

Report To: Environment and Regeneration Committee Date: 2 March 2017

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

**Report No: E&R/2017/03-
no rpt/ SJ/AW**

**Contact Officer: Alan Williamson
Planning Policy Team Leader**

Contact No: 01475 712491

Subject: Inverclyde Local Development Plan Main Issues Report

1.0 PURPOSE

- 1.1 The purpose of this report is to seek approval of the Inverclyde Local Development Plan Main Issues Report.

2.0 SUMMARY

- 2.1 Preparation of a new Local Development Plan for Inverclyde has commenced, and in line with the approved Development Plan Scheme, a Main Issues Report has been prepared for publication in March 2017. The new Plan is scheduled to be adopted by Spring 2019.
- 2.2 A review of the existing Plan and new national and regional planning policy, the call-for-sites process, and pre Main Issues Report engagement with other Council sections, Key Agencies and landowners/developers has led to the identification 26 main issues, including a review of existing and proposed development sites.
- 2.3 The Main Issues Report is to be published for consultation, and will be accompanied by a Strategic Environmental Assessment, a Monitoring Statement and other accompanying documents and background reports. Consultation will run from 31 March to 31 May 2017. Thereafter, the responses to the consultation exercise will help to shape the Proposed Local Development Plan, which will be brought to Committee for approval ahead of its scheduled publication date of March 2018.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Inverclyde Local Development Plan Main Issues Report is approved for public consultation.

**Scott Allan, Corporate Director
Environment, Regeneration and Resources**

4.0 BACKGROUND

- 4.1 The Local Development Plan is the document which sets out the Council's strategy and policy for the use of land and buildings across the Council area. Together with the National Planning Framework, Scottish Planning Policy, and the Glasgow and the Clyde Valley Strategic Development Plan (Clydeplan), it provides the planning framework for the future development of the area and forms the basis for the determination of planning applications. The current Local Development Plan was adopted in August 2014, and legislation requires that a replacement plan should be adopted within 5 years i.e. by August 2019.
- 4.2 The Development Plan Scheme approved by the Committee on 3 March 2016 sets out the following timeline for key stages of the new Local Development Plan preparation process.

Stage	Date
Early engagement and evidence gathering	March>October 2016
Publication of Main Issues Report	March 2017
Publication of Proposed Plan	March 2018
Submission of Proposed Plan to Scottish Ministers	June 2018
Commencement of Examination of Proposed Plan	July 2019
Adoption of Proposed Plan	Spring 2019

- 4.3 The Council is currently at the stage of preparing to publish the Main Issues Report. The purpose of this document is early engagement based on changing and emerging issues between the existing plan and the new plan, and to present options for how the new plan should address these.
- 4.4 In preparing the Main Issues Report, the Planning Policy team has engaged with other Council services and Key Agencies such as SEPA and Historic Environment Scotland. A call-for-sites exercise was held, whereby landowners/developers with an interest in having sites identified for development were invited to submit details. The outcome of these exercises were shared at Members/Officers working groups held in October and November 2016.

5.0 PROPOSALS

- 5.1 A total of 26 issues are identified in the Main Issues Report. These have been categorised in line with the outcomes for the planning system in Scotland as set out in the National Planning Framework and Scottish Planning Policy, and additional sections in relation to Sustainability and Placemaking, and a Development Opportunity Review.
- 5.2 The Committee is reminded that the Main Issues Report is very much an early engagement document, the purpose of which is to encourage participation and discussion. For this reason, the document sets out different options for addressing the issues that have been identified. Whilst this includes a preferred option in relation to some issues, the Main Issues Report is not a policy document and the identification of options is without prejudice to the approach that will be included in the subsequent Proposed Plan.
- 5.3 The Main Issues Report is attached at Appendix 1 for approval, and the main issues contained therein are summarised below.

Sustainability and Placemaking

Issue 1 - Sustainable Development Strategy

- 5.4 This supports the carry forward of the current Local Development Plan's Sustainable Development Strategy into the new Local Development Plan. This strategy is based upon:

- >climate change mitigation and adaptation
- >integration of land use and sustainable transport
- >regeneration and renewal of priority areas
- >safeguarding the green belt and countryside
- >placemaking
- >development within the urban area
- >promotion of town centres
- >support for the green network

Issue 2 - Major Areas of Change, Areas of Potential Change and Development Option Sites

- 5.5 This supports the carry forward of the current Local Development Plan's strategy for the following sites:
- >The Harbours, Greenock
 - >Gourock Bay
 - >Woodhall, Port Glasgow
 - >Regent Street, Greenock
 - >Sinclair Street, Greenock
 - >James Watt Dock/Garvel Island, Greenock
 - >Former Inverkip Power Station
 - >Peat Road/Hole Farm, Greenock
 - >Inner Lower Port Glasgow (including Clune Park)

Issue 3 - Central East Greenock

- 5.6 This proposes that the new Local Development Plan reflects the Central East Greenock Masterplan (2014). An alternative option proposes that the Strone/Wellington Park area is removed from the Central East Greenock Masterplan area and made the subject of its own masterplan.

A Successful, Sustainable Inverclyde

Issue 4 - Promoting Town Centres

- 5.7 This issue supports the continued identification of three town centres (Greenock, Port Glasgow and Gourock) and nine local centres and the application of the sequential approach meaning town centres are the preferred location for a range of uses, including new retail investment.

Issue 5 – Greenock Town Centre

- 5.8 This issue explores whether there should continue to be a restriction on the amount of non-retail floorspace in Greenock town centre's Retail Core. It also explores whether the Greenock town centre Outer Area should continue to be split into different character areas, to which specific types of development are directed. The preferred option is for a more relaxed approach in both areas.

Issue 6 – Supporting Business and Employment

- 5.9 This supports the carry forward of the existing Local Development Plan business and industrial land strategy of safeguarding existing and opportunity sites for new business and industrial development.

Issue 7 – Spango Valley, Greenock

- 5.10 This identifies options for the redevelopment of the former IBM site. The preferred option is the preparation of a comprehensive Development Framework for the site, with 50% of the land identified for housing development, 35% for business and industrial uses and the balance for recreation, leisure, tourism and neighbourhood retail uses. An alternative option is for the residential-led redevelopment of the site.

Issue 8 – Port Glasgow Industrial Estate

- 5.11 This identifies options for the future use of land within Port Glasgow Industrial Estate. The preferred option identifies land to the eastern end of the estate, north of Dubbs Road, for residential development, whilst strengthening the business/industrial zoning of other parts of the estate. This option is preferred owing to the increased level of vacancy within the estate. Other options are to carry forward the existing Local Development Plan

designations or to introduce greater flexibility for different uses on the site including residential.

Issue 9 – Enabling Delivery of New Homes

- 5.12 This supports the current Local Development Plan strategy of focussing new residential development on brownfield sites within the urban area, whilst providing land to meet housing need and demand in full through a range, choice and distribution of housing sites.

Issue 10 – Housing Land Supply: Kilmacolm and Quarriers Village

- 5.13 The Main Issues Report highlights a potential shortfall of housing land for around 50 private units in the Kilmacolm/ Quarriers Village area in the period to 2024. The preferred option for addressing this shortfall is the further investigation of the capacity, suitability and effectiveness of a greenfield site to the west of Quarry Drive in Kilmacolm. The alternative option is for the further investigation of land at Planetreeyetts, Kilmacolm. The other sites in Kilmacolm and Quarriers Village that were suggested as suitable for housing development through the Call for Sites exercise will also be listed in the Main Issues Report and feature in the Call for Sites Assessment background paper. However, these will not be identified as suitable options for addressing the shortfall.

Issue 11 – Housing Land Supply: Port Glasgow/Greenock/Gourock/Inverkip/Wemyss Bay

- 5.14 The Main Issues Report highlights a potential shortfall of housing land for around 700 private units in the Inverclyde Housing Market Area (Port Glasgow/Greenock/Gourock/ Inverkip/Wemyss Bay) in the period to 2024. The preferred option for addressing this shortfall is a brownfield strategy involving new sites and action to bring existing sites into the effective land supply. This option focuses on the following sites:
- >Inverkip Power Station (increase in effective land supply)
 - >Ravenscraig Hospital, Greenock (increase in effective land supply)
 - >Spango Valley, Greenock (rezoning of part of site from business and industry to housing and increase in effective land supply)
 - >Kirn Drive, Gourock (new site)
 - >Former Sacred Heart -Primary School, Greenock
 - >Former Auchneagh Laundry, Greenock
 - >Former Holy Cross Primary School, Greenock
- 5.15 The alternative option is for, in addition to the above sites, the further investigation of the capacity, suitability and effectiveness of the following greenfield sites to be undertaken:
Langhouse Road, Inverkip (potential for 50 units)
Berfern, Inverkip (potential for 285 units)
- 5.16 The other sites in the Inverclyde Housing Market Area that were suggested as suitable for housing development through the Call for Sites exercise will also be listed in the Main Issues Report and feature in the Call for Sites Assessment background paper. However, these will not be identified as suitable options for addressing the shortfall.

Issue 12 – Affordable Housing Policy

- 5.17 This issue explores whether the new Local Development Plan should continue to include an affordable housing policy. The preferred option is to require a 10% affordable housing contribution from all sites with a capacity of 20 or more houses. Alternative options are to have no policy, or to retain the current policy of a 25% benchmark contribution from specific housing sites.

Issue 13 – Gypsy/Traveller Policy

- 5.18 The preferred option is for the new Local Development Plan to include a policy for the assessment of proposals for Gypsy/Traveller sites. The alternative option is not to include a policy.

Issue 14 – Valuing the Historic Environment

- 5.19 This issue proposes that the current policy framework for protecting Inverclyde’s built environment is carried forward into the new Local Development Plan.

A Low Carbon Inverclyde

Issue 15 - Delivering Heat and Electricity

- 5.20 This issue proposes that the current positive policy framework for renewable energy and energy efficiency measures is carried forward into the new Local Development Plan.

Issue 16 – Heat Networks

- 5.21 The preferred option is that the new Local Development Plan includes a policy that promotes renewable heat generation and the use of heat mapping and heat networks to encourage a more sustainable approach towards the use of heat. The alternative options are to change the renewable energy policy to make reference to renewable heat or for the Plan to make no specific reference to it.

Issue 17 – Planning for Zero Waste

- 5.22 This issue proposes that the current policy framework for assessing proposals for waste management facilities is carried forward. No new waste management facilities are proposed.

A Natural, Resilient Inverclyde

Issue 18 – Valuing the Natural Environment

- 5.23 This issue proposes that the current policy framework, which supports the protection of the natural environment, is carried forward into the new Local Development Plan.

Issue 19 – Green Infrastructure

- 5.24 This issue proposes that the current policy framework which promotes the retention of open space, the green network and the path network is carried forward into the new Local Development Plan.

Issue 20 – Allotments and Community Growing

- 5.25 This issue proposes that existing allotment and community growing spaces are protected and that the potential for new sites is explored at a number of locations within Greenock and Port Glasgow. The alternative option is that existing sites are protected under the existing green network policy, which does not make any specific reference to allotments or community growing.

Issue 21 – Mineral extraction

- 5.26 This issue proposes that the current policy framework for assessing proposals for the extraction of minerals is carried forward into the new Local Development Plan. No sites for mineral extraction are proposed.

Issue 22 – Managing Flood Risk and Drainage

- 5.27 This issue proposes that the current policy framework for reducing flood risk and promoting the use of sustainable drainage systems (SuDS) is carried forward into the new Local Development Plan.

A Connected Inverclyde

Issue 23 – Promoting Sustainable Transport and Active Travel

- 5.28 This issue proposes that the current policy framework safeguarding the transport network, promoting sustainable access, and supporting the Local Transport Strategy is carried forward into the new Local Development Plan.

Issue 24 – Kilmacolm Village Centre Parking

- 5.29 This issue responds to a submission from Kilmacolm Civic Trust for a site to be identified in Kilmacolm village centre for additional long stay parking.

Issue 25 – Digital Connectivity

- 5.30 This issue proposes the current policy framework for assessing proposals for communications infrastructure is carried forward into the new Local Development Plan.

Development Opportunity Review

Issue 26 - Development Opportunity Review

- 5.31 As part of the preparation of the Main Issues Report, a review of all the current Local Development Plan development opportunities has been undertaken. The purpose of this is to ensure that all sites being carried forward into the next Local Development Plan are appropriately identified for development, in terms of the proposed land use and likelihood of development. Issue 26 proposes that the majority of undeveloped development opportunity sites are carried forward into the new Plan. However, a number of sites are recommended for re-designation.
- 5.32 Issue 26 also includes an assessment of the sites suggested to the Council through the 'Call for Sites' exercise. These are sites that have been suggested to the Council for inclusion in the next Plan, mainly for residential development.

Next steps

- 5.33 According to the Development Plan Scheme approved by this Committee in 2016, the Main Issues Report is scheduled to be published for public consultation in March 2017. Approval of the Main Issues Report by the March 2017 Committee is required to allow this to be achieved. It is proposed that the Main Issues Report is consulted on from publication on Friday 31 March until 31 May June 2017, which is in excess of the statutorily required 6 weeks. This period of time will enable the Planning Policy team to raise awareness of the Main Issues Report and actively engage with interested groups and individuals. This will involve visits to Community Councils and other interested community organisations, in order to maximise public involvement in the preparation of the new Local Development Plan at this early stage.
- 5.34 Subject to Committee approval, the version of the Main Issues Report attached at Appendix 1 will be prepared for publication. This will involve the inclusion of more graphics to make the document visually appealing and more accessible. There may also be editorial changes to the text, but the issues and options will remain fundamentally the same.
- 5.35 **Accompanying documents**

The following documents will be published alongside the Main Issues Report:

Monitoring Statement

Strategic Environmental Assessment Environmental Report

Habitat Regulations Appraisal

Equal Opportunities Assessment

Development Opportunity Review

6.0 IMPLICATIONS

Finance

- 6.1 Costs associated with the preparation of, and consultation on, the Main Issues Report will be minimal and contained within the Service budget.

Financial implications

One-off Costs

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

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

Legal

- 6.2 Planning authorities are statutorily required to keep an up-to-date Local Development Plan, and the preparation of the Main Issues Report meets requirement of the Council in this regard.

Human Resources

- 6.3 There are no personnel issues associated with this report.

Equalities and diversity

- 6.4 An Equalities Impact Assessment has been undertaken in respect of this report. This concludes that the impact of the Local Development Plan Main Issues Report will have a neutral impact on the majority of the protected characteristic groups identified under equalities legislation with a potentially low positive impact on Race, owing to the possible inclusion of a Gypsy/Traveller policy.

Repopulation

- 6.5 Through identifying land for residential development and economic growth, as well as safeguarding Inverclyde's environment, the Local Development Plan will contribute to the repopulation agenda.

7.0 CONSULTATIONS

- 7.1 **Chief Financial Officer:** There are no financial issues associated with this report.
- 7.2 **Head of Legal and Property Services:** There are no legal issues associated with this report. There has been liaison with the Council's Property staff during the preparation of the Main Issues Report.
- 7.3 **Head of Organisational Development, Human Resources and Communications:** There are no personnel issues associated with this report.

8.0 LIST OF BACKGROUND PAPERS

8.1 None.

**INVERCLYDE LOCAL
DEVELOPMENT PLAN**

MAIN ISSUES REPORT

Contents

Chapter 1 – Introduction

Chapter 2 – Sustainability and Placemaking

Chapter 3 – A Successful, Sustainable Inverclyde

Chapter 4 – A Low Carbon Inverclyde

Chapter 5 – A Natural, Resilient Inverclyde

Chapter 6 – A Connected Inverclyde

Chapter 7 – Development Opportunity Review

Issues

Issue 1 – Sustainable Development Strategy

Issue 2 – Major Areas of Change, Areas of Potential Change and Development Option Sites

Issue 3 – Central East Greenock

Issue 4 – Promoting Town Centres

Issue 5 – Greenock Town Centre

Issue 6 – Supporting Business and Employment

Issue 7 – Spango Valley, Greenock

Issue 8 – Port Glasgow Industrial Estate

Issue 9 – Enabling Delivery of New Homes

Issue 10 – Housing Land Supply: Kilmacolm and Quarriers Village

Issue 11 – Housing Land Supply: Greenock, Gourock, Port Glasgow, Inverkip & Wemyss Bay

Issue 12 – Affordable Housing Policy

Issue 13 – Gypsy/Traveller Policy

Issue 14 – Valuing the Historic Environment

Issue 15 – Delivering Heat and Electricity

Issue 16 – Heat Networks

Issue 17 – Planning for Zero Waste

Issue 18 – Valuing the Natural Environment

Issue 19 – Green Infrastructure

Issue 20 – Allotments and Community Growing

Issue 21 – Promoting Responsible Extraction of Resources

Issue 22 – Managing Flood Risk and Drainage

Issue 23 – Promoting Sustainable Transport and Active Travel

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Issue 24 – Kilmacolm Village Centre Parking

Issue 25 – Digital Connectivity

Issue 26 – Development Opportunity Review

Introduction

This Main Issues Report is the first stage in the preparation of a new Local Development Plan for the Inverclyde Council area.

