm. 2 hours. No return within 30 mins.

Table 1: Project of Issue

Item	Project of Issue	Date	Auth
1	Michael Street/Union Street, Inverclyde	10/05/2014	MM

Table 2: Revision

No.	Date	By	Date	Check of Issue
1				

INVERCLYDE COUNCIL
 71 East Hamilton Street
 Greenock
 PA15 2JA
 Tel: 01475 717171
 Email: inverclyde@inverclyde.gov.uk
www.inverclyde.gov.uk

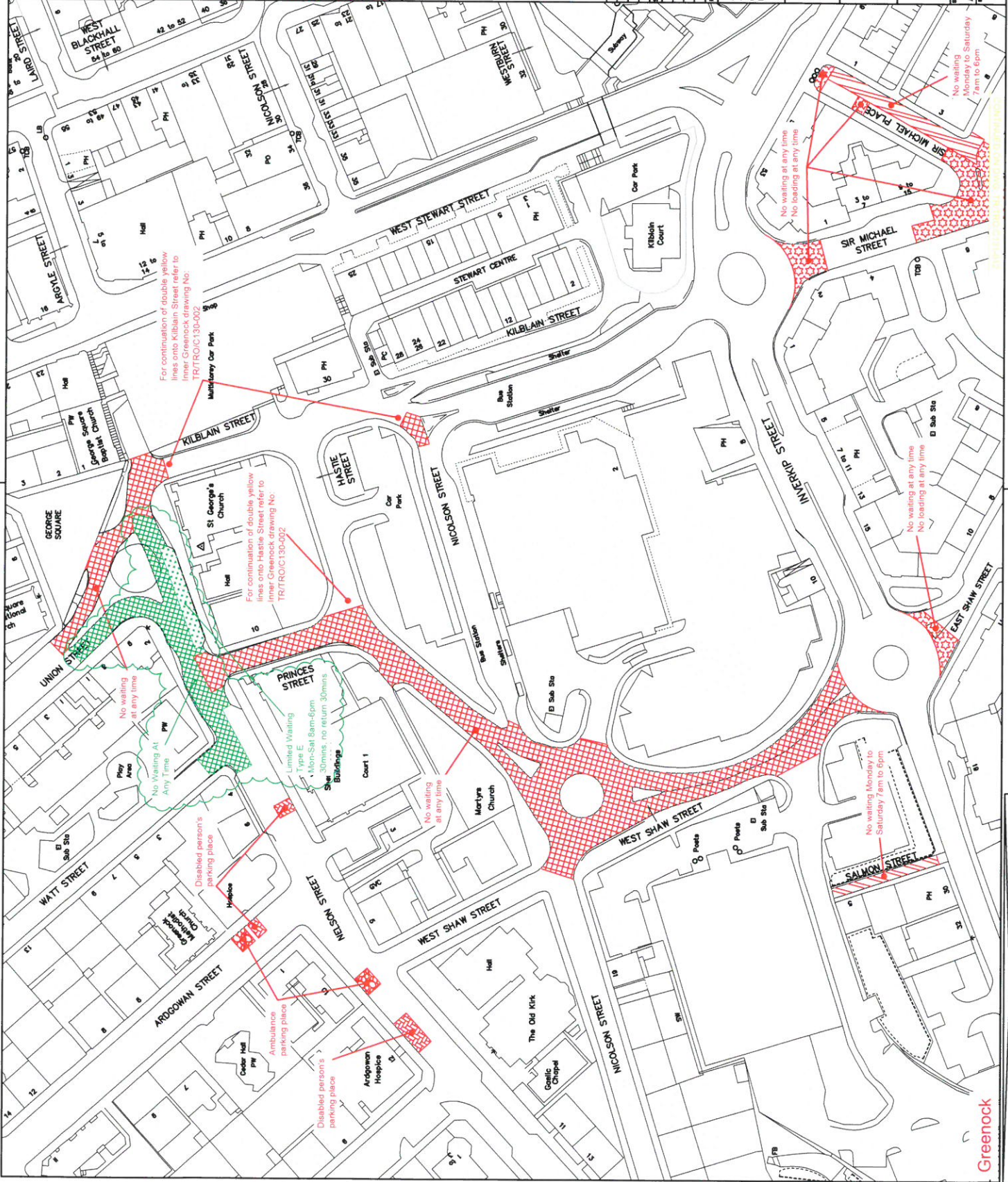
Inverclyde Council

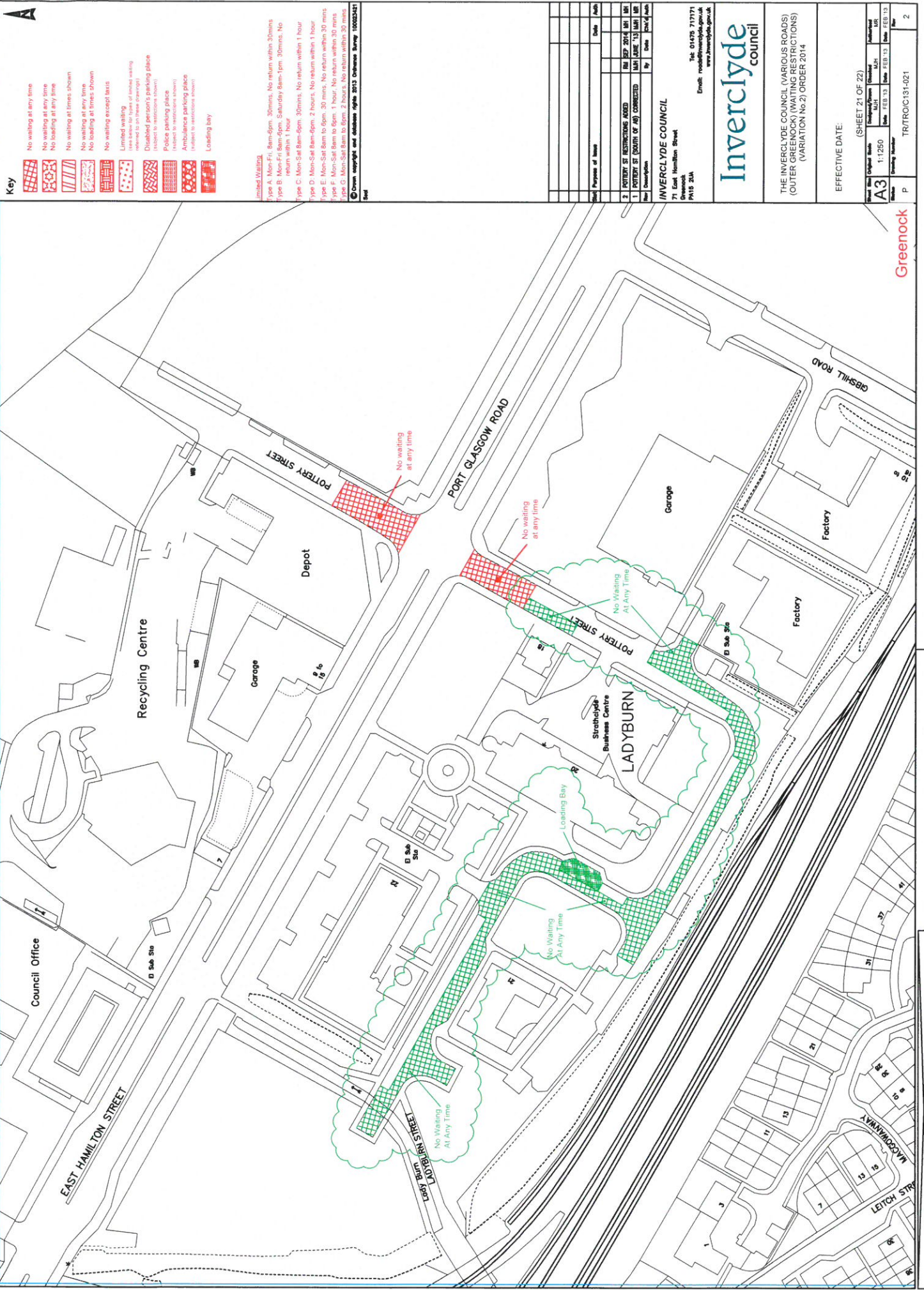
THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) (VARIATION No. 2) ORDER 2014

EFFECTIVE DATE: (SHEET 11 OF 22)

Original Scale: 1:250
 Date: FEB. 13
 Issue: FEB. 13
 Date: FEB. 13
 Issue: FEB. 13

Scale: A3
 Drawing Number: TR/RO/C/131-011
 Sheet: P
 No: 1





Key

- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for hours of limited waiting)
- Disabled person's parking place (subject to restrictions shown)
- Police parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

Limited Waiting

- Type A: Mon-Fri, 8am-6pm, 30mins, No return within 30mins
- Type B: Mon-Fri, 8am-6pm, Saturday 9am-1pm, 30mins, No return within 1 hour
- Type C: Mon-Sat 8am-6pm, 30mins, No return within 1 hour
- Type D: Mon-Sat 8am-6pm, 2 hours, No return within 1 hour
- Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins
- Type F: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins
- Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins

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Order	Purpose of Issue	Date	Auth
1	POTTERY ST RESTRICTIONS ADDED	01 SEP 2014	MR
2	POTTERY ST (SOUTH OF A5) CORRECTED	01 JUN 13	MR

INVERCLYDE COUNCIL
 71 East Hamilton Street
 Greenock
 PA15 2UA
 Tel: 01475 717171
 Email: road@inverclyde.gov.uk
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Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) (VARIATION No.2) ORDER 2014

EFFECTIVE DATE: (SHEET 21 OF 22)