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

The Main Issues Report focuses on what is likely to change between the current Local Development Plan (adopted August 2014) and the new Plan. For this reason, not all issues covered by the current Local Development Plan feature in the Main Issues Report, as the focus is on major and changing issues.

The Main Issues Report is not a policy document. Instead, it offers an opportunity at an early stage in the Local Development Plan process for the community and others with an interest in the future development of Inverclyde to have a say on the content of the new Plan and what it will say on the key land use issues facing the area. It does this by setting out options for how particular issues should be addressed, and by inviting views on these options and alternatives.

The Local Development Plan Process

Figure 1 illustrates the Local Development Plan process and timeline, as established by the Council's current Development Plan Scheme (March 2016). The publication of the Main Issues Report is the first formal stage in the preparation of a new Local Development Plan. However, it has been preceded by a significant level of engagement with key stakeholders, such as Key Agencies, and a 'Call for Sites' exercise, which engaged landowners/developers with an interest in the Inverclyde area.

Figure 1: Inverclyde Local Development Plan Timeline



Responses received during the public consultation on the Main Issues Report will help shape the Proposed Local Development Plan, which will also be published for consultation. Any unresolved objections to the Proposed Local Development Plan

will be subject to an Examination by a Scottish Government appointed Reporter. Following the Examination, the Plan will be modified to take account of the Reporter's recommendations, and will then be adopted, superseding the current Local Development Plan.

Structure of the Main Issues Report

The Main Issues Report is structured around the four planning outcomes identified in National Planning Framework 3 and Scottish Planning Policy. It also includes a section focussing on Sustainability and Placemaking, and an assessment of all the development sites in the current Local Development Plan and those sites that have been suggested to the Council through pre-Main Issues Report engagement.

- Sustainability and Placemaking
- A Successful, Sustainable Inverclyde
- A Low Carbon Inverclyde
- A Natural Resilient Inverclyde
- A Connected Inverclyde
- Development Opportunity Review

Accompanying Documents

A number of documents have informed the preparation of the Main Issues Report and are published alongside it to aid the consultation exercise. These are:

- Monitoring Statement
- Strategic Environmental Assessment Environmental Report
- Habitat Regulations Appraisal
- Development Opportunity Review
- Call for Sites Assessment
- Housing Technical Paper
- Town Centre Technical Paper
- Business and Industry Technical Paper

How to Respond to the Main Issues Report

The Main Issues Report consultation period runs from 31 March until 31 May 2017. During this time responses to the Main Issues Report can be submitted by:

- e-mail to ldp@inverclyde.gov.uk with the subject heading Main Issues Report
- completing the e-form available at www.inverclyde.gov.uk/xxx
- writing to Planning Policy, Regeneration & Planning, Municipal Buildings, Clyde Square, Greenock, PA15 1LY

To discuss the Main Issues Report, please contact the Council's Planning Policy team on 01475 712491.

Sustainability and Placemaking

Introduction

Sustainable development is most commonly defined as development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Placemaking is about directing the right development to the right place and the creation of high quality places through a design-led approach

Sustainability and Placemaking are identified by Scottish Planning Policy (2014) as the Principle Policies guiding the planning system in Scotland.

Current Local Development Plan

The principles of sustainability and placemaking are embedded in the Sustainable Development Strategy of the current Local Development Plan through the policies summarised in Figure 2. The strategy promotes a low carbon future, based on sustainable travel and locations. It directs new development to the existing urban area, particularly town centres and brownfield sites, whilst protecting the green network, including the green belt and countryside.

Figure 2 – Inverclyde Local Plan (2014) Sustainable Development Strategy

Policy SDS1 – Climate Mitigation and Adaptation: Reducing Carbon and Energy Use

This policy promotes the reduction of greenhouse gas emissions and adaptation to climate change by improving the energy efficiency of buildings; achieving renewable energy targets; assisting the move to zero waste; protecting 'carbon sinks; and encouraging sustainable forms of travel.

Policy SDS2 – Integration of Land Use and Sustainable Transport

This policy promotes the safeguarding and enhancement of sustainable forms of transport; an integrated transport system; management of the road network; and directing new development to locations accessible by a choice of transport options.

Policy SDS3 – Placemaking

This policy promotes high quality placemaking in all new development by having regard to Inverclyde's historic urban fabric, built cultural heritage and natural environment.

Policy SDS4 – Green Network

This policy promotes the safeguarding and enhancement of green network routes, and the embedding of the green network into new development.

Policy SDS5 – Development Within the Urban Area

This policy states a preference for all appropriate new development to be located on previously used (brownfield) land within the urban settlements.

Policy SDS6 – Promoting our Town Centres

This policy promotes and safeguards Inverclyde's three town centres (Greenock, Gourock and Port Glasgow).

Policy SDS7 – Regeneration & Renewal Priorities

This policy directs new investment and development to the Waterfront and the Council's renewal areas – the major Areas of Change and Areas of Potential Change.

Policy SDS8 – Green Belt and Countryside

This policy presumes against the spread of the built-up area into the Green Belt and sporadic development in the Countryside.

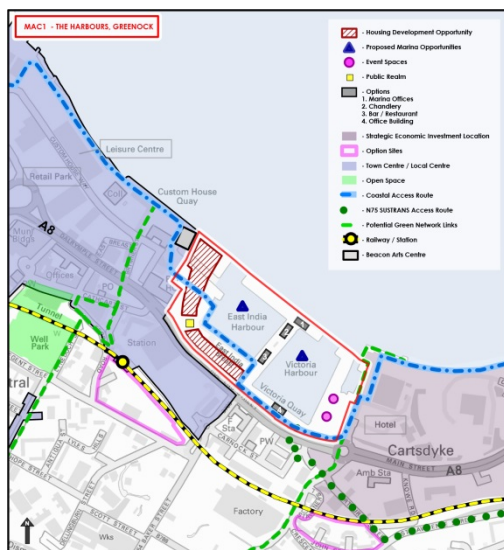
Issue 1: Do you agree that the Sustainable Development Strategy set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

The current Local Development Plan identifies 12 places within Inverclyde that the Council wants, or expects, to see change over the Plan period and beyond in order to create high quality places. The detailed strategies for these areas are set out in Supplementary Guidance on Local Development Frameworks and summarised below. It is considered that the strategies for the following areas remain valid and should be carried forward into the new Local Development Plan.

The Harbours, Greenock (MAC1)

The Harbours sit in a central, waterfront location just outside Greenock town centre. The current Local Development Plan sets out a housing-led development strategy for the Harbours, whilst recognising that its location makes it suitable for other uses such as tourism and heritage, retail, food and drink, financial and professional services, and maritime related uses such as marina facilities or ferry operations.

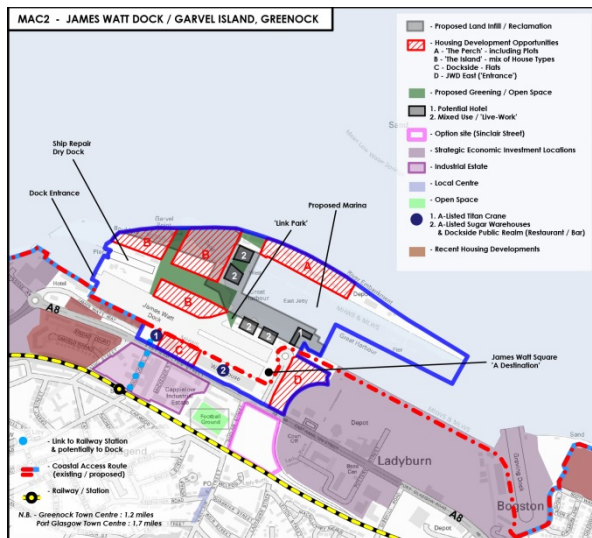
Map 1: MAC1 – The Harbours, Greenock



James Watt Dock/Garvel Island, Greenock (MAC2)

The James Watt Dock/Garvel island site sits to the north of the A8 corridor, centred around the 'A'-listed sugar warehouses. The current Local Development Plan sets out a housing-led development strategy for the area. The continuation of maritime-related uses in the area is also supported, along with tourism/visitor related uses such as hotels and food and drink. Leisure, education and business uses are also supported.

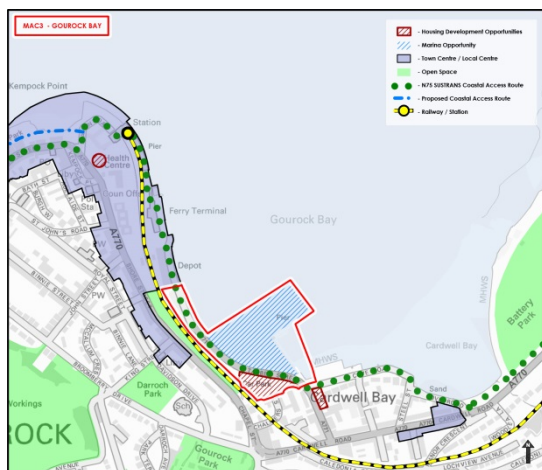
Map 2: James Watt Dock/Garvel Island, Greenock



Gourock Bay (MAC3)

Gourock Bay sits to the east of Gourock town centre. The current Local Development Plan strategy is for a marina-led development centred around the former Admiralty jetty, to be complemented by residential, sports and leisure and tourism uses. The protection of views into and out of the site is an important part of the strategy for this area.

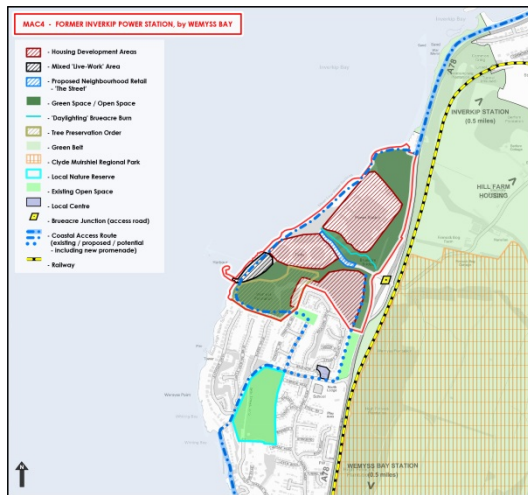
Map 3: Gourock Bay



Inverkip Power Station (MAC4)

The current Local Development Plan strategy for the former Inverkip Power Station site is for an 'urban village' development with new houses, community and leisure facilities, hotel, food and drink uses, neighbourhood retail and other employment uses. Access would be via a new roundabout on the A78. A significant part of the site will be retained as greenspace.

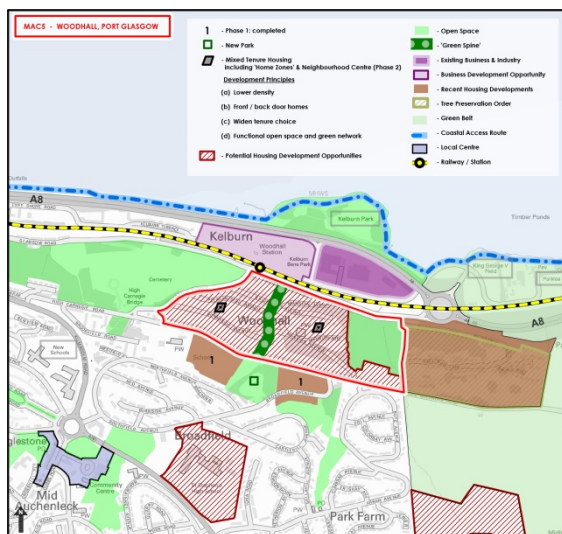
Map 4: Inverkip Power Station



Woodhall, Port Glasgow (MAC5)

Woodhall was formerly a high density council housing area in eastern Port Glasgow. The current Local Development Plan strategy is for the creation of a 'new neighbourhood', involving the replacement of older flatted properties with new lower density homes and increased tenure choice. New community facilities, neighbourhood shops, and new and improved greenspaces also form part of the strategy.

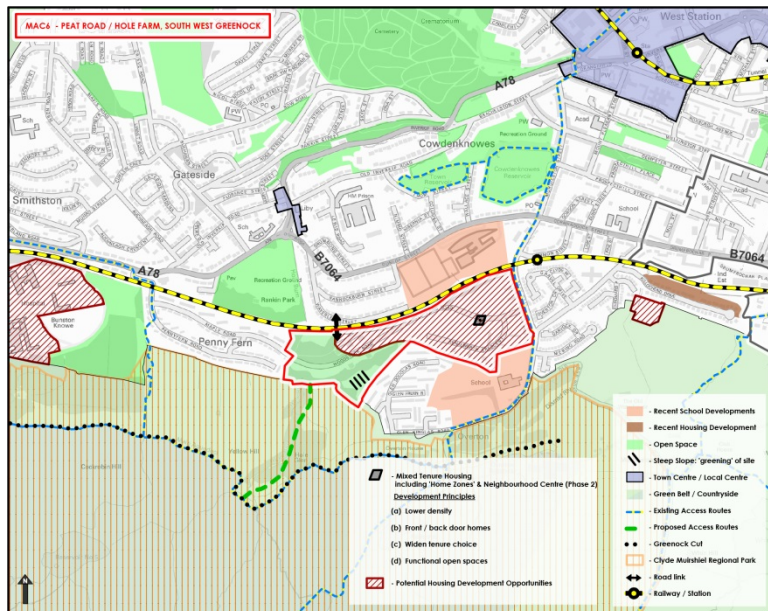
Map 5: Woodhall, Port Glasgow



Peat Road/Hole Farm, Greenock (MAC6)

Peat Road/Hole Farm is also identified in the current Local Development Plan for the creation of a 'new neighbourhood'. New low density homes, open space, community facilities and neighbourhood retail are proposed.

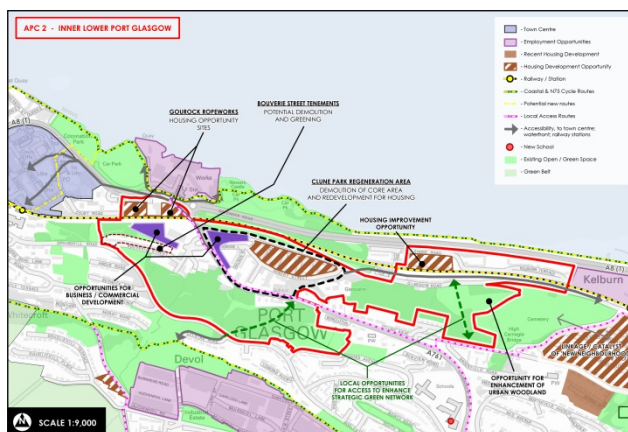
Map 6: Peat Road/Hole Farm, Greenock



Inner Lower Port Glasgow (APC2)

Inner Lower Port Glasgow is a complex area stretching eastwards from the town centre. At its core is the Clune Park regeneration area, which is an area of privately owned houses, the majority of which are vacant and considered to offer a poor quality living environment. The preferred strategy for this area, which is reflected in the current Local Development Plan, is the demolition and redevelopment of the Clune Park area. There are also large areas of unmanaged greenspace in the area, which the Plan proposes to better integrate more with the residential environment.

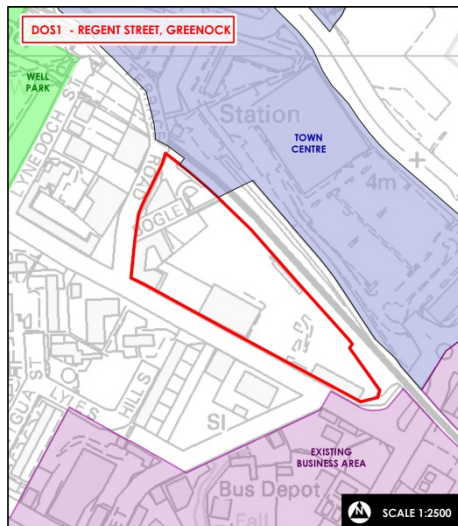
Map 7: Inner Lower Port Glasgow



Regent Street, Greenock (DOS1)

The Regent Street site sits in a central location within a mixed use area. As such the current Local Development Plan identifies it as suitable for a range of uses including business, industry, storage and distribution, housing and residential institutions (e.g. nursing home), and uses such as education. Uses associated with the adjoining Greenock Central railway station would also be acceptable.

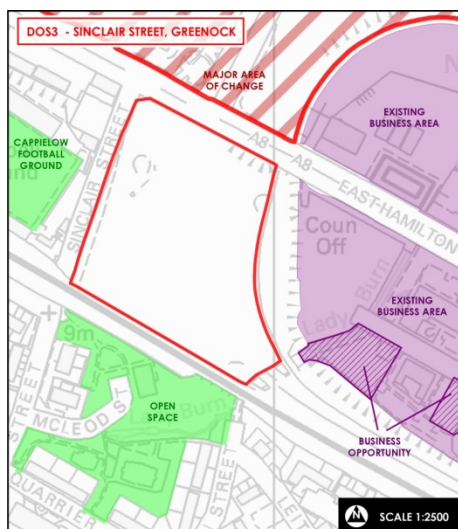
Map 8: Regent Street, Greenock



Sinclair Street, Greenock (DOS3)

The Sinclair Street site sits in the A8 corridor, adjacent to Cappielow football ground and within an otherwise predominantly industrial area. The current Local Development Plan identifies it as suitable for business, industry, storage and distribution uses, non-residential institution uses such as education, and assembly and leisure uses associated with Cappielow football ground.

Map 9: Sinclair Street, Greenock



Issue 2: Do you agree that the strategies for the above sites as set out in the current Local Development Plan and associated Supplementary Guidance should be carried forward into the new Local Development Plan?

The flats on John Street, Greenock, which was identified as a Development Option Site (DOS2), have now been refurbished and the site will be identified as part of the existing residential area in the new Local Development Plan.

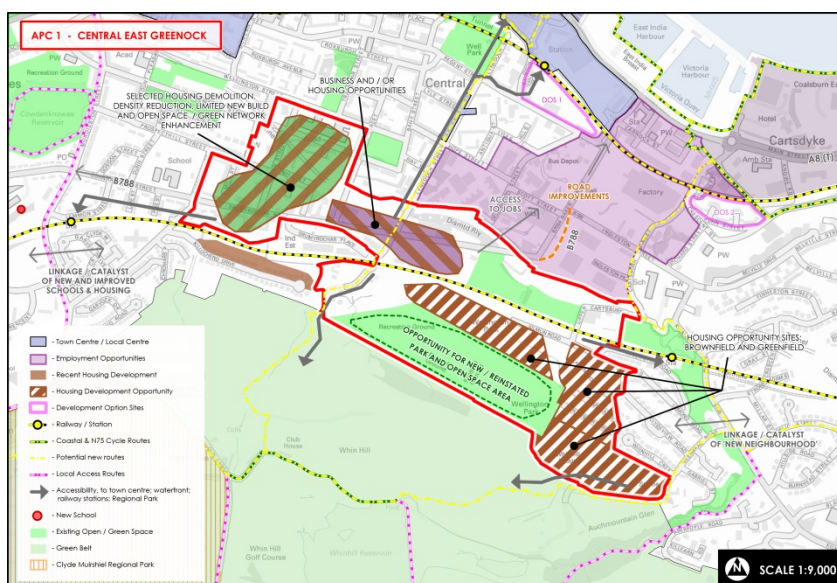
Central East Greenock (APC1) is identified in the current plan for housing-led regeneration. Since the current Plan was prepared a masterplan has been approved for the area which updates the current Plan's strategy (Issue 3).

The Spango Valley site (MAC7) is identified in the current plan for a mix of uses including business, residential and a new prison. Representations have been received during pre-MIR engagement from parties with interests in different parts of the site, which seek changes to the current strategy (Issue 7).

Issue 3: Central East Greenock

The Central-East Greenock Area of Potential Change covers an extensive mixed use area in central Greenock from Strone to Drumfrochar (see Map 10). It includes housing opportunity sites in Strone and Wellington Park in the east of the area, vacant former industrial sites at its core and the high density residential area of Broomhill/Drumfrochar to the west. The B7054 (Drumfrochar Road and Baker Street) runs through this area and functions as a main alternative route through Inverclyde. The concentration of vacant and derelict land in the area therefore has an impact on perceptions of those who pass through the area as well as a more direct impact on those who live and work there.

Map 10: Central East Greenock (Current Local Development Plan)

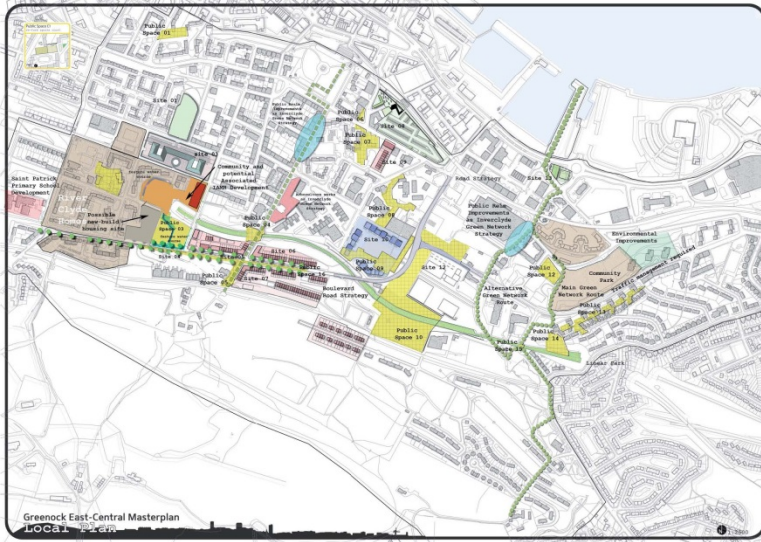


The current Local Development Plan identifies the site as an Area of Potential Change. Brownfield and greenfield land is identified for residential development in Strone and Wellington Park, with the adjacent KGV playing fields identified for a mix of residential development and greenspace/playing field enhancement. The former Tate and Lyle sites at the junction of Drumfrochar Road and Lynedoch Street are identified for either residential or industrial development. The Broomhill/Drumfrochar residential area is identified for area renewal, including the demolition and improvement of existing houses and new build projects. The strategy also includes the realignment of Baker Street to remove a sharp turn into Drumfrochar Road.

Based on the Local Development Plan strategy, a masterplan for Central East Greenock was approved in 2014 (see Map 11). The former Tate and Lyle sites are identified solely for residential development by the masterplan. The realignment of Baker Street is identified along with a Boulevard Strategy for Drumfrochar Road and the creation of a linear park running east-west through the area along a former railway line. A series of other residential, commercial and industrial opportunities and environmental improvements are identified by the masterplan, which are broadly in line with the current Local Development Plan. While the masterplan looks beyond the

boundaries of the Area of Potential Change, incorporating land further to the east, it has less of a focus on the Strone/Wellington Park area.

Map 11: Central East Greenock Masterplan 2014



<p>Option 1 (preferred) The new Local Development Plan strategy reflects the 2014 Central-East Greenock Strategy. This is based on the current Local Development Plan strategy, but confirms the former Tate and Lyle sites as residential development opportunities and introduces more detailed environmental improvements. It also covers a wider area, which would be incorporated into the area of change</p>	<p>Reason This is the preferred option as it reflects the Council's most recent thinking on Central-East Greenock, which builds on the current Local Development Plan strategy. It incorporates adjoining sites into the area of change, which is beneficial for the comprehensive regeneration of the area. It also offers clearer direction on the future of the Tate and Lyle sites, which sit at the heart of the area.</p>
<p>Option 2 The area of change focuses on the Broomhill/Drumfrochar area.</p>	<p>Reason There is a case to be made for the Strone/Wellington Park area to be removed from the Central-East Greenock Area of Change and made the subject of its own masterplan. The area is separated from Broomhill/Drumfrochar by the Wemyss Bay-Glasgow railway line and topography, and in development terms is likely to come forward independent of the wider area. However, keeping it in the Plan may ensure connections between the areas are improved and established.</p>

Issue 3: Which of the listed options do you support for Central East Greenock, or do you have an alternative approach to suggest? Please give reasons.

A Successful, Sustainable Inverclyde

Promoting Town Centres

Introduction

There are three town centres in Inverclyde; Greenock, Gourock and Port Glasgow, each serving a distinct but complementary purpose.

Greenock is the largest town centre in Inverclyde, drawing visitors from across the authority area and beyond, particularly parts of Argyll and Bute, and as such it is identified as a Strategic Centre in the Clydeplan Strategic Development Plan. It offers Inverclyde's largest concentration of food and non-food shopping, and a wide range of non-retail services and businesses such as a cinema, the Waterfront Leisure Centre, the McLean Museum and Art Gallery, the Beacon Arts Centre, the Greenock West College Scotland campus and a number of restaurants, pubs and nightclubs that provide evening activity. It is also an important employment hub, with a number of large offices located there.

Port Glasgow town centre's role has changed in recent years from mainly offering convenience shopping for the town's residents to offering large format food and non-food shopping, which draws shoppers from across Inverclyde.

Greenock and Port Glasgow town centres have both been the subject of design charrettes (in 2016 and 2014 respectively), which have generated masterplans and action plans for the centres. Key projects from these plans will be incorporated into the new Local Development Plan.

Gourock serves as a convenient centre for the residents of the town and to travellers and commuters making use of the ferry connections to Argyll and Bute. Its waterfront location, traditional format and concentration of independent shops and cafes mean that it also attracts day visitors from across Inverclyde and beyond. It has benefitted from recent investment in its railway station, road network and parking facilities, and environmental improvements along the waterfront and at the pierhead.

Current Local Development Plan

The current Local Development Plan (2014) through Policy TCR1 identifies a network of centres, including Greenock, Port Glasgow and Gourock town centres, and 9 local centres. Policy TCR2 sets out a sequential approach, identifying the town centres as the preferred location for the development of town centre uses, with Greenock Central Area as first choice location. Small scale retailing to meet local needs is supported in local centres and out-of-centre/outwith the centres, where it will not adversely affect the vitality and viability of the designated centres.

Issue 4: Do you agree that the approach to Town Centres and Retailing set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

The current Local Development Plan strategy for Greenock town centre directs specific uses to different part of the town centre and restricts the amount of non-retail

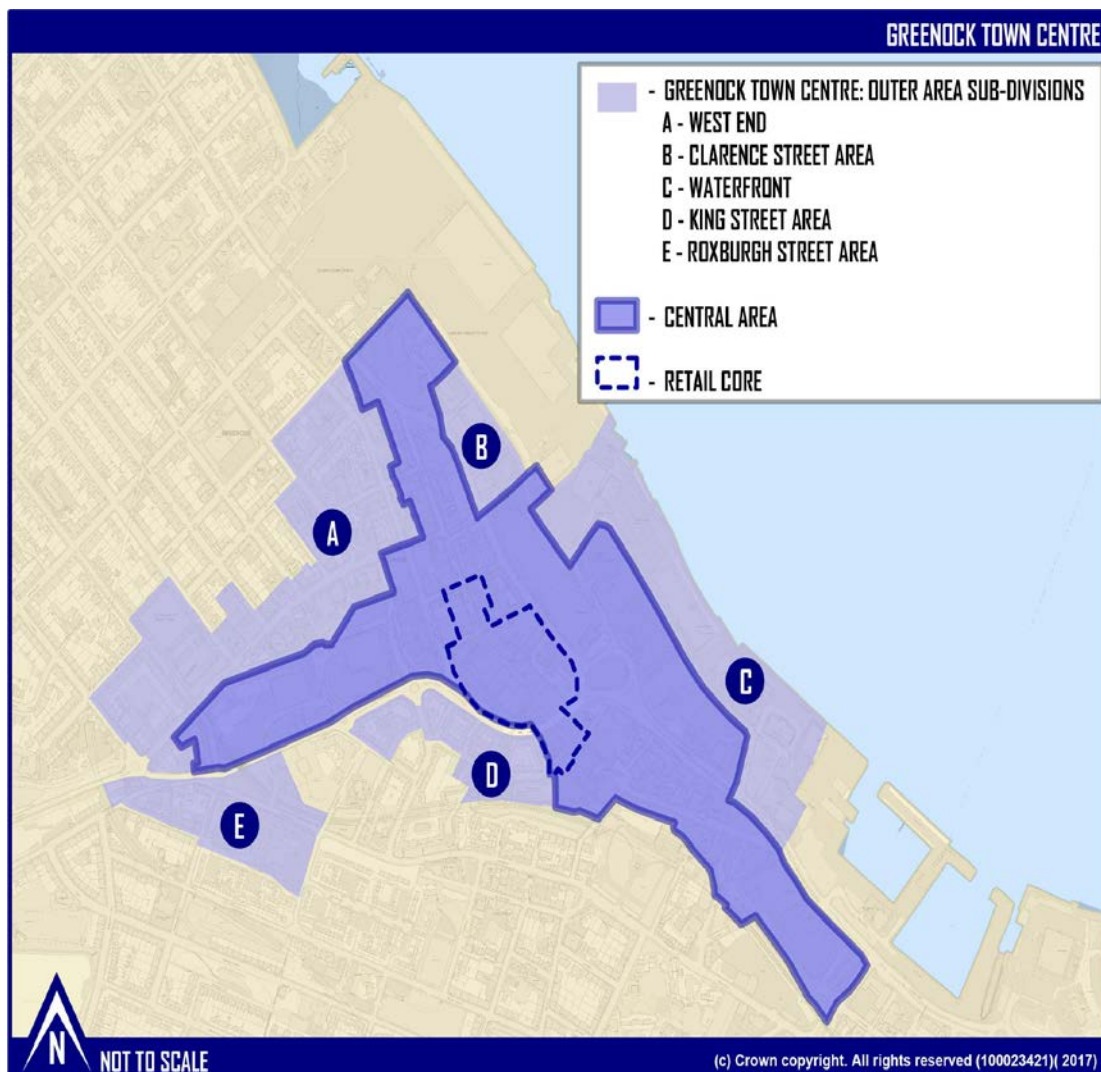
uses in the core retail area. Issue 5 explores whether this approach is still appropriate and presents possible alternatives.

Issue 5 Greenock Town Centre

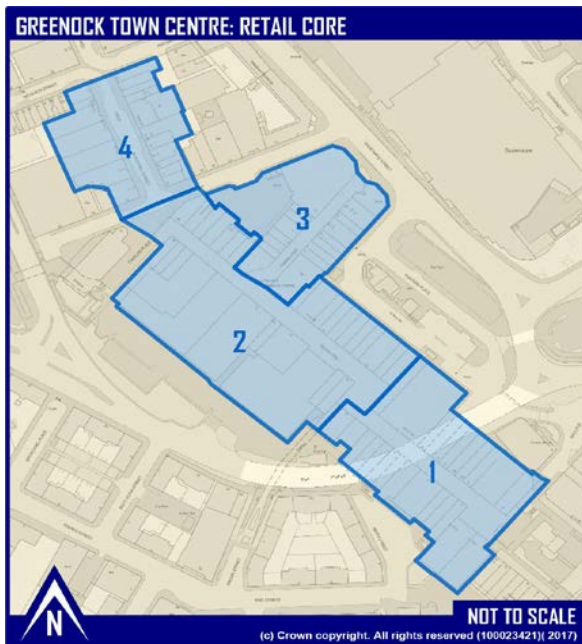
Greenock is the largest of Inverclyde's town centres, and serves the Inverclyde area and beyond for food and non-food shopping and a range of other services.