Sheet No	Original Issue	Revised Issue	Revised Issue	Revised Issue	Revised Issue
A3	1:250	01 FEB 13	01 FEB 13	01 FEB 13	01 FEB 13

Author: MR
 Checker: MR
 Date: 01 FEB 13
 Date: 01 FEB 13
 Date: 01 FEB 13

Number: P
 Drawing Number: TR/TR/OC/131-021
 Rev: 2

Greenock

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 30 OCTOBER 2014

Report By: ACTING CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES **Report No:** LP/064/14

Contact Officer: JOANNA DALGLEISH **Contact No:** 01475 712123

Subject: PROPOSED TRAFFIC REGULATION ORDER – GOUROCK WATERFRONT (WAITING RESTRICTIONS) ORDER 2014

1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the report is to introduce the Traffic Regulation Order – Gourock Waterfront (Waiting Restrictions) Order 2014.

2.0 SUMMARY

- 2.1 The construction of the Gourock Waterfront development will create a new road through the existing Kempock Street car park and alter the layout of the existing road network. In order to regulate parking and preserve the free flow of through traffic, it is necessary to implement waiting restrictions in this area.
- 2.2 The proposed Traffic Regulation Order will introduce waiting restrictions on various roads and create Disabled Persons' Parking Places on Lower Kempock Street and Kempock Street, Gourock.

3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Gourock Waterfront (Waiting Restrictions) Order 2014 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

Gerard Malone
Head of Legal and Property Services

4.0 BACKGROUND

- 4.1 There is an existing Traffic Regulation Order on Kempock Street – “The Burgh of Gourock (Various Streets) (Prohibition of Waiting) Order 1973” which will be partially revoked by this proposed Order.
- 4.2 No objections have been received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

- 5.1 There are no financial implications arising from this report.