The current Local Development Plan splits the Town Centre into a Central and an Outer Area. The Central Area is the preferred location in Inverclyde for investment in town centre uses. Within this Central Area is a Retail Core, which Policy TCR4 of the current Local Development Plan splits into 4 areas and limits the ground floor frontage in each to no more than 25% non-Class 1 (shops) uses. The purpose of this policy is to protect retailing as the main activity in this area. Policy TCR5 of the current Local Development Plan directs different non-retail uses to the different divisions of the Outer Area based on their existing character and function.

Map 12: Greenock Town Centre Retail Core and Outer Area Divisions

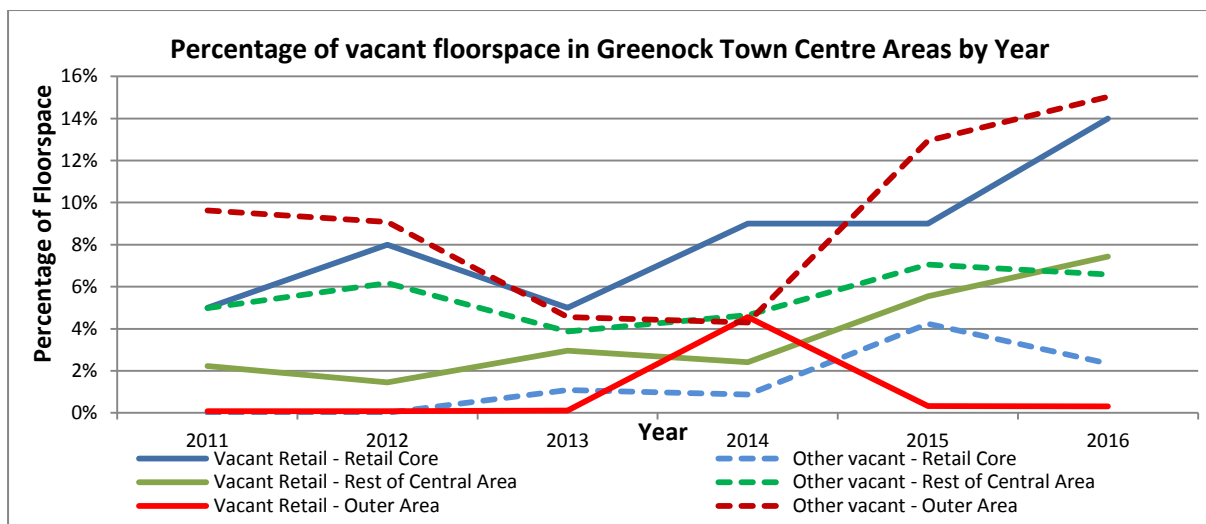


Map 13: Greenock Retail Core



The number of people shopping in Greenock town centre decreased between 2008 and 2012 and the proportion of vacant floorspace within the town centre has increased since 2011 with almost all of this increase being within the Central Area and highest within the Retail Core.

Figure 3: Percentage of vacant floorspace in Greenock Town Centre by year



These trends have raised the issue of whether a more relaxed approach to the balance of uses allowed within Greenock town centre should be introduced or whether it is important for the planning system to continue to intervene to ensure shops remain as the dominant use within the Central Area. Of relevance to this are proposals for the Oak Mall received during the Call for Sites for a more leisure-focussed offer to the east of the Mall facing onto Clyde Square and an associated multi-storey car park on Hunter Place.

Options

<p>Option 1 (Preferred) Retain the 4 areas within the Retail Core. Continue to restrict the amount of non-retail floorspace in areas 2, 3 and 4 of the Retail Core to no more than 25% of non-retail uses. Allow greater flexibility within Area 1, with exception of Class 2 Uses (Financial and Professional Services).</p> <p>Remove the divisions within the Outer Area to encourage all town centre uses within each area, subject to the first preference for new retail development being the Central Area.</p>	<p>Reason This approach seeks to retain retail as the predominant use in the majority of the Central Area, but introduces a more flexible approach in the easternmost part of the Oak Mall (Area 1) where vacancy is highest and where there is greatest scope for redevelopment or a repurposing towards a more leisure-based offer.</p> <p>The removal of the divisions within the Outer Area, and the accompanying direction of different types of uses to particular areas, will provide greater flexibility for town centre uses to be developed where investors see opportunity.</p>
<p>Option 2 Remove restriction on non-retail uses from the Retail Core.</p> <p>Remove the divisions within the Outer Area.</p>	<p>Reason This option would increase flexibility for investment in a range of uses across the town centre. Whilst the Central Area would remain the preferred location for retail investment, there would be no restriction on non-retail uses, meaning the focus of retail uses in this area may become less dominant.</p>
<p>Option 3 No Change. Continue to restrict the amount of non-retail floorspace in the 4 sections of the Retail Core to no more than 25% and to encourage the specified uses within the different section of the Outer Area.</p>	<p>Reason This alternative is not preferred as it is considered to be too inflexible at a time when town centres should be seeking investment in a range of uses so as to maximise footfall. It can also be a complex policy to apply and difficult for investors to understand where limits on non-retail uses have been reached.</p>

Issue 5: Which of the listed options do you support for Greenock Town Centre, or do you have an alternative approach to suggest? Please give reasons.

Supporting Business and Employment

Introduction

Inverclyde's economy has seen a return to growth in recent years, with unemployment falling by 5.5% and the number of enterprises increasing by 21% between 2011-2016.

Inverclyde Council and our local Urban Regeneration Company, Riverside Inverclyde, continue to work together to maximise the economic potential of the area, with a focus on improving the availability of business premises and the quality of the wider physical environment, boosting skills and creating more and better jobs. In development terms, this approach has delivered new, high quality offices at Riverside Business Park and four light industrial units at Kelburn Business Park, along with refurbished or re-developed business space at Custom House and Victoria House in Greenock, Scarlow House in Port Glasgow and Municipal Buildings in Gourock. A programme of town centre regeneration, public realm and environmental improvements in Port Glasgow, Greenock and Gourock is also ongoing.

The local tourism industry, which is a key growth sector in Inverclyde, has been boosted by the success of the cruise liner business at Greenock Ocean Terminal, where there has been a 194% rise in the numbers of liners and a 393% rise in the number of passengers between 2007 and 2015.

While progress is being made, we need to attract more private sector businesses and investment, support local businesses to grow, develop more small and medium-sized businesses, and boost skills. This is key to Inverclyde's future prosperity as it will create new job opportunities, help retain the existing population, attract new people to the area, and support and enhance local services.

Local Development Plans can support economic activity and growth by identifying the quantity and choice of development land required to meet the needs of different economic sectors, particularly growth sectors such as leisure and tourism, marine engineering and financial and business services. A flexible and positive policy framework can also enable businesses to adapt to changing economic circumstances and realise new opportunities. In addition, by identifying any infrastructure requirements and associated costs relating to development sites, Local Development Plans can also give the confidence needed to secure private sector investment.

Inverclyde has seen a significant economic shift in the last 30 years, most notably from a manufacturing to a service based economy. In some business and industrial areas this has left a legacy of underused properties and vacant land. In such circumstances, Scottish Planning Policy directs Local Development Plans to consider allocating alternative uses on these sites.

The Clydeplan Strategic Development Plan (2016) sets out a long term vision for a rebalanced low carbon economy. To support this vision, the Spatial Development Strategy identifies 22 Strategic Economic Investment Locations (SEILs). Inverclyde

has one SEIL, the 'Inverclyde Waterfront', which is identified for Green Technologies and Business and Financial Services.

To further support economic growth in the Glasgow city-region, the UK Government and the eight local authorities have agreed a Glasgow and Clyde Valley City Deal, which includes a £1.13 billion infrastructure fund aimed at progressing key development sites and projects over a twenty year period. The fund supports 20 large scale projects, three of which are in Inverclyde, located at Inverkip Power Station, and Ocean Terminal and Inchgreen in Greenock. Together, these projects will improve our local transport network, deliver key regeneration and development projects and encourage significant private sector investment into the area.

Current Local Development Plan

The Local Development Plan safeguards key business and industrial areas, while also providing scope for other uses to be considered in areas with long term physical constraints or marketability issues. A generous supply of marketable development land is also identified to meet anticipated demand and the locational requirements of different sectors and sizes of businesses. Proposals for working from home and for tourist facilities and accommodation are encouraged and supported.

Issue 6: Do you agree that the approach to economy and employment set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

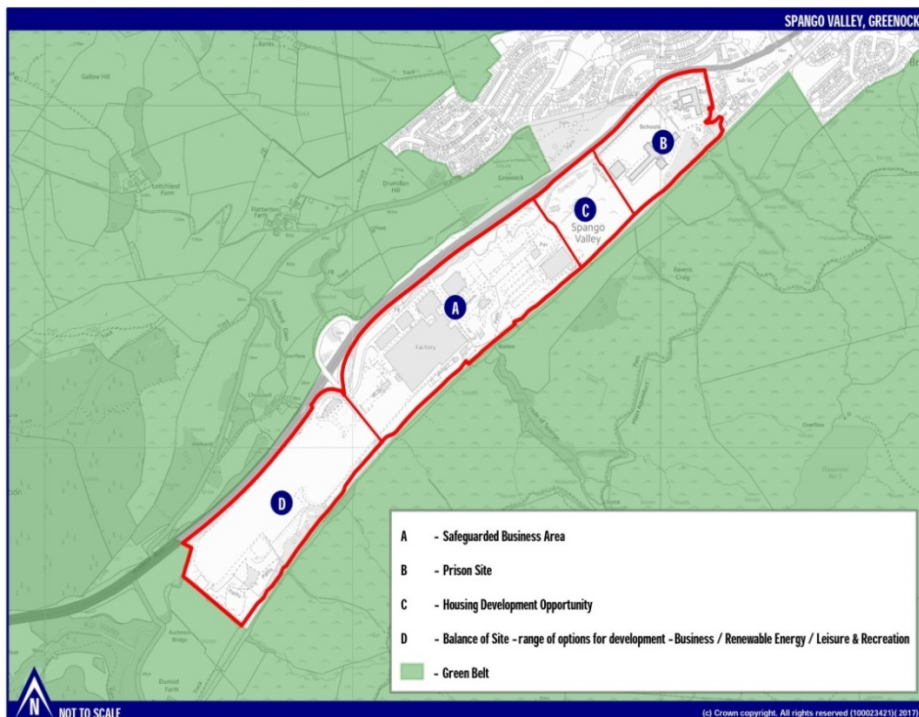
To inform the preparation of this Main Issues Report, a review of the business and industrial development opportunities identified in the current Local Development Plan was carried out. This review considered a wide range of issues, including proximity to transport networks, market attractiveness, site effectiveness, environmental impacts and the potential for alternative uses. Spango Valley and Port Glasgow Industrial Estate have been identified as Main Issues 7 and 8, in order to enable a debate on the most appropriate way to progress development on these sites.

Issue 7 Spango Valley, Greenock

Spango Valley is a 56 hectare development area located on the south western edge of Greenock, between the A78 and the Glasgow to Wemyss Bay railway line. The majority of this area was originally developed by IBM in the 1950's for the manufacture of various microelectronic products, with the former Greenock High School located within the northern part. IBM's operations gradually reduced over a number of years and ceased completely in September 2016, while the former school buildings were demolished in 2013. The area is now under three ownerships. The Scottish Prison Service own the vacant land to the north (area B in Map 14), while the vacant land and buildings in the central area (A, C) and the vacant land to the south (D) are under private ownerships.

Spango Valley is identified as a Major Area of Change (MAC7) in the current Local Development Plan, which reflects the fact that this is a large scale development area that is expected to undergo significant change. Following a 2011 planning permission, the northern area (B) is identified for a new prison. The central area (A) is safeguarded for business and industrial uses, in line with a Development Framework submitted by the previous owner, which sought to restructure and refurbish the existing commercial units and improve marketability. It was acknowledged that a wider range and mix of uses was required on the remaining areas, which had been largely vacant for over 10 years. The Local Development Plan therefore identifies area C for housing and neighbourhood retail, with area D identified for business and industrial, recreation and leisure, and renewable energy uses.

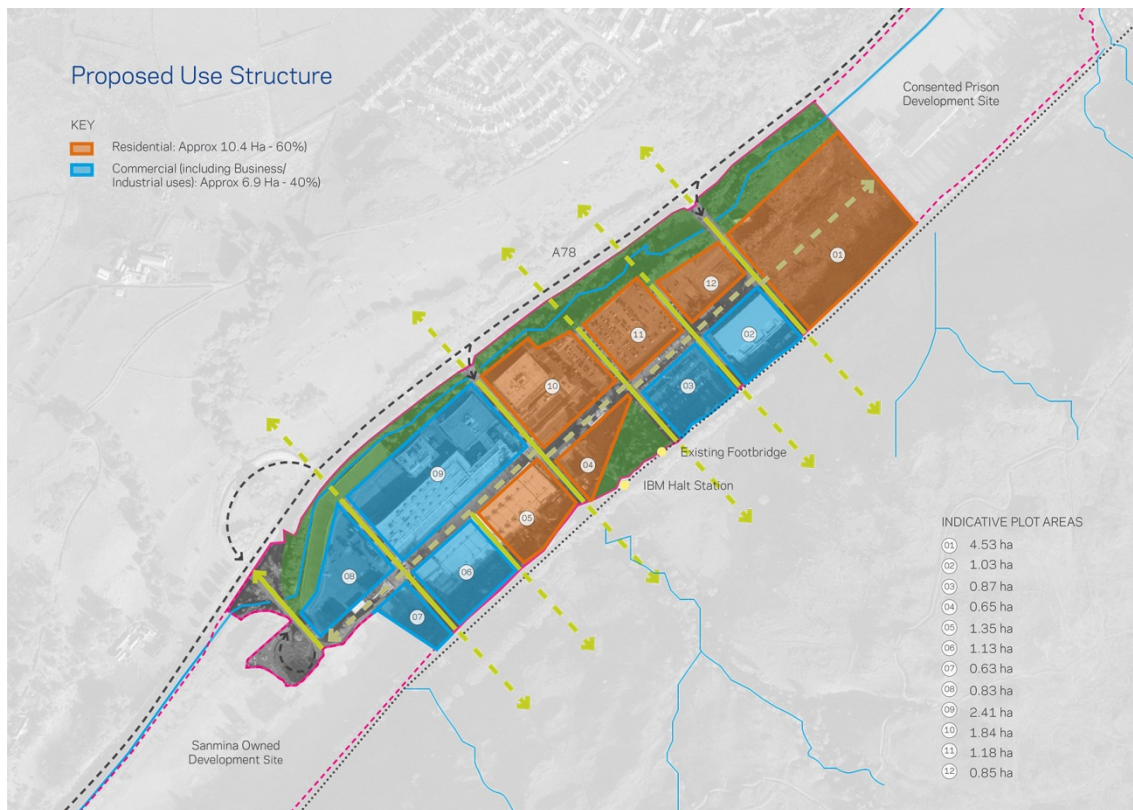
Map 14: Spango Valley, Greenock - Current Local Development Plan Zoning



Following discussions with the Scottish Prison Service, the allocation for a prison remains valid and it is proposed to carry this forward into the new Local Development Plan. The main issue in Spango Valley relates to areas A, C and D. There is a need to review the current Local Development Plan approach to these areas as the proposed restructuring and refurbishment of the central business area (A) has not been progressed and the majority of the buildings are now derelict and likely to be demolished. In addition, no firm development interest has been expressed in developing the southern area (D) for the business/industrial use, renewable energy or leisure and recreation uses identified in the Local Development Plan. With a total of 3.55ha of business and industrial land developed in the past five years, and eight other 'marketable' allocations in Inverclyde, totalling 10.14ha, there is a case for reducing the scale of business and industrial land currently identified at Spango Valley. Such a reduction would provide scope to expand the scale of housing development across the site, enable a wider range of uses to be considered, and allow a comprehensive development framework, covering the entire site, to be developed.

During the Call for Sites in July 2016 a mixed use proposal for approximately 60% residential and 40% commercial, including a mix of business and industrial, leisure/tourism and renewable energy uses, was submitted for the central area (see Map 15 below).

Map 15: Developer Proposals for Spango Valley (north)



A mixed use proposal for up to 200 houses (approx. 80%) and 6,000sqm of commercial and business and industrial (approx. 20%) was also submitted for the southern area (see Map 16 below).

Map 16: Developer Proposals for Spango Valley (south)



When viewed together, both proposals constitute an approximate split of 70% residential and 30% commercial uses across both sites.

The Council has concerns about proposals for different parts of the site being developed in isolation, and would also prefer to see more of the site retained for business and industrial uses.

<p>Option 1(preferred) Preparation of a comprehensive Development Framework covering the full site (and all ownerships).</p> <p>Identify up to 50% of the combined developable area for housing, with at least 35% retained for business and industrial uses (Class 4, 5 and 6). The remaining area should be made up of other uses, including neighbourhood retail.</p>	<p>Reason This option is preferred because a coordinated and comprehensive approach will ensure the most appropriate layout of uses and the creation of a successful place. It will also ensure that any infrastructure requirements and constraints are jointly and fully addressed.</p> <p>The preferred scale and mix of uses will meet local housing need, provide employment opportunities, and enable local services to be delivered and maintained. It will also ensure that some business and industrial land is retained to support the future economic growth of Inverclyde.</p>
<p>Option 2 Allocate both sites for residential-led mixed use, in line with the proposals submitted by the respective owners.</p>	<p>Reason This option is not preferred because the development of the site based on land ownership, and not on a comprehensive basis, would result in a sub-optimal solution and the loss of an opportunity to create a successful place. This level of housing would also reduce the scope for commercial/employment generating uses in the area, particularly business and industrial uses.</p>

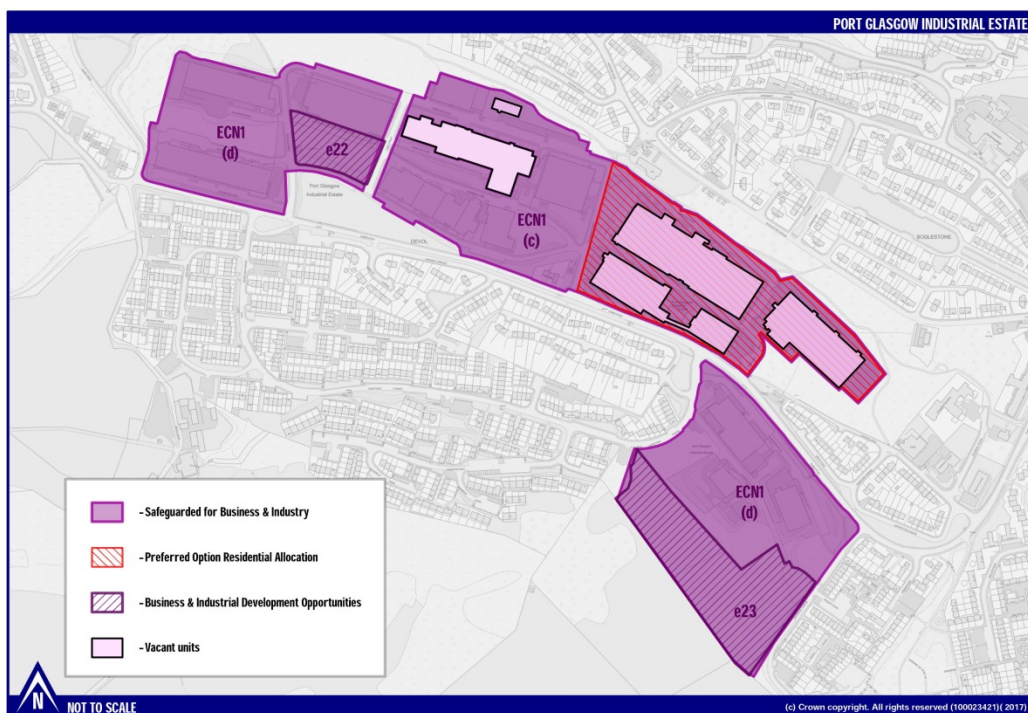
Issue 7: Which of the listed options do you support for Spango Valley, or do you have an alternative approach to suggest? Please give reasons.

Issue 8 Port Glasgow Industrial Estate

Port Glasgow Industrial Estate was established in the 1940's and has provided a major source of employment in the area. The estate is essentially split into two distinct parts by Dubbs Road. The larger area to the north is made up of post war industrial units and one vacant brownfield site. While businesses such as McLaren Packaging, Sangamo, Promedics, British Metal Treatments and Inverclyde Community Trust continue to occupy this area, the departure of Playtex in 2016 has meant that the eastern third is now entirely comprised of vacant and derelict buildings. The area to the south of Dubbs Road includes three industrial units, which are occupied by REL, Interlok Packaging and Inverclyde Council. There is also a vacant greenfield site to the south of Auchenleck Lane.

The Local Development Plan identifies Port Glasgow Industrial Estate as a business and industrial area and includes a presumption in favour of these uses (Class 4, 5 and 6). The Plan adopts a flexible approach, in line with Scottish Planning Policy, by providing scope for other employment generating and ancillary uses to be considered in the central area (ECN1c), and other uses, including non-employment, to be considered in the west and south east areas (ECN1d). In addition, the Local Development Plan identifies the two vacant sites as business and industrial development opportunities; e22 and e23.

Map 17: Port Glasgow Industrial Estate



There are three issues relating to Port Glasgow Industrial Estate. Firstly, the vacancy rate continues to increase in the central ECN1(c) area. Following the departure of Playtex in 2016, the eastern half is now entirely comprised of vacant and derelict buildings. With no firm interest expressed in utilising the vacant units or refurbishing

the derelict units for business and industrial use, it is likely that eastern half will continue to deteriorate in quality and appearance, with knock-on effects for the attractiveness of the wider Industrial Estate. During the Call for Sites, it was also requested this area be identified for housing in the next Plan.

Secondly, whilst there is high occupancy within the western and south eastern areas, with all six units used for business and industrial purposes, the current ECN1(d) designation allows a wide range of 'other uses', including housing, to be considered. This is significant as it could, potentially, contribute to the further loss of business and industrial units within the estate. It should also be noted that during the Call for Sites it was requested that the ECN1(d) area to the south of Dubbs Road be identified for housing in the next Plan.

Thirdly, there has been no firm developer interest in the e23 development opportunity, which is largely indistinguishable from the greenbelt and on a relatively steep slope.

The options below consider whether the current Local Development Plan approach should be carried forward, or whether an alternative approach is required.

Option 1 (preferred)	Reason
<p>With regard to the current ECN1(c) area, allocate the eastern part for housing and retain the (c) designation on the western part.</p> <p>Re-designate the current ECN1(d) areas to ECN1(c).</p> <p>Delete e23 as a business and industrial development opportunity and re-designate as greenbelt.</p>	<p>This option is preferred because the eastern part of ECN1(c) is now wholly comprised of vacant and derelict units and no firm interest has been expressed in leasing or refurbishing them. With a combination of housing and open space to the south, north and east, it is considered that a housing allocation would be the most appropriate alternative use for this area.</p> <p>Re-designating the western and south eastern areas to ECN1(c) would strengthen support for the existing businesses by retaining the presumption in favour of Class 4, 5 and 6 and restricting other uses to those which contribute to permanent employment or those supportive of existing businesses.</p> <p>Re-designating e23 as greenbelt reflects the longstanding lack of interest in developing this site for business and industrial uses and its location on the edge of the greenbelt.</p>

<p>Option 2 Redesignate the eastern part of the ECN1(c) area to ECN1(d). This would retain the presumption in favour of business and industrial uses (Class 4, 5 and 6), but allow 'other uses', including housing, to be considered.</p> <p>Redesignate the current ECN1(d) areas to ECN1(c).</p> <p>Delete e23 as a business and industrial development opportunity and re-designate as greenbelt</p>	<p>Reason This option is not preferred because it continues to place a presumption in favour of business and industrial uses on an area which has longstanding vacancy/dereliction issues and where no firm interest has been expressed in these uses. While this option allows other uses to be considered, it is likely that housing would be the preferred use. In light of this, a housing allocation would be the most appropriate option.</p> <p>The reasons for redesignating the western and south eastern ECN1(d) areas and deleting the e23 development opportunity are outlined above.</p>
<p>Option 3 Carry forward the current Local Development Plan approach.</p>	<p>Reason This option is not preferred because it has not addressed the increasing vacancy and dereliction in the current ECN1(c) area. In addition, it would continue to allow other non-employment uses, including housing, to be considered in the high occupancy western and south eastern ECN1(d) areas.</p>

Issue 8: Which of the listed options do you support for Port Glasgow Industrial Estate, or do you have an alternative approach to suggest? Please give reasons.

Enabling Delivery of New Homes

Introduction

Inverclyde is an attractive place to live. Kilmacolm and Quarriers Village are amongst the most sought after residential locations in Scotland. Greenock, Port Glasgow and Gourock offer waterfront locations and stunning views over the Firth of Clyde in locations close to services, including a modernised school estate, and with excellent transport links to Glasgow. Inverkip and Wemyss Bay are attractive coastal villages. However, the population of Inverclyde has continued to fall and, despite extensive investment in housing, there remain areas of low demand and poor quality housing, such as in the Clune Park area of Port Glasgow. Addressing these issues are priorities for the Council and its partners, including River Clyde Homes and Riverside Inverclyde.

The planning system can most directly influence these issues through the identification of land for new homes, particularly where new housing development would help regenerate the urban area, and also by ensuring that new development is of a standard that will create successful and sustainable places where people will want to live.

Current Local Development Plan

The housing development strategy of the current Local Development Plan builds on the broad strategy of previous plans to improve the urban environment, safeguard and enhance residential amenity, and provide direction for the social, economic and physical regeneration of Inverclyde. It also continues the longstanding sustainable land use planning objective to support the development of mixed communities by maximising new building on urban brownfield sites. The strategy aims to ensure there is no land supply constraint to the provision of a good range, choice and distribution of housing sites.

Issue 9: Do you agree that the Housing Development Strategy set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

Demand for private housing is calculated on the basis of housing market areas, which are areas within which people are most likely to move house. Inverclyde has two housing market areas. Kilmacolm and Quarriers Village make up part of the Renfrewshire Sub-Market Area, while the rest of Inverclyde falls within the Inverclyde Housing Market Area. The need for affordable housing, particularly social rented housing, is calculated at the local authority area level.

A Housing Need and Demand Assessment for the Inverclyde area has been undertaken as part of the Clydeplan Strategic Development Plan process. A comparison of housing need and demand with the amount of housing expected to be delivered in the period to 2024 on land already identified for housing indicates that additional land for housing is required in both the Kilmacolm/Quarriers Village and Inverclyde Housing Market Areas. Options for addressing this need for land are addressed in Issues 10 and 11.

The current Local Development Plan includes an Affordable Housing Policy, which requires a contribution towards affordable housing provision from specified housing sites. This policy is supported by Supplementary Guidance. Issue 12 explores whether to continue with this approach.

There are no sites identified for Gypsy/Travellers in the current Local Development Plan, or a policy to assess applications for any proposals that may come forward. Issue 13 considers the need for a policy.

Issue 10 Housing Land Supply - Kilmacolm & Quarriers Village

The Housing Need and Demand Assessment undertaken for the Clydeplan Strategic Development Plan identifies a Housing Land Requirement in the Kilmacolm/ Quarriers Village area for 130 new houses in the period 2012-2024. There were 3 housing completions in the period 2012-2016 (on sites with a capacity for 4 or more houses), leaving a requirement for 127 houses in the period to 2024. The Council's 2016 Housing Land Audit predicts 75 houses to be delivered on land already identified for housing in the period to 2024. This indicates a potential shortfall of housing land for 52 houses.

Table 1: Kilmacolm & Quarriers Village Housing Land Requirement

(a) Housing Land Requirement 2012-2024 (from Clydeplan Strategic Development Plan)	130
(b) Actual housing completions 2012-2016	3
(c) Housing Land Requirement 2016-2024 (a-b)	127
(d) Estimated housing completions 2016-2024 (based on 2016 Housing Land Audit)	75
(e) Shortfall in effective housing land for private housing 2016-2024 (c-d)	52

As part of the Main Issues Report preparation process, a Call for Sites exercise was undertaken. This resulted in a number of suggestions to the Council of land with potential for housing development in and around the Kilmacolm/ Quarriers Village area. These suggestions have been assessed as part of the Strategic Environmental Assessment of the Main Issues Report and a summary of this and an assessment of other planning factors is included in the Call for Sites Assessment background report. Based on this assessment, the Main Issues Report sets out options for addressing the housing land requirement in Kilmacolm/ Quarriers Village. The preferred option is the identification of land at Quarry Drive in Kilmacolm as a housing development opportunity, with the identification of land at Planetreeyetts as an alternative option. The other sites suggested to the Council as suitable for housing development are listed in Table 2, and comments on these sites are also invited.

The Council recognises the distinctive qualities of Kilmacolm and Quarriers Villages as places to live, and how the countryside character and setting contributes to this. As such, should the need for a release of land for housing be confirmed, the Council will bring forward a development brief to ensure that any impact on the character of the village is minimised and that important characteristics of the identified site are protected.

Options

Option 1 (Preferred) Further investigation of the capacity, suitability and deliverability of land to the west of Quarry Drive in Kilmacolm for new housing development.	Reason Of the greenfield sites suggested for housing in the Kilmacolm area, development of the land to the west of Quarry Drive is considered likely to have least impact on the character and setting
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	of Kilmacolm. If developed, it is also considered to offer the opportunity to create a robust green belt boundary in order to prevent further incursion of development into the green belt.
<p>Option 2 Further investigation of the capacity, suitability and deliverability of land at Planetreeyetts, Kilmacolm to the west of Quarry Drive in Kilmacolm for new housing development.</p>	<p>Reason Partial development of the land suggested for housing development at Planetreeyetts in Kilmacolm may minimise the impact on the character and setting of the village. However, development of this site would extend the village in a northerly direction and could lead to pressure for further expansion.</p>
<p>Option 3 Identify sites from Table 2 as housing development opportunities.</p>	<p>Reason This option is not preferred as some of these options would: (1) have an unacceptable adverse impact on the character and /or setting of Kilmacolm or Quarriers Village (2) provide for more housing land than is required or lead to pressure for additional housing land release (3) not address the housing land requirement owing to being too small or having deliverability issues.</p>

Issue 10: Which of the listed options do you support for addressing housing land supply issues in Kilmacolm and Quarriers Village, or do you have an alternative approach to suggest? Please give reasons.

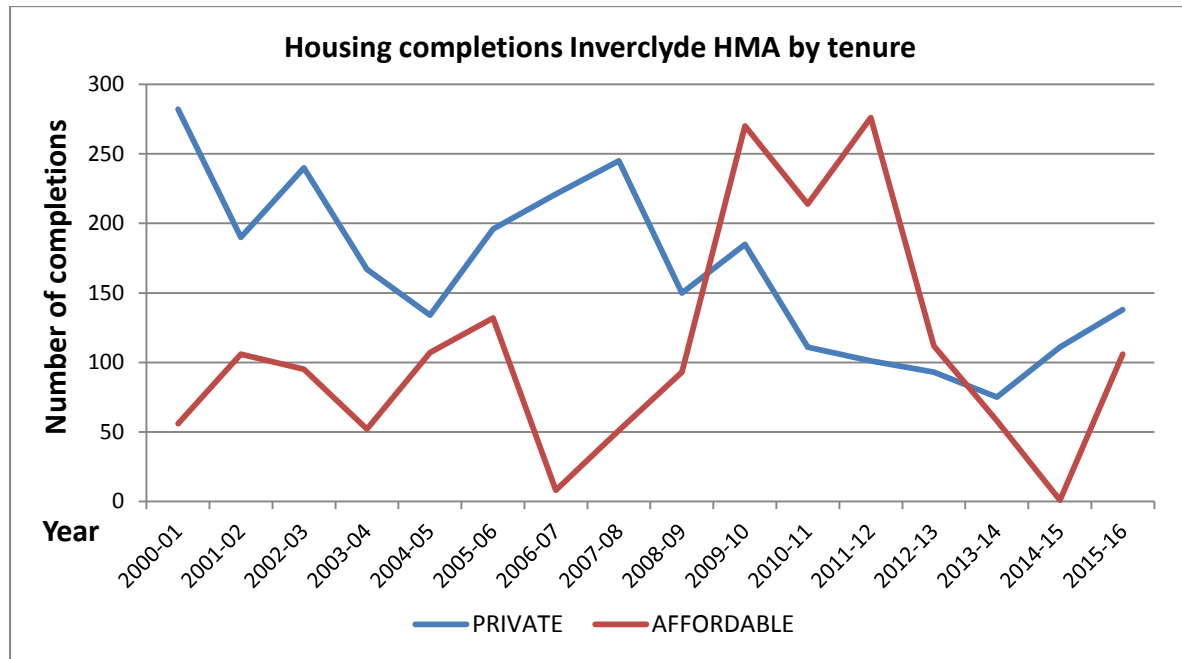
Table 2 – Other Sites Suggested for Housing Development in Kilmacolm & Quarriers Village

Call for Sites Reference	Site
001	Carsemeadow, Quarriers Village
002	North Denniston, Kilmacolm
003	Knapps Loch, Kilmacolm
008	Tathieknowe, West Glen Road, Kilmacolm
009	Police Station Field, Kilmacolm
010	ARP Field, Kilmacolm
011	West Glen Road, Kilmacolm
012	Migdale, Finlaystone Road, Kilmacolm
013	Port Glasgow Road, Kilmacolm
016	Stables Wood, Kilmacolm
017	Craigmarloch 1, nr Kilmacolm
018	Craigmarloch 2, nr Kilmacolm
047	Misty Law, West Glen Road, Kilmacolm

Issue 11 Housing Land Supply – Port Glasgow/ Greenock/ Gourock/ Inverkip/ Wemyss Bay

New private sector house completions in Port Glasgow, Greenock, Gourock, Inverkip and Wemyss Bay (known as the Inverclyde Housing Market Area) have increased year on year since 2013, indicating a recovery in the private housing market in the area.