Legal

- 5.2 There are no legal implications arising from this report.

Human Resources

- 5.3 There are no HR implications arising from this report.

Equalities

- 5.4 There are no equalities implications arising from this report.

Repopulation

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

6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central and Gourock Libraries. A copy of the draft Order is appended hereto for Members' information.

Appendix 1

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None

THE INVERCLYDE COUNCIL

**GOUROCK WATERFRONT
(WAITING RESTRICTIONS) ORDER 2014**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
GOUROCK WATERFRONT
(WAITING RESTRICTIONS) ORDER 2014**

We, The Inverclyde Council, in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

- 1.1 This Order shall come into operation on the **th day of **, Two thousand and ** and may be cited as the "The Inverclyde Council Gourock Waterfront (Waiting Restrictions) Order 2014".
- 1.2 The Plan Index titled "The Inverclyde Council Gourock Waterfront (Waiting Restrictions) Order 2014 Plan Index" attached to this Order is incorporated into this Order.
- 1.3 The On-Street Plan titled "The Inverclyde Council Gourock Waterfront (Waiting Restrictions) Order 2014" attached to this Order is incorporated into this Order.

2.0 Interpretation

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"Ambulance Parking Place" means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of ambulance service duties;

"Authorised Person" means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;

"Bus" has the same meaning as in Regulation 22 of the Traffic Signs Regulations and General Directions 2002 (as amended);

"Bus Stand" is a designated parking location where a Bus waits out of service between scheduled public transport services;

"Bus Stop" is a place on a bus route, usually marked with a pole and sign, where Buses stop to discharge and take on passengers;

"Carriageway" and "Footway" have the same meanings as in Section 151(1) of the Roads (Scotland) Act 1984 (as amended);

"Council" means The Inverclyde Council or its successors as Roads Authority;

“Disabled Person’s Badge” means a badge which was:

- (a) issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
- (b) issued under a provision of the law of Northern Ireland corresponding to that section; or
- (c) issued by any member State other than the United Kingdom for purposes corresponding to the purposes for which badges under that section are issued;

and has not ceased to be in force;

“Disabled Person’s Parking Place” means a part of a Road identified as such on the On-Street Plans for use as a Parking Place for a Motor Vehicle which displays in the Relevant Position a Disabled Person’s Badge;

“Disabled Person’s Vehicle” means a Motor Vehicle which is displaying a Disabled Person’s Badge in a Relevant Position as prescribed by the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002;

“Driver” means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place, the person driving when it was left in the Parking Place;

“Electronic Communications Apparatus” has the same meaning as in Schedule 2 to the Telecommunications Act 1984 (as amended);

“Goods” includes Relevant Postal Packets of any description; and delivering and collecting in relation to any Goods includes checking the Goods for the purpose of their delivery or collection;

“Goods Vehicle” means a Motor Vehicle which is constructed or adapted for use for the carriage of Goods of any description or a Trailer so constructed or adapted;

“Limited Waiting Parking Place” means each part of a Road identified as limited waiting on the On-Street Plans;

“Loading” includes unloading and references to “Load” and “Loaded” shall be construed accordingly;

“Loading Bay” means part of a Road identified as such on the On-Street Plans where no Motor Vehicles may wait except to Load;

“Motor Cycle” and “Invalid Carriage” have the same meanings respectively as in Section 136 of the Act;

“Motor Vehicle” means a mechanically propelled vehicle intended or adapted for use on Roads;

“On-Street Plan” means the plan titled “The Inverclyde Council Gourock Waterfront (Waiting Restrictions) Order 2014 On-Street Plan” incorporated

into this Order, which is recorded as current for the purposes of interpretation of this Order in the Plan Index;

“One-Way Street” means a Road in which Motor Vehicles are prohibited at all times from proceeding other than in the direction specified;

“Parking Attendant” means a person employed in accordance with Section 63A of the Act to carry out the functions therein;

“Parking Place” means the various types of Parking Place identified in Article 2.2 and identified as such on the On-Street Plans; the limits of each Parking Place shall be indicated by the Council on the Carriageway by appropriate Traffic Signs;

“Parking Space” means a space provided for the leaving of Motor Vehicles in a Parking Place;

“Passenger Vehicle” means a Motor Vehicle (other than a Motor Cycle or Invalid Carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than sixteen passengers exclusive of the Driver;

“Penalty Charge Notice” means a notice issued and fixed to a Motor Vehicle by or on behalf of the Council in relation to a contravention of one or more of the provisions of this Order;

“Plan Index” means the sheet titled “The Inverclyde Council Gourock Waterfront (Waiting Restrictions) Order 2014 Plan Index”, in this Order which records plans that are current for the purposes of interpretation of this Order;

“Police Parking Place” means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of police service duties;

“Registered Keeper” means the person or organisation recorded by the Driver and Vehicle Licensing Agency as being the legal keeper of a Motor Vehicle;

“Relevant Position” means as prescribed by Regulation 12 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 (as amended);

“Relevant Postal Packets” means postal packets whose weight does not exceed 20 kilograms and whose dimensions fall within permitted limits;

“Road” means all Carriageways, Footways and verges;

“Taxi” has the same meaning as in Section 23(1) of the Civic Government (Scotland) Act 1982 (as amended);

“Taxi Stance” means any part of a Road designated by the Council under the Civic Government (Scotland) Act 1982 (as amended);

“Traffic Sign” means a sign prescribed or authorised under Section 64 of the Act;

“Trailer” means a vehicle drawn by a Motor Vehicle; and

“Universal Service Provider” has the same meaning as in Section 4 (3) and (4) of the Postal Services Act 2000 (as amended).

- 2.2 Where the context so permits all references in this Order to a “Parking Place” shall include reference to an Ambulance Parking Place, a Disabled Person’s Parking Place, a Limited Waiting Parking Place, a Loading Bay or a Police Parking Place.
- 2.3 For the purpose of this Order a Motor Vehicle shall be deemed to wait for a period of more than the time specified on the waiting restriction signs for the length of restriction in the same place in any Road if any point in that Road, which is below the Motor Vehicle when it first stops, remains below the Motor Vehicle or its load (if any) throughout such period, whether or not the Motor Vehicle is moved during that period.
- 2.4 The prohibitions and restrictions of waiting imposed by this Order shall also apply to the footways and verges contiguous to the various parts of Road referred to in this Order.
- 2.5 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.6 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.7 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.8 The Order listed in Schedule 1 is varied to the extent specified in the On-Street Plan.
- 2.9 The Order listed in Schedule 2 is partially revoked to the extent specified in the On-Street Plan.
- 2.10 The Plan Index and On-Street Plan form Schedule 3.
- 2.11 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3.0 **General**

- 3.1 When a Motor Vehicle is left in a Road in contravention of any of the provisions of this Order, the Registered Keeper will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Road.
- 3.2 An Authorised Person removing a Motor Vehicle by virtue of Article 3.1 may do so by towing or driving the Motor Vehicle or in such other manner as he may think necessary and may take such measures in relation to the Motor Vehicle as he may think necessary to enable him to remove it as aforesaid.
- 3.3 When an Authorised Person removes or makes arrangements for the removal of a Motor Vehicle from a Road by virtue of Article 3.2, he shall make such arrangements as may be reasonably necessary for the safe custody of the Motor Vehicle.
- 3.4 Any expenses incurred by the Council in removing a Motor Vehicle from a Road by virtue of Article 3.2 or in making arrangements for the safe custody of the Motor Vehicle by virtue of Article 3.3 shall be recoverable by the Council from the Registered Keeper of the Motor Vehicle.
- 3.5 The Council may, as respects a Motor Vehicle which has been removed from a Road in pursuance of Article 3.1, if it appears to have been abandoned, sell or otherwise dispose of the Motor Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Motor Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978 (as amended).
- 3.6 Where a Penalty Charge Notice or any other notice has been attached to a Motor Vehicle as a result of a failure to comply with the provisions of this Order, no person not being the Driver of the Motor Vehicle, a police constable in uniform, a Parking Attendant or an Authorised Person shall remove the notice from the Motor Vehicle unless authorised to do so by the Driver.
- 3.7 Where a Penalty Charge Notice has been issued, the penalty charge shall be paid to the Council in accordance with the instructions on the Penalty Charge Notice.
- 4.0 **Prohibition and restriction of waiting**
- 4.1 Where, in relation to any part of a Road shown on the On-Street Plans, a period of 'no waiting' is indicated then, subject to the provisions of Articles 4.2, 4.3.1, 4.3.2, 4.4.1 and 4.5, no person shall, except upon the direction of or with the permission of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road.
- 4.2 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary:

- (a) to enable a person to board or alight from the Motor Vehicle or to Load thereon his personal luggage;
- (b) if the Motor Vehicle is waiting owing to the Driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
- (c) to enable the Motor Vehicle if it bears the livery of a Universal Service Provider being used for the purposes of the provision of a universal postal service as defined in the Postal Services Act 2000 (as amended);
- (d) to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes;
- (e) to enable the Motor Vehicle (other than a Passenger Vehicle), if it cannot conveniently be used for such purpose in any other Road, to be used in pursuance of statutory powers and duties;
- (f) to enable up to a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony to wait at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary;
- (g) to enable the Motor Vehicle if it cannot conveniently be used for such purpose in any other Road to be used in connection with any of the following operations, namely:
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
 - (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign; and
- (h) if the Motor Vehicle is a Taxi waiting in any Taxi Stance.

4.3 Loading

4.3.1 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable Goods to be Loaded except for any period indicated on the On-Street Plans when Loading is not permitted in that part of the Road.

4.3.2 Provided that no Motor Vehicle engaged in Loading Goods or merchandise, including, so far as a bank is concerned, cash or other valuables or valuable securities, shall wait during the period of 'no waiting' in the same place in any Road for a period of more than thirty minutes or such longer

period as a police constable in uniform, a Parking Attendant or an Authorised Person may authorise and no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.

4.3.3 Notwithstanding anything in Articles 4.3.1 and 4.3.2, the Driver of a Motor Vehicle waiting for the purpose of delivering or collecting Goods or merchandise or Loading the Motor Vehicle shall move the Motor Vehicle on the instruction of a police constable in uniform, Parking Attendant or Authorised Person whenever such moving may be reasonably necessary for the purpose of preventing obstruction.

4.4 Exemption for Disabled Person's Vehicle

4.4.1 Nothing in Article 4.1 of this order shall apply to a Disabled Person's Vehicle which is not causing an obstruction.

4.5 The restrictions specified in Article 4.1 shall not apply to a person causing or permitting a Bus to wait in a Bus Stop or Bus Stand.

5.0 Limited waiting

5.1 Where, in relation to any part of a Road shown on the On-Street Plans, a period of 'limited waiting' is indicated then, subject to the provisions of Article 5.2, no person shall, except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road:

- (a) for longer than the maximum period of waiting specified for that part of the Road; or
- (b) if a period of less than the no return interval specified for that part of the Road has elapsed since the termination during the said hours of the last period of waiting (if any) of the Motor Vehicle in that part of the Road.