Figure 4 – Housing Completions in Inverclyde Housing Market Area by Tenure



The Housing Need and Demand Assessment undertaken for the Clydeplan Strategic Development Plan identifies a Housing Land Requirement in the Inverclyde Housing Market Area for 2120 new private houses in the period 2012-2024. There were 429 housing completions in the period 2012-2016, leaving a requirement for 1691 houses in the period to 2024. The Council expects 1039 houses to be delivered on land already identified for housing, leaving a shortfall of land for 652 houses (see Table 3). This is despite there being a significant amount of land identified for housing development in the Inverclyde Housing Market Area. The issue is that many of the sites identified for housing have issues associated with them that prevents them being considered 'effective' i.e. the Council cannot confidently predict that new houses will be completed on these sites in the period to 2024. This might be because of technical constraints such as contamination or road access issues, which may in turn lead to developers not being confident enough to invest in these sites. There is also a small shortfall in land available for social rented housing, which is expected to be addressed through the allocation of land Dubbs Road, Port Glasgow, and Duncan Street and Cumberland Walk, Greenock, as well as windfall sites and additional completions achieved through the application of the affordable housing policy.

Table 3: Inverclyde Housing Market Area Housing Land Requirement

	Private Sector	Social Rented
(a) Housing Land Requirement 2012-2024 (from Clydeplan Strategic Development Plan)	2120	1100
(b) Actual housing completions 2012-2016	429	269
(c) Housing Land Requirement 2016-2024 (a-b)	1691	831
(d) Estimated housing completions 2016-2024 (based on 2016 Housing Land Audit)	1039	793
(e) Shortfall in effective housing land for private housing 2016-2024 (c-d)	652	38

The Call for Sites exercise undertaken as part of the pre-Main Issues Report process generated responses from the owners of three of the largest brownfield sites in Inverclyde: Inverkip Power Station, and Spango Valley and Ravenscraig Hospital in Greenock. All owners are keen to see these sites progressed for housing development and a mix of other uses. Other brownfield sites were also suggested for housing development through the Call for Sites process, as well as greenfield sites on open space and in the green belt. The Council's preference for addressing the need for housing land in the Inverclyde Housing Market Area is to focus development on brownfield sites within the existing urban area, and work with the owners of these sites to bring them forward for development. The alternative option is to release greenfield land for housing, with a focus on Inverkip. The other sites suggested to the Council as suitable for housing development are listed in Table 4, and comments on these sites are also invited.

Options

Option 1 (preferred)	Reason
<p>Brownfield strategy. This would involve the Council working with the owners and developers of the largest brownfield opportunities in Inverclyde to maximise the delivery of new private houses on these sites in the period to 2024 and beyond:</p> <ul style="list-style-type: none"> • Inverkip Power Station • Spango Valley, Greenock • Ravenscraig Hospital, Greenock <p>This approach would be complemented by the identification of additional brownfield sites at:</p> <ul style="list-style-type: none"> • Kirn Drive, Gourrock • Auchneagh Laundry, Greenock • Former Holy Cross Primary School, 	<p>This approach would support the Sustainable Development Strategy by focussing on the regeneration of brownfield sites within the urban area.</p>

<p>Greenock</p> <ul style="list-style-type: none"> • Former Sacred Heart Primary School, Greenock • Port Glasgow Industrial Estate 	
<p>Option 2 Greenfield strategy Further investigation of the capacity, suitability and deliverability of land at:</p> <ul style="list-style-type: none"> • Langhouse Rd/Millhouse Rd, Inverkip • Berfern, Inverkip 	<p>Reason The identification of greenfield sites would not be consistent with the Sustainable Development Strategy and may impact on the viability of brownfield sites being brought forward for development.</p>
<p>Option 3 Identify sites from Table 4 as housing development opportunities.</p>	<p>Reason This option is not preferred as some of these options would: (1) have an unacceptable adverse impact on open space (2) not address the housing land requirement owing to being too small or having deliverability issues.</p>

Issue 11: Which of the listed options do you support for the Housing Land Supply in the Inverclyde Housing Market Area, or do you have an alternative approach to suggest? Please give reasons.

Table 4 – Other Sites Suggested for Housing Development in the Inverclyde Housing Market Area

Call for Sites Reference	Site
020	Parkhill Farm, Port Glasgow
021	Parkhill, Port Glasgow
022	High Auchenleck Farm, Port Glasgow
025	Barr's Brae (south), Port Glasgow
026	Barr's Brae (north), Port Glasgow
027	Dougliehill, Port Glasgow
030	King Street, Greenock
034	Forsyth Street, Greenock
036	Drumillan Hill, Greenock
040	Faulds Park Road, Gourock
041	The Glebe (extension to site), Inverkip
042	Langhouse Road, Inverkip
044	Kip Marina, Inverkip
048	Ratho Street/McDougall Street, Greenock
049	Lyle Road, Greenock

Issue 12 Affordable Housing Policy

Policy RES4 of the current Local Development Plan relates to affordable housing provision. It states that for residential developments of 20 or more dwellings on identified sites, developers will be required to provide a 25% affordable housing contribution, or other agreed percentage. In exceptional circumstances, developers may provide off site within the same Housing Market Area/Housing Need and Demand Assessment sub-area or a commuted sum in lieu of the other forms of provision.

The Draft Local Housing Strategy 2017-2022 shows that, despite house prices declining between 2009 and 2014, there has been no improvement in affordability, particularly for those on lower incomes, indicating a continuing issue with the affordability of entry-level housing. This is the case in both the Inverclyde Housing Market Area and in Kilmacolm and Quarriers Village. There is also evidence that private rent of larger properties (4 bed plus) is unaffordable for the majority of households on lower incomes.

The current Local Development Plan affordable housing policy is not straightforward. Its application to only certain specified sites has caused confusion, and there is uncertainty as to whether it is applicable to windfall sites. In practice, the benchmark of 25% affordable housing contribution has not yet been achieved through the application of the policy. The opportunity is therefore being taken through the Main Issues Report to examine whether to continue with an affordable housing policy and what its requirements should be.

Options

<p>Preferred Option Revise the Affordable Housing Policy to seek a 10% affordable housing contribution from all private sector housing sites with a capacity for 20 or more dwellings.</p>	<p>Reason Preferred The draft Local Housing Strategy 2017-2022 supports the continuation of an affordable housing policy in the new Local Development Plan. The application of the policy to all sites is a more consistent approach. The reduction of contribution to 10% reduces the impact on the viability of private sector development.</p>
<p>Alternative Option Remove the affordable housing policy i.e. do not seek an affordable housing contribution from private sector sites.</p>	<p>Reason not Preferred This option would increase the viability, and therefore deliverability, of private sector housing sites. However, it would not help to increase tenure choice throughout the Council area.</p>
<p>Alternative Option Retain the current Local Development Plan approach of seeking a 'benchmark' of 25% affordable housing on specified sites, to be provided on site or, subject to negotiation, off-site or via a commuted</p>	<p>Reason not Preferred This option is not preferred as it limits the application of the policy to specified sites and in practice has not been successful in obtaining 25% on-site provision of affordable housing.</p>

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Issue 12: Which of the listed options do you support for the Affordable Housing policy, or do you have an alternative approach to suggest? Please give reasons.

Issue 13 Gypsy/Traveller Policy

There are currently no sites provided for Gypsies/Travellers in Inverclyde, nor does the current Local Development Plan identify a site or include a policy for assessing proposals for such facilities. The Housing Need and Demand Assessment undertaken for the Clydeplan Strategic Development Plan does not identify the need for a Gypsy/Traveller site in Inverclyde, although the Draft Inverclyde Local Housing Strategy 2017-2022 states that consultation with Gypsy/Traveller groups indicates there may be a lack of permanent stopping sites in the region. Whilst a transit site was considered for Inverclyde in 2013, with various locations proposed, after extensive consultation it was decided not to pursue this approach.

Scottish Planning Policy (2014) states that development plans should address any need for Gypsy/Traveller sites that have been identified through a Housing Need and Demand Assessment and consider whether policies are required for assessing proposals for small privately owned sites. Guidance produced by PAS supports this, and provides an example of a policy from the East Ayrshire Local Development Plan for the assessment of proposals for sites.

Figure 5: Example policy for assessing proposals for Gypsy/Traveller sites (from East Ayrshire Local Plan 2010)

The Council will assess any applications for small, privately owned Travellers' Sites on their own merits and will support the development of such sites where all of the following criteria can be met:

- (i) the site is in a location readily accessible to the main strategic road network;
- (ii) the site does not adversely affect or impact on any areas of recognised nature conservation and built heritage interest, sites of significant landscape quality and any existing surrounding uses;
- (iii) the site can be accessed and serviced to the standards of the Council's Roads Division and other service providers;
- (iv) the site is adequately screened and landscaped to the satisfaction of the Council;

and

- (v) the site does not cause any unacceptable damage or detriment to the amenity of residents of surrounding properties.

Proposals which do not meet all these criteria will not be supported by the Council.

<p>Option 1 (preferred) To include a new criteria-based policy similar to the example shown above to guide the determination of applications for small privately-owned Gypsy/Traveller sites.</p>	<p>Reason This option is preferred as it follows good practice and would provide a policy basis for the assessment of privately promoted Gypsy/Traveller sites.</p>
<p>Option 2 Do not include a policy for the assessment of Gypsy/Traveller sites.</p>	<p>Reason This option is not preferred as it would not provide a policy context for the assessment of proposals for Gypsy/Traveller sites.</p>

Issue 13: Which of the listed options do you support for provision of a Gypsy/Traveller policy, or do you have an alternative approach to suggest? Please give reasons.

Valuing the Historic Environment

Introduction

Inverclyde has a rich and varied historic environment. There are 8 conservation areas and 247 listed buildings. These include A-listed buildings such as Newark Castle in Port Glasgow, the Titan Crane on James Watt Dock, the Watt Library and McLean Museum in Greenock, Wemyss Bay railway station, and Windyhill in Kilmacolm, a small selection that gives an insight into Inverclyde's distinctive history. There are 3 designated Gardens and Designed Landscapes at Ardgowan, Finlaystone and Duchal. There are 31 Scheduled Monuments, which are archaeological sites of national importance, and many more sites of local importance.

The Current Local Development Plan Overview

The current Local Development Plan contains a suite of policies which are used in association with the policies and guidance of Historic Environment Scotland to protect the historic environment within Inverclyde. This includes Policy HER6 and Supplementary Guidance, which support enabling development associated with the restoration of listed buildings. These policies will be carried forward into the new Local Development Plan.

Issue 14: Do you agree that the historic environment policies set out in the current Local Development Plan, particularly the Enabling Development policy, remain valid and should be carried forward into the new Plan?

A Low Carbon Inverclyde

current Plan also requires the installation of low and zero carbon generating technologies in new developments in order to reduce CO2 emissions.

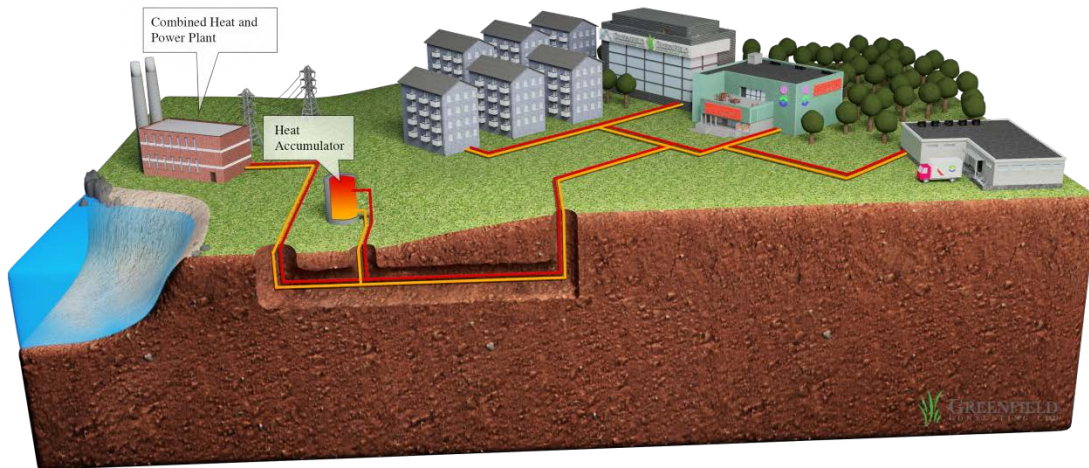
Issue 15: Do you agree that the approach to renewable energy developments and energy efficiency in new developments in the current Local Development Plan and associated Supplementary Guidance remains valid and should be carried forward into the new Local Development Plan?

Since the preparation of the current Local Development Plan, Scottish Planning Policy has strengthened the requirement for Local Development Plans to maximise the potential for an area to produce heat, as well as electricity, from renewable sources, and to use heat mapping to co-locate high heat demand uses with heat supply, and support the development of heat networks. This matter is addressed through Issue 16.

Issue 16: Heat Networks

Heating forms the biggest element of energy use in Scotland at over 55%, while the creation of heat produces 47% of Scotland's carbon emissions. It is the ambition of the Scottish Government to largely decarbonise Scotland's energy system by 2050 and to achieve 1.5 terawatt-hours (TWh) of heat demand through district or communal heating, with a target of 40,000 homes connected by 2020.

Figure 6 – Renewable Heat Generation and District Heating System



Planning has a key role to play in the development of communal heating systems through its involvement in the location, layout and design of new development and through its more general support for renewable energy developments.

The planning priorities for heat are set out in National Planning Framework 3 (NPF3), which supports the delivery of district heating schemes as a means of achieving the Scottish Government goals for renewable heat, with the aim to make better use of heat sources, including unused and renewable heat.

Scottish Planning Policy reflects the aims identified in the National Planning Framework 3, encouraging district heating systems in as many locations as possible across all local authorities and directing that Local Development Plans should:

- use heat mapping to identify opportunities for co-locating developments with high heat demand with those with high heat output
- identify where heat networks, heat storage and energy centres exist or would be appropriate; and
- support the implementation of heat networks in as many locations as possible and include policies to support their implementation

A Scotland-wide Heat Map produced by Scottish Government in 2014 (<http://heatmap.scotland.gov.uk/>) is intended to support local authorities to

incorporate heat mapping into development plans and make best use of available heat sources. It identifies existing sites of heat demand as well as sources of heat supply to guide heat network development.

So far, one district heating system has been established in Inverclyde at Broomhill. An investment of £7M has been made in a gas and biomass system, which operates through a central boiler within a localised energy centre to provide heat and hot water on demand to 555 homes. This district heating system has contributed to renewable heat and climate change targets through the reduction of the homes' carbon footprint, as well as working towards the commitment of tackling fuel poverty by reducing residents' fuel bills.