5.2 Nothing in Article 5.1 of this Order shall apply to:

- (a) any two wheeled Motor Cycle not having a sidecar attached thereto.
- (b) any Disabled Person's Vehicle which is not causing an obstruction and which displays in the Relevant Position a Disabled Person's Badge.
- (c) any Motor Vehicle from which Goods are being Loaded.
- (d) any Motor Vehicle from which a person is boarding or alighting.
- (e) any Motor Vehicle being used in connection with;
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;

- (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
- (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign

if it cannot conveniently be used for such purpose in any other Road.

- (f) any Motor Vehicle being used in pursuance of statutory powers and duties if it cannot conveniently be used for such purpose in any other Road.
- (g) any Motor Vehicle which is being used for fire and rescue service, police, ambulance or other emergency service purposes.
- (h) a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony waiting at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary.

6.0 Other Parking Places

6.1 Disabled Person's Parking Places

6.1.1 Where a part of a Road shown on the On-Street Plans is identified as a Disabled Person's Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Disabled Person's Parking Place unless it is a Motor Vehicle displaying a Disabled Person's Badge in the Relevant Position and the Disabled Person's Badge is so displayed for the whole time that the Motor Vehicle remains in the Disabled Person's Parking Place.

6.2 Loading Bays

6.2.1 Where a part of a Road shown on the On-Street Plans is identified as a Loading Bay, then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Loading Bay other than during the process of Loading provided that no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.

6.3 Police Parking Places

6.3.1 Where a part of a Road shown on the On-Street Plans is identified as a Police Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to

wait in the Police Parking Place during its specified hours of operation unless it is a Motor Vehicle being used in pursuance of police duties.

6.4 Ambulance Parking Places

6.4.1 Where a part of a Road shown on the On-Street Plans is identified as an Ambulance Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Ambulance Parking Place during its specified hours of operation unless it is an Ambulance being used in pursuance of Ambulance Service duties.

6.5 Exemptions

6.5.1 Nothing in Articles 6.1.1 and 6.2.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes.

7.0 Parking Places in general

7.1 Power to suspend use of Parking Places

7.1.1 A Parking Attendant may suspend the use of any Parking Place or any part thereof for up to seven days and for longer periods with the permission of an Authorised Person whenever he considers such suspension reasonably necessary:

- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
- (b) for the purpose of any building operation, demolition or excavation in or adjacent to the Parking Place or the maintenance, improvement or reconstruction of the Parking Place or the laying, erection, alteration, removal or repair in or adjacent to the Parking Place of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or any Electronic Communications Apparatus or Traffic Sign;
- (c) for the convenience of occupiers of premises adjacent to the Parking Place on any occasion of the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
- (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
- (e) for the convenience of occupiers of premises adjacent to the Parking Place at times of weddings or funerals.

7.1.2 A police constable in uniform may suspend for not longer than twenty-four hours the use of any Parking Place or any part thereof whenever he

considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

- 7.1.3 Any person suspending the use of any Parking Place or any part thereof in accordance with the provisions of Articles 7.1.1 or 7.1.2 shall thereupon place or cause to be placed in or adjacent to the Parking Place or part thereof the use of which is suspended a Traffic Sign indicating that waiting by Motor Vehicles is prohibited.
- 7.1.4 No person shall cause or permit a Motor Vehicle to be left in any part of any Parking Place during such period as there is in or adjacent to that part of the Parking Place a Traffic Sign placed in pursuance of Article 7.1.3. Provided that nothing in this Article shall render it unlawful to cause or permit any Motor Vehicle being used for fire and rescue service, ambulance or police purposes to be left in any part of the Parking Place during such period as is referred to therein, or to any other Motor Vehicle so left if that Motor Vehicle is left with the direction of a police constable in uniform, a Parking Attendant or an Authorised Person.
- 7.2 Every Motor Vehicle left in a Parking Place shall so stand such that every part of the Motor Vehicle is within the limits of a Parking Space as bounded by surface markings. Provided that, where the length of any Motor Vehicle precludes it from standing wholly within the limits of a Parking Space, such Motor Vehicle may so stand in that Parking Space, if:
- (a) the extreme front portion or the extreme rear portion, as the case may be, of the Motor Vehicle overhangs by no more than 0.3 metres the limits of that Parking Space; and
 - (b) no part of the Motor Vehicle is within the limits of any other Parking Space.
- 7.3 Every Motor Vehicle left in a Parking Place in a One-Way Street shall stand such that the Motor Vehicle is not parked in a direction that opposes the direction of travel.
- 7.4 Where any Motor Vehicle is standing in a Parking Place in contravention of the provisions of the Articles 7.2 and 7.3 a police constable in uniform, a Parking Attendant or an Authorised Person may alter or cause to be altered the position of the Motor Vehicle in order that its position shall comply with those provisions.
- 7.5 A police constable in uniform, a Parking Attendant or an Authorised Person may move or cause to be moved, in case of emergency, to any place he thinks fit, Motor Vehicles left in any Parking Place.
- 7.6 The Driver of a Motor Vehicle using any Parking Place shall not permit the carrying out of any work of construction or repair except such as may be necessary to enable the Motor Vehicle to be removed from the Parking Place.
- 7.7 No person shall use any Motor Vehicle, while it is in any Parking Place, in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling or offering for sale of his skill in

handicraft or his services in any other capacity. Provided that nothing in this Article shall prevent the sale of Goods from a Motor Vehicle if the Motor Vehicle is a Passenger Vehicle or a Goods Vehicle not exceeding 5 tonnes maximum gross weight left in any Parking Place and the Goods are immediately delivered at or taken into premises adjacent to the Motor Vehicle from which the sale is effected.

7.8 A Driver of a Motor Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining the Road, or prevent the use of the Road by other persons, so as to be a nuisance.

7.9 The Driver of a Motor Vehicle using a Parking Place shall stop the engine as soon as the Motor Vehicle is in position in the Parking Place, and shall not start the engine except when about to change position of the Motor Vehicle in or depart from the Parking Place.

8.0 Variation and revocation of existing traffic regulation orders

8.1 The Orders specified in Schedule 1 to this Order shall have effect subject to the variations specified in that part of the said Schedule.

8.2 The Order specified in Schedule 2 to this Order shall be partially revoked.

SCHEDULE 1 (Article 8.1)

VARIED ORDERS

The following Order made by The Inverclyde Council (or its statutory predecessors) and all of its amendments and any other Orders and Regulations of whatever nature are hereby varied in the manner and to the extent specified in this Order and the On-Street Plan attached hereto:

1. The Inverclyde Council (Various Roads)(Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013.

SCHEDULE 2 (Article 8.2)

REVOKED ORDERS

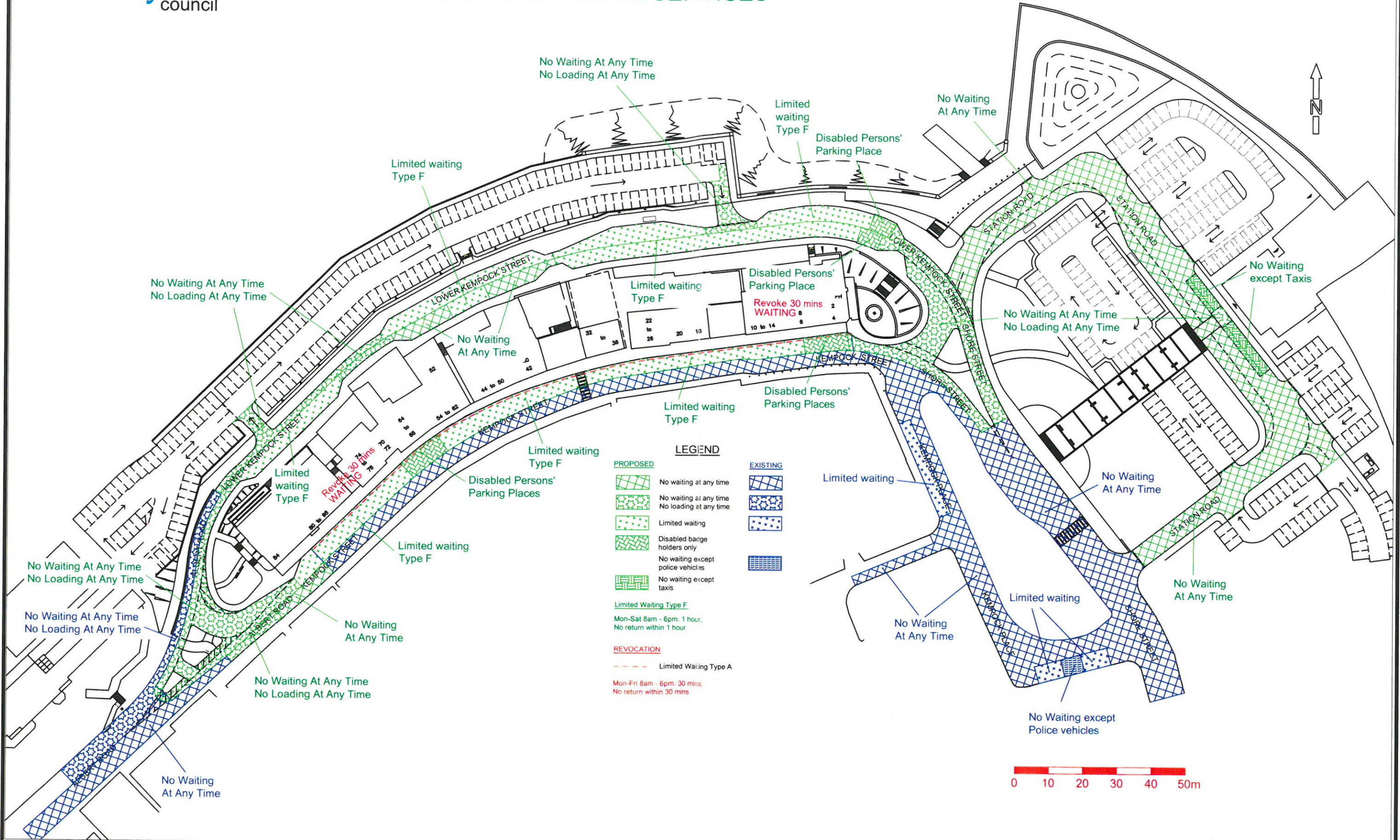
The following Order made by The Inverclyde Council (or its statutory predecessors) and all of its amendments and any other Orders and Regulations of whatever nature are hereby partially revoked to the extent specified in this Order and the On-Street Plan attached hereto:

1. The Burgh of Gourock (Various Streets)(Prohibition of Waiting) Order 1973.

SCHEDULE 3

**THE INVERCLYDE COUNCIL GOUROCK WATERFRONT
(WAITING RESTRICTIONS) ORDER 2014
PLAN INDEX**

Plan Reference	Effective date	1	2	3	4	5	6	7
TR/TRO/127	**/**/20**							



<p>Consultancy Section</p> <p>Original Drawing Size 420x297 (A3)</p>	<p>HEAD OF SERVICE Ian Moffat</p> <p>71 EAST HAMILTON STREET GREENOCK PA15 2UA</p>	<p>Ordnance Survey</p> <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. COPYRIGHT LICENCE No. (100023421) (2011)</p>	<p>TRAFFIC REGULATION ORDER C135 GOUROCK WATERFRONT WAITING RESTRICTIONS</p>	<p>Scale : 1:1,000</p> <p>Prepared by : R. Mackay</p> <p>Drawn by : R. Mackay</p> <p>Drawing No. : TR/TRO/127</p>	<p>Date : MAY 2014</p> <p>Checked by :</p> <p>Approved by :</p> <p>File No. : 19/38</p>
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Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 30 OCTOBER 2014

Report By: ACTING CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES **Report No:** LP/062/14

Contact Officer: JOANNA DALGLEISH **Contact No:** 01475 712123

Subject: PROPOSED TRAFFIC REGULATION ORDER – GORDON STREET, GREENOCK (ONE WAY ONLY) ORDER 2014

1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the report is to introduce the Traffic Regulation Order – Gordon Street, Greenock (One Way Only) Order 2014.