In the current Local Development Plan, Policy INF1 - Renewable Energy is the policy against which renewable energy development proposals are assessed. It does not make specific reference to district heating/cooling systems. Whilst it would be possible to determine proposals for district heating systems under Policy INF1, the inclusion of a new policy to cover these types of developments, which links to Supplementary Guidance on Renewable and Low Carbon Energy, could be beneficial to identify where district heating developments could be deployed and to assess proposals.

Options

<p>Option 1 (preferred) Create a new policy on renewable heat and heat networks with accompanying heat map. Amend the Supplementary Guidance on Renewable Energy to refer to heat networks.</p>	<p>Reason This would meet the requirements of National Planning Framework 3, Scottish Planning Policy and the Clydeplan Strategic Development Plan by providing a policy framework to promote and encourage renewable heat opportunities, identify the most suitable locations and enable their detailed assessment.</p>
<p>Option 2 Modify existing Policy INF1 to make reference to heat networks and link to amended Renewable Energy Supplementary Guidance incorporating Low Carbon Energy.</p>	<p>Reason This would provide policy coverage for heat networks, but would not provide a specific policy against which a detailed assessment of proposed developments could be made.</p>
<p>Option 3 Determine heat network proposals against existing Policy INF1 and make no changes to Supplementary Guidance</p>	<p>Reason This does not make specific reference to heat networks, nor does it make use of heat mapping to identify where such developments could be implemented. Therefore, the policy is not sufficiently promotional with regard to renewable heat and the creation of heat networks.</p>

Issue 16: Which of the listed options do you support for Heat Networks or do you have an alternative option to suggest? Please give details.

Planning for Zero Waste

Introduction

Inverclyde is well served in terms of waste services, particularly recycling, with 45 neighbourhood recycling centres and a further 2 centres for the recycling of bulky materials and garden waste. Kerbside recycling services covering dry recyclables, garden waste, food waste and glass are also available to many households. The Council continues to expand these services by rolling out its food collection and kerbside glass collection services and introducing recycling services to tenemental properties.

This approach has been particularly successful, with the amount of household waste falling by 16% and recycling increasing by 11.4% in the period from 2011-2015. Inverclyde Council was one of only nine Councils in Scotland to exceed the Scottish Government's household waste recycling target of 50% in 2013. In recognition of the Council's achievements, the Waste Strategy team was awarded the prestigious Chartered Institute of Waste Management's Local Authority Waste Hierarchy award in 2014.

The Scottish Government approved a Zero Waste Plan in 2010, which considers all waste to be a resource that should not, whenever possible, simply be disposed of in landfill. The Zero Waste Plan sets out a hierarchy for managing waste, in the order of waste reduction, reuse, recycling and recovery (see Figure 7); thereby leaving only a limited amount to be sent to landfill. The Zero Waste Plan also sets out a number of targets, including a requirement for 60% of household waste to be recycled by 2020, increasing to 70% by 2025. To support the Zero Waste Plan, the Waste (Scotland) Regulations 2012 placed a responsibility on councils to provide a range of recycling collections to households and commercial premises. By working with residents and business, Inverclyde Council is now fully compliant with these Regulations.

Scottish Planning Policy highlights a number of ways in which the Local Development Plan can support the Zero Waste Plan. It is important that the Plan encourages the minimisation of the amount of waste produced during the construction and operation of all new development, safeguards existing waste management facilities and supports a range of technologies and industries which seek to maximise the benefits of re-using waste. Whilst Scottish Planning Policy and National Planning Framework 3 encourage development plans to identify locations for new waste management facilities, there is not expected to be a requirement for further waste disposal or recycling facilities in Inverclyde during the period covered by the new Local Development Plan.

Figure 7 - The Waste Hierarchy



Current Local Development Plan

Policy INF3 of the current Local Development Plan (2014) sets out criteria for assessing new waste management facilities, including the need to comply with the principles of the Zero Waste Plan, to cater primarily for waste arising from Inverclyde and avoid adverse impacts on residential amenity and the natural and built heritage. This approach will be carried forward into the next Plan, with the addition of criteria to safeguard existing waste management facilities and promote new technologies which seek to maximise the of re-use of waste. In addition, a new criteria/policy will be considered to encourage waste minimisation and re-use during the construction and operation of all new development.

Issue 17: Do you agree that the approach to waste set out in the current Local Development Plan remains valid and should be carried forward into the new Plan, subject to the amendments identified above

A Natural, Resilient Inverclyde

Valuing the Natural Environment

Introduction

Inverclyde contains a wide variety of natural resources which, when considered together, constitute a considerable asset to the area. These stretch from the Firth of Clyde coastline to the upland moorland which comprises much of Clyde Muirshiel Regional Park. This natural environment provides the backdrop for all activities that take place in Inverclyde. It is vital therefore that these natural assets are protected and, where possible, enhanced for present and future generations.

Many of the natural resources of Inverclyde benefit from the protection of natural heritage designations. In Inverclyde there are two international designations, namely the Inner Clyde Estuary Special Protection Area and Ramsar site, protected as a wintering habitat for redshanks, and the inland Renfrewshire Heights Special Protection Area designated in 2007 as an important breeding area for hen harriers. These, along with a number of national Site of Special Scientific Interest designations and many Local Nature Conservation Site designations, protect the natural resource throughout Inverclyde. Table 5 shows the number of natural heritage designations in Inverclyde.

Table 5 – Natural Heritage Designations in Inverclyde

Natural Heritage Designation	No.
Special Protection Area (SPA)/ Ramsar	1
Special Protection Area(SPA)	1
Site of Special Scientific Interest (SSSI)	7
Local Nature Conservation Site	52
Local Nature Reserve	2
Other Designations	
Tree Preservation Order (TPO)	32
Regional Park	1

Scottish Planning Policy identifies the natural environment as a valued national asset, which offers a wide range of opportunities for enjoyment, recreation and sustainable economic activity. It is the role of planning to protect, enhance and promote access to the natural environment whilst supporting its sustainable use.

As well as designated natural heritage sites, the natural environment incorporates a variety of elements, including:

- biodiversity comprising plant and animal species and habitats;
- water environments such as rivers, lochs, wetlands and coastal waters;
- woodland, hedgerows and individual trees, including those covered by Tree Preservation Orders;

- locations for informal leisure and recreation; and
- open space within built up areas

Current Local Development Plan

The importance of the natural heritage assets and environmental resources within Inverclyde is borne out by the policies of the current Local Development Plan. These policies protect the natural heritage designations, biodiversity and the water environment whilst also safeguarding and promoting the Green Network, trees and woodlands, and open space to provide an environment where people can improve their health and well-being.

Issue 18: Do you agree that the natural heritage and environmental resources policies set out in the current Local Development Plan remain valid and should be carried forward into the new Plan?

Maximising the Benefits of Green Infrastructure

Introduction

Green infrastructure comprises a number of resources, including both formal and informal open space such as parks, woodlands, playing fields, core paths and allotments. It also includes water courses and bodies of water. The combined elements of Green Infrastructure are harnessed to provide communities with important ecological, economic and social benefits, such as flood prevention and climate change mitigation, improved health and quality of environment.

Inverclyde benefits from a variety of open spaces. Much of the area is in close proximity to the countryside, including attractions such as Clyde Muirshiel Regional Park and the Greenock Cut. Within our towns and villages there are formal parks such as Battery Park, Coronation Park and Birkmyre Park, more local spaces and semi-natural areas. The River Clyde waterfront is a key strategic resource for the area and the Core Path Plan identifies paths throughout the area which provide links for both recreation and in some instances, such as the national cycle route (NCR75 and NCR753), for active travel. Table 6 provides an indication of the extent of green infrastructure resources within Inverclyde.

Table 6 – Green Infrastructure in Inverclyde

Green Infrastructure typology	Number	Area covered
Open Space	125	612ha
Woodland	-	3207ha
Core Path	57	182km
Allotment	3	-

It is the aim of National Planning Framework 3 (NPF3) to significantly enhance green infrastructure networks, particularly around cities and towns. The Central Scotland Green Network, which covers Inverclyde, is identified as a National Development. Scottish Planning Policy states that Planning should protect, enhance and promote green infrastructure.

The Clydeplan Strategic Development Plan protects and promotes the green network and green infrastructure and identifies Green Network Strategic Development Areas, including in Greenock and Port Glasgow.

Current Local Development Plan

The current Local Development Plan states that Green Network links will be supported, safeguarded and, where practicable, enhanced and that green networks should be a core component of any master plan or Local Development Framework.

Issue 19: Do you agree that the current Local Development Plan's approach to safeguarding and expanding Inverclyde's open spaces, green network and path network should be carried forward into the new Local Development Plan?

Since the current Plan was prepared, legislation and policy from Scottish Government has come into effect which requires local authorities to take a more active role in meeting community requirements for allotments and community growing spaces, including a requirement for Local Development Plans to safeguard existing and potential allotment sites. This matter is addressed in Issue 20.

Issue 20: Allotments and Community Growing

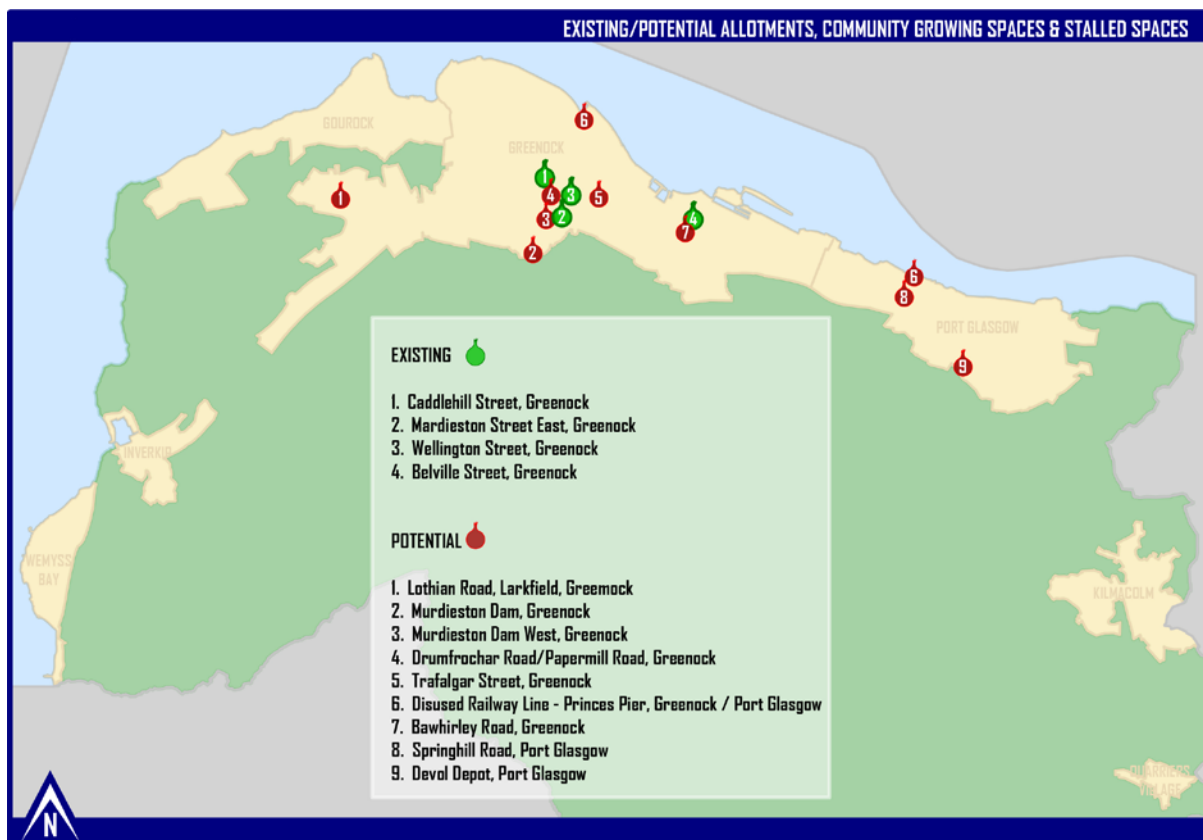
At present there are three allotments in Inverclyde at Caddlehill Street, Wellington Street and Lemmon Street, all in Greenock. Of these, only the site at Wellington Street is owned by Inverclyde Council. In addition to these, there is a community garden at Belville Street in Greenock.

Allotments and community growing spaces can provide places to grow vegetables, fruit or flowers or create a communal area for socialising. The creation and use of such spaces can provide a number of benefits, including

- financial savings from growing your own food;
- health improvements for those using them – both physical and mental;
- improved community cohesion;
- bringing derelict sites into productive use and improving the area; and
- help in attracting investment to specific sites or wider areas

Through their need to be accessible and convenient for users, allotments and community growing places tend to be located close to residential areas. While this can lead to pressure for development on allotments and other growing spaces, it also means that vacant, previously developed land can be brought into temporary use for growing purposes. Such sites are often referred to as 'stalled sites' owing to the development proposed on the site being delayed or stalled.

Map 19 – Existing and Potential Allotments and Community Growing Spaces



The Community Empowerment (Scotland) Act 2015 places a requirement upon local authorities to take reasonable steps to meet requests for allotment spaces from residents of the local authority area. Scottish Planning Policy states that Local Development Plans should safeguard existing and potential allotments and encourage opportunities for a range of community growing spaces.

In the current Local Development Plan, the three existing allotments are identified as open space rather than specifically as allotments. Policy ENV4 states that areas identified as open space will be supported, safeguarded and, where practicable, enhanced.

It is understood that there is interest from across the Council area for additional 'growing spaces', either in the form of allotments or less formal spaces. In anticipation of an increased request for allotment spaces, an exercise has been undertaken for the Main Issues Report to identify potential sites where these requests could be met.

Issue 20: What are your views on the potential of the sites shown in Map 19 to be used as allotments or community growing spaces? Should allotments be specifically identified in the Local Development Plan?

Promoting Responsible Extraction of Resources

Introduction

The extraction of minerals is often controversial due to its adverse effects on the environment. Works can be large scale and intrusive, creating noise, dust and additional traffic. Minerals are essential, however, to sustainable economic growth and development as they are used in all construction projects.

The Clydeplan Strategic Development Plan concludes that there are sufficient hard rock operational reserves to meet demand in the Glasgow and the Clyde Valley city-region, although sand and gravel resources are forecast to be constrained beyond 2021. Inverclyde does not have any mineral extraction sites.

Scottish Planning Policy states that Planning has a responsibility to safeguard mineral resources and facilitate their responsible use.

Current Local Development Plan

The current Local Development Plan requires that any application for minerals extraction must be assessed against the Strategic Development Plan and meet with criteria relating to need, and impact on the built and natural heritage, leisure and tourism and neighbouring properties.

Issue 21: Do you agree that the current Local Development Plan's approach to assessing proposals for mineral extraction should be carried forward into the new Local Development Plan?

Managing Flood Risk and Drainage

Introduction

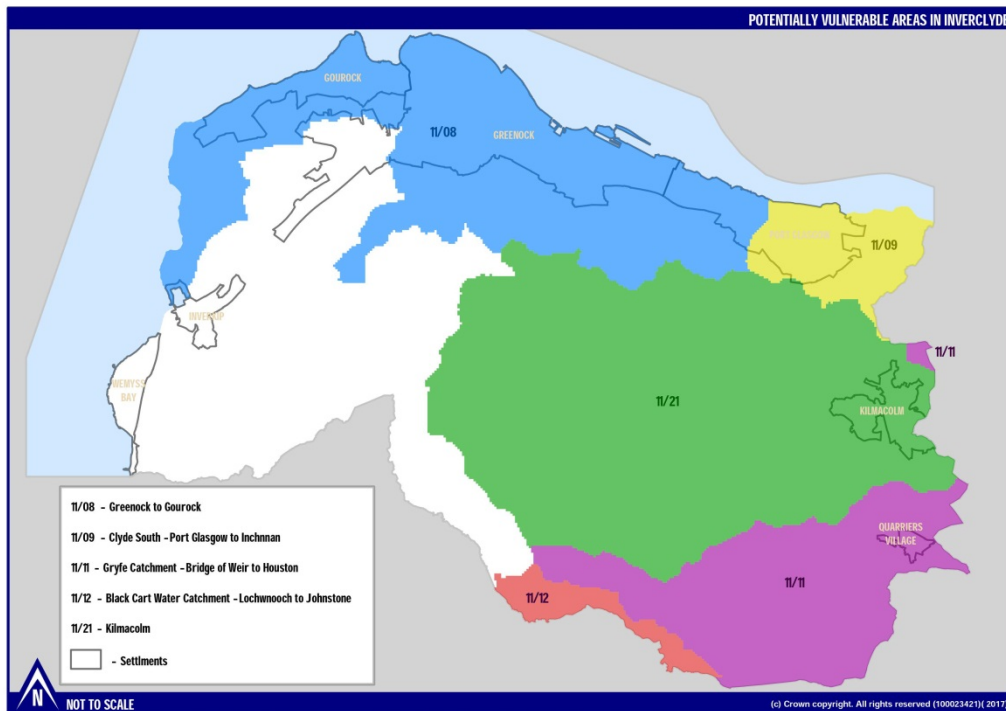
Inverclyde's waterfront location makes the area susceptible to coastal flooding. The topography of the area, with a steep slope up to the moorland area, also means that surface water flowing down the hillsides can combine with river flooding from the local burns, such as Hole Burn and Carts Burn, to cause flooding events. During high tides or in stormy conditions, river and surface water flooding can also combine with coastal flooding to increase the impacts of a flooding event.