2.0 SUMMARY

- 2.1 Gordon Street is a local residential road which links Dunn Street and Cornhaddock Street. There is a high demand for on-road parking in this area which along with the narrowness of the road results in difficulties when vehicles approach each other from opposite directions. As a result of the existing road layout and visibility considerations, it is proposed that the traffic flow is restricted to one way from Dunn Street to Cornhaddock Street, generally westwards then southwestwards.
- 2.2 The proposed Traffic Regulation Order will introduce One Way Only restrictions over the entire length of Gordon Street, Greenock.

3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Gordon Street, Greenock (One Way Only) Order 2014 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

Gerard Malone
Head of Legal and Property Services

4.0 BACKGROUND

- 4.1 There are no existing Traffic Regulation Orders in force in Gordon Street, Greenock.
- 4.2 No objections have been received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

- 5.1 There are no financial implications arising from this report.

Legal

- 5.2 There are no legal implications arising from this report.

Human Resources

- 5.3 There are no HR implications arising from this report.

Equalities

- 5.4 There are no equalities implications arising from this report.

Repopulation

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

6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central Library. A copy of the draft Order is appended hereto for Members' information. Appendix 1

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None

THE INVERCLYDE COUNCIL

**GORDON STREET, GREENOCK
(ONE WAY ONLY) ORDER 2014**

TRAFFIC REGULATION ORDER

THE INVERCLYDE COUNCIL

GORDON STREET, GREENOCK (ONE WAY ONLY) ORDER 2014

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

- 1.1 This Order may be cited as "The Inverclyde Council, Gordon Street, Greenock (One Way Only) Order 2014" and shall come into operation on #####.

2.0 Interpretation

- 2.1 In this Order, except where the context otherwise requires, the following expression has the meaning hereby respectively assigned to it:

"Vehicle" means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

3.0 Prohibition and restriction

- 3.1 No person shall drive or cause or permit to be driven any Vehicle on the lengths of road specified in Column 1 of the Schedule to this Order otherwise than in the direction specified in Column 2 of the said Schedule as referred to in the plan annexed to this Order.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by

SCHEDULE

**GORDON STREET, GREENOCK
(ONE WAY ONLY) ORDER 2014**

**Length of Road in Inverclyde
within the Town of Greenock**

Permitted Direction of Travel

Gordon Street

For its entire length, from the junction
with Dunn Street to the junction with
Cornhaddock Street

Generally Westwards then Southwestwards

DRAFT



DIRECTION OF ONE WAY TRAVEL

<p>Consultancy Section</p> <p>Original Drawing Size 297x210 (A4)</p>	<p>HEAD OF SERVICE Ian Moffat</p> <p>71 EAST HAMILTON STREET GREENOCK, PA15 2UA</p>	<p>OS Ordnance Survey</p> <p><small>This map is reproduced from Ordnance Survey data with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. CORNIGHT LICENCE No. (100033421) (2014)</small></p>	<p>TRAFFIC REGULATION ORDER C141 GORDON STREET, GREENOCK ONE WAY ONLY</p>	<p>Scale : NTS</p> <p>Prepared by : R. Mackay</p> <p>Drawn by : R. Mackay</p> <p>Drawing No. : TR/TRO/134</p>	<p>Date : MAY 2014</p> <p>Checked by :</p> <p>Approved by :</p> <p>File No. : 19/38</p>
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Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 30 OCTOBER 2014

Report By: ACTING CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES **Report No:** LP/063/14

Contact Officer: JOANNA DALGLEISH **Contact No:** 01475 712123

Subject: PROPOSED TRAFFIC REGULATION ORDER – CANMORE CRESCENT, GREENOCK (ONE WAY ONLY) ORDER 2014

1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the report is to introduce the Traffic Regulation Order – Canmore Crescent, Greenock (One Way Only) Order 2014.

2.0 SUMMARY

- 2.1 Canmore Crescent is a local residential road which forms a u-shaped crescent off Fancy Farm Road. There is a high demand for on-road parking in this area which results in the blocking of sightlines on the narrow radius corners. As a result of the existing road layout and visibility considerations, it is proposed that the traffic flow is restricted to one way downhill, generally southwestwards
- 2.2 The proposed Traffic Regulation Order will introduce One Way Only restrictions over the entire length of Canmore Crescent, Greenock

3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Canmore Crescent, Greenock (One Way Only) Order 2014 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

Gerard Malone
Head of Legal and Property Services

4.0 BACKGROUND

- 4.1 There are no existing Traffic Regulation Orders in force in Canmore Crescent, Greenock.
- 4.2 No objections have been received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

- 5.1 There are no financial implications arising from this report.

Legal

- 5.2 There are no legal implications arising from this report.

Human Resources

- 5.3 There are no HR implications arising from this report.

Equalities

- 5.4 There are no equalities implications arising from this report.

Repopulation

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

6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central Library. A copy of the draft Order is appended hereto for Members' information. Appendix 1

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None

THE INVERCLYDE COUNCIL

**CANMORE CRESCENT, GREENOCK
(ONE WAY ONLY) ORDER 2014**

TRAFFIC REGULATION ORDER

DRAFT

THE INVERCLYDE COUNCIL

CANMORE CRESCENT, GREENOCK (ONE WAY ONLY) ORDER 2014

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

- 1.1 This Order may be cited as "The Inverclyde Council, Canmore Crescent, Greenock (One Way Only) Order 2014" and shall come into operation on #####.

2.0 Interpretation

- 2.1 In this Order, except where the context otherwise requires, the following expression has the meaning hereby respectively assigned to it:

"Vehicle" means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

3.0 Prohibition and restriction

- 3.1 No person shall drive or cause or permit to be driven any Vehicle on the lengths of road specified in Column 1 of the Schedule to this Order otherwise than in the direction specified in Column 2 of the said Schedule as referred to in the plan annexed to this Order.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by

SCHEDULE

**CANMORE CRESCENT, GREENOCK
(ONE WAY ONLY) ORDER 2014**

**Length of Road in Inverclyde
within the Town of Greenock**

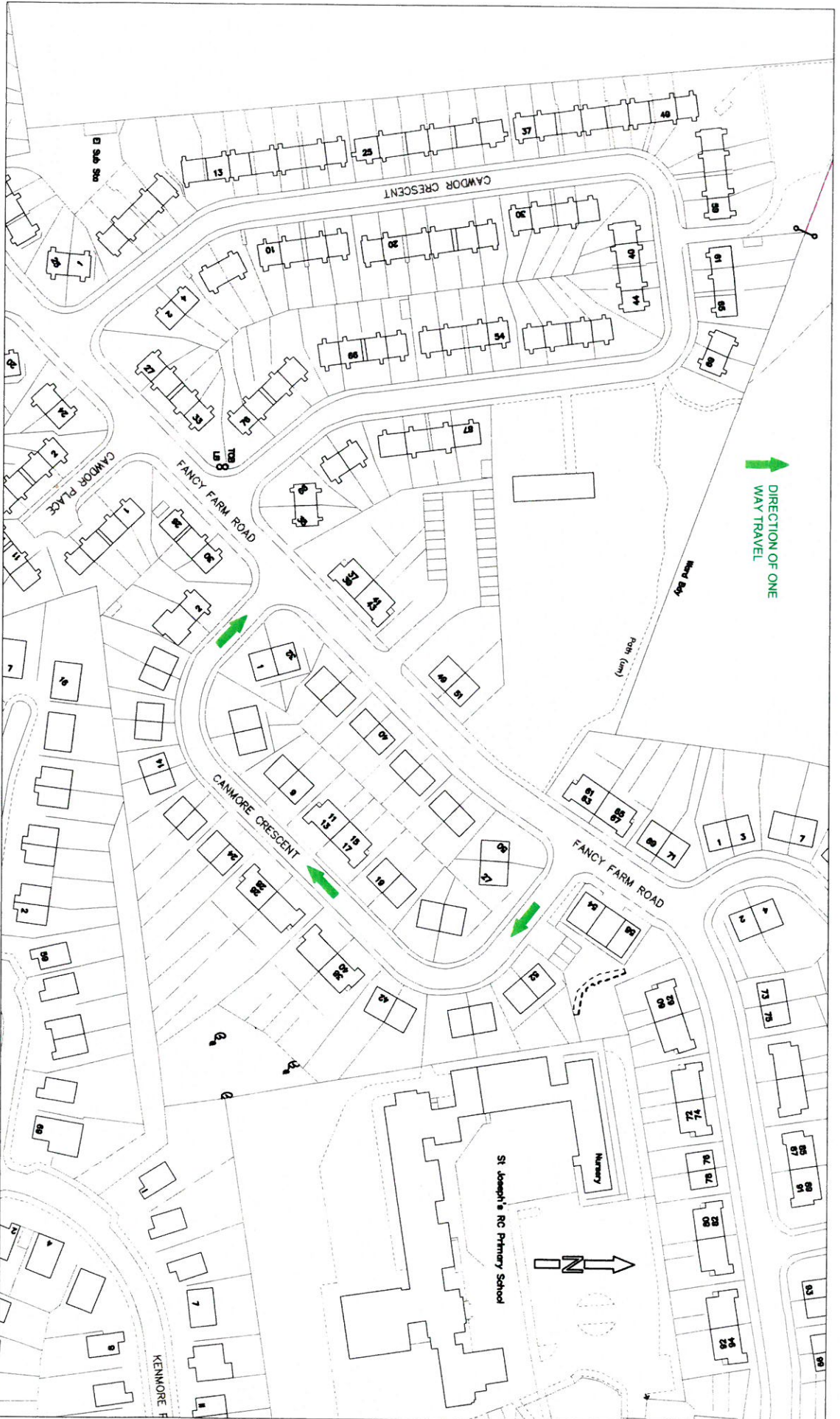
Permitted Direction of Travel

Canmore Crescent

For its entire length, from the northeast
Junction with Fancy Farm Road to the
south west junction with Fancy Farm
Road

Southwestwards

DRAFT



		HEAD OF SERVICE Ian Moffat	
Original Drawing Size 297x210 (A4)		71 EAST HAMILTON STREET GREENOCK, PA15 2UA	
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TRAFFIC REGULATION ORDER C139 CANMORE CRESCENT, GREENOCK ONE WAY ONLY			
Scale :	NTS	Date :	MAY 2014
Prepared by :	R. Mackay	Checked by :	
Drawn by :	R. Mackay	Approved by :	
Drawing No. :	TR/TRO/132	File No. :	19/38