Flooding can impact on our communities by putting public safety at risk, damaging properties and disrupting transport networks. Inverclyde has experienced several significant flood events in recent years.

With climate change predicted to raise sea levels and increase the frequency of heavy rain and extreme weather events, it is likely that the risk of river, coastal and surface water flooding will also increase in future.

The Scottish Government has taken a comprehensive and robust approach to reducing flood risk and its impacts, primarily through the Flood Risk Management Act (2009). This has led to the development of a Flood Risk Management Strategy (2015) and a Flood Risk Management Plan (2016) for the Clyde and Loch Lomond Area. These documents identify areas of flood risk, called Potentially Vulnerable Areas, and set out a series of actions to prevent and tackle flooding. Inverclyde has four Potentially Vulnerable Areas and one candidate Potentially Vulnerable Area. These are shown on Map 20. The 'Clyde South – Port Glasgow' and 'Greenock to Gourock' Potentially Vulnerable Areas, which cover the waterfront area from Port Glasgow to Inverkip, are the most significant areas in terms of potential flooding impact as they have a large population and include the main transport routes. It will be important for the next Local Development Plan to take account of the actions identified in the flood risk management strategy and plan.

Map 20: Potentially Vulnerable Areas in Inverclyde



Scottish Planning Policy highlights a number of ways in which Local Development Plans can help prevent and reduce flood risk. These include avoiding new development in areas where there is a significant flood risk or a risk of increasing flooding elsewhere, safeguarding flood plains, requiring developments to install Sustainable Drainage Systems (SuDS), which help slow and reduce the flow of rainwater into the drainage system, and supporting major flood prevention schemes, where necessary.

Current Local Development Plan

In line with Scottish Planning Policy, the plan adopts a precautionary approach by directing development away from floodplains and areas where there is a significant risk of flooding. The plan also requires the use of Sustainable Drainage Systems and, where necessary, suitable mitigation measures to address the loss of flood storage capacity. The use of water resistant materials is also promoted, where appropriate. It is proposed to carry this approach forward into the new Local Development Plan.

Issue 22: Do you agree that the approach to flooding set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

A Connected Inverclyde

Promoting Sustainable Transport and Active Travel

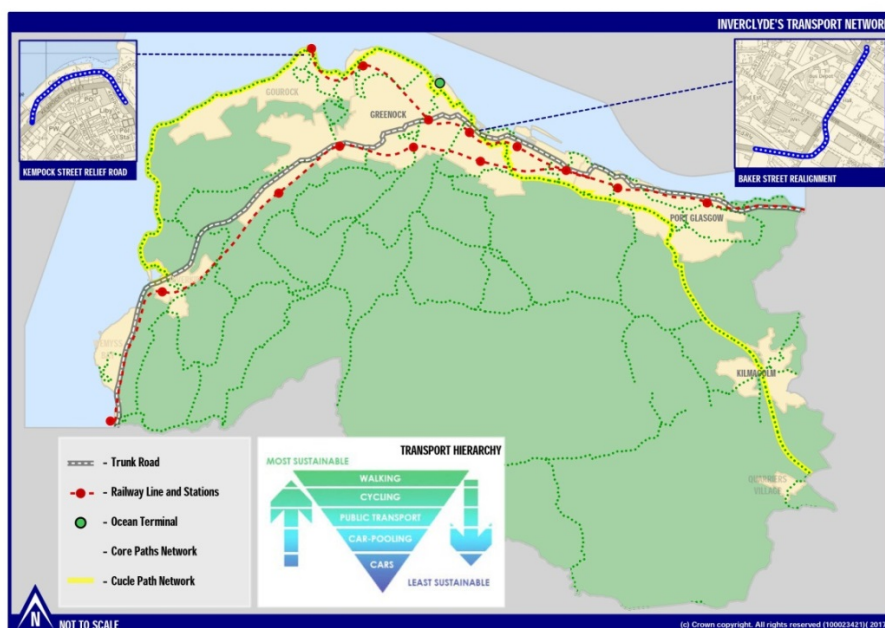
Introduction

Inverclyde is well served in terms of transport, with the A8 and A78 trunk roads running through the area, as well as two train lines with fourteen stations, all of which connect Inverclyde with the rest of the Glasgow city-region and beyond. A number of bus companies also operate across Inverclyde, while four ferry services provide connections to various locations in Argyll and Bute. Inverclyde is also connected by a comprehensive core path network and National Cycle Network routes NCN75 and NCN 753, which provide active travel connections to Renfrewshire and Glasgow.

Transport is critical to the prosperity and sustainability of our communities. Economic activity and growth relies on a transport network that enables people and goods to move efficiently around Inverclyde, Scotland and to international markets. At the same time, the need to tackle climate change by cutting transport emissions requires an approach which reduces the need to travel by car and prioritises sustainable travel modes.

Planning can improve connectivity and promote sustainable travel by locating new development near active travel and public transport networks, thereby offering people the choice of walking, cycling or using public transport to reach their place of work and local services. In support of this, Scottish Planning Policy directs planning authorities to map active travel networks in their Local Development Plans. It is also important to identify where additional transport infrastructure is needed to support new development and ensure that developers contribute toward its provision. Supporting new transport technologies, such as the provision of charging points for electric vehicles, will also help reduce carbon emissions.

Map 21: Inverclyde Transport Network



Current Local Development Plan

The settlement strategy directs new development to the existing urban areas, which are well served by core paths, cycle routes, public transport services and the strategic and local road networks (see Map 21). The Plan policies support the actions identified in the Local Transport Strategy (e.g. Baker Street re-alignment and Kempock Street relief road), manage the impact of new development on the strategic road network, and promote a shift to more sustainable modes of transport, in the order of walking, cycling and public transport. The Plan also safeguards core paths and National Cycle Routes and supports the development of the Inverclyde Coastal Route. This approach will be carried forward into the new Local Development Plan.

Issue 23: Do you agree that the approach to sustainable transport and active travel set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

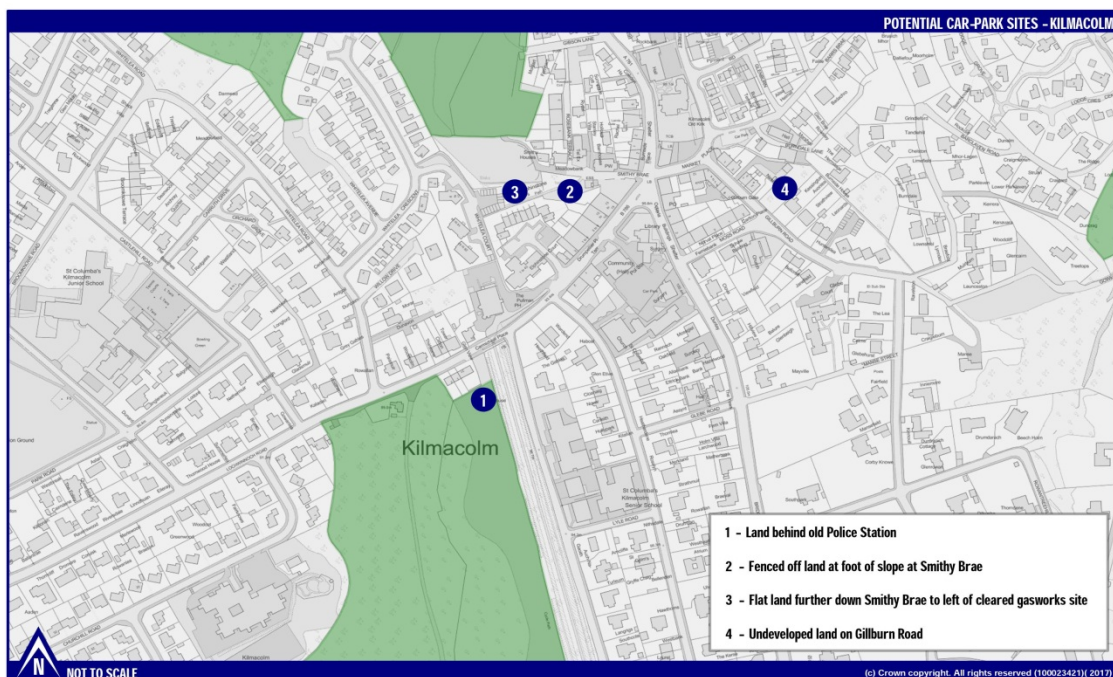
Kilmacolm Civic Trust has requested that the Main Issues Report consider options for addressing the need for long stay car parking in or near Kilmacolm village centre. This is addressed in Issue 24.

Issue 24 – Kilmacolm Village Centre Parking

Through the Call for Sites exercise, Kilmacolm Civic Trust has identified long stay parking as an issue that causes difficulty and frustration for residents, businesses and visitors to Kilmacolm. The Civic Trust proposes the construction of up to four long stay car parks in or near Kilmacolm village centre. The proposed sites are identified in Map 22.

The Civic Trust's submission notes that there is a clear need for additional long stay car parking capacity in the village to meet the needs of residents, those who work and study there during the day, and those who commute to and from the village.

Map 22: Locations Suggested by Kilmacolm Civic Trust for New Car Parks



Policy TRA3 of the current Local Development Plan supports a number of roads and parking actions identified in the Local Transport Strategy 2011-2016. However, there are no actions relating to the provision of additional long stay car parking in Kilmacolm.

Issue 24: Do you agree that there is a need for additional long stay car parking capacity in Kilmacolm? If yes, which of the proposed sites are suitable and why? Do you have an alternative approach to suggest?

Digital connectivity

Introduction

Inverclyde has good digital connectivity with 4G mobile and superfast broadband coverage available across the majority of the area. This is of benefit to the economy and social networks of the area, and contributes towards it being an attractive place to live and invest. Good digital connectivity allows businesses to reach their markets and people to keep in touch and work flexibly wherever they are.

Scottish Planning Policy states that planning has an important role to play in strengthening digital communications capacity and coverage across Scotland and that it should support:

- development which helps the commitment to world-class digital connectivity;
- networks evolving to respond to technology improvements and new services;
- the inclusion of digital infrastructure in new developments; and
- infrastructure provision which is sited and designed to keep environmental impacts to a minimum.

The current Local Development Plan includes a policy for the assessment of communications infrastructure, which is largely concerned with the impact of the infrastructure on the environment. Given the importance of digital communications to businesses and residents, it is considered that this policy could be more positive.

Issue 25: Do you agree that the to communications infrastructure set out in the Local Development Plan remains valid and should it be carried forward into the new Plan?

Development Opportunity Review

Through the pre-Main Issues Report ‘Call for Sites’ exercise, a total of 53 sites were suggested to the Council as having potential for development, mostly for housing. The Council has assessed all of these sites and the outcome of this is set out in the Call for Sites Assessment background report. Based on this assessment the Council’s preferred use for the suggested sites is set out in Table 7 below.

During preparation of the Main Issues Report, the opportunity has also been taken to assess the continuing appropriateness of the development opportunities identified in the current Local Development Plan. Whilst many of these opportunities have now been successfully developed, others have had no developer interest shown in them for a long time, and their continuing identification as a development opportunity causes uncertainty for the surrounding community. The outcome of this assessment is set out in the Development Opportunity Review background report, and the preferred future for these sites is set out in Table 8.

Since the current Local Development Plan was prepared a number of new housing sites have come forward through planning permission or other means. It may be appropriate to include some of these sites in the new Local Development Plan and the conclusion of this assessment is set out in Table 9.

Issue 26: Do you agree with the preferred use for the suggested, existing and new development opportunity sites set out in Tables 7, 8 & 9?

Table 7: Sites suggested for development through ‘Call for Sites’ exercise

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
001	Carsemeadow	Quarriers Village	Green Belt	Residential Development	See Issue 10
002	North Denniston	Kilmacolm	Green Belt	Residential Development	See Issue 10
003	Knapps Loch	Kilmacolm	Green Belt	Residential Development	See Issue 10
004	Land behind former police station	Kilmacolm		Car park	See Issue 24
005	Smithy Brae 1	Kilmacolm		Car park	See Issue 24
006	Smithy Brae 2	Kilmacolm		Car park	See Issue 24
007	Gillburn Road	Kilmacolm		Car park	See Issue 24

008	Tathieknowe	Kilmacolm	Green Belt	Residential Development	See issue 10
009	Police Station Field	Kilmacolm	Green Belt	Residential Development	See Issue 10
010	ARP Field	Kilmacolm	Green Belt	Residential Development	See Issue 10
011	West Glen Road	Kilmacolm	Green Belt	Residential Development	See issue 10
012	Migdale, Finlaystone Road	Kilmacolm	Green Belt	Residential Development	See Issue 10
013	Port Glasgow Road	Kilmacolm	Green Belt	Residential Development	See Issue 10
014	Planetreeyetts	Kilmacolm	Green Belt	Residential Development	See Issue 10
015	West of Quarry Drive	Kilmacolm	Green Belt	Residential Development	See Issue 10
016	Stables Wood	Kilmacolm	Green Belt	Residential Development	See Issue 10
017	Craigmarloch 1	Kilmacolm	Green Belt	Residential Development	See Issue 10
018	Craigmarloch 2	Kilmacolm	Green Belt	Residential Development	See Issue 10
019	Dubbs Road	Port Glasgow	Residential Area	Residential Development	See Issue 11
020	Parkhill Farm	Port Glasgow	Green Belt	Residential Development	See Issue 11
021	Parkhill	Port Glasgow	Residential Development Opportunity /Green Belt	Residential Development	See Issue 11
022	High Auchenleck Farm	Port Glasgow	Green Belt	Residential Development	See Issue 11
023	Port Glasgow Industrial Estate (South)	Port Glasgow	Business and Industrial Development Opportunity/ Business and Industrial Area/Green Belt	Residential Development	See Issue 8
024	Port Glasgow Industrial Estate (North)	Port Glasgow	Business and Industrial Area	Residential Development	See Issue 8
025	Barr's Brae (South)	Port Glasgow	Residential Development Opportunity	Residential Development	See Issue 11
026	Barr's Brae (North)	Port Glasgow	Open Space	Residential Development	See Issue 11
027	Dougliehill	Port Glasgow	Green Belt	Residential Development	See Issue 11
028	Renton Road	Greenock	Residential Development	Residential Development	Residential Development

			Opportunity		Opportunity
029	Carwood Street	Greenock	Residential Development Opportunity	Residential Development	Residential Development Opportunity
030	King Street	Greenock	Town Centre	Residential Development	Town Centre
031	Hunter Place	Greenock	Town Centre	Car Park/ Town Centre Development Opportunity	See Issue 5
032	Clyde Square/Oak Mall	Greenock	Town Centre	Town Centre Development Opportunity	See Issue 5
033	Duncan Street	Greenock	Town Centre	Residential Development	See Issue 11
034	Forsyth Street	Greenock	Open Space	Residential Development	See Issue 11
035	Ravenscraig Hospital	Greenock	Residential Development Opportunity	Residential Development	See Issue 11
036	Drumillan Hill	Greenock	Green Belt	Residential Development	See Issue 11
037	Spango valley (north)	Greenock	Business and Industrial Area within Major Area of Change	Residential Development	See Issue 7
038	Spango Valley (south)	Greenock	Major Area of Change	Residential Development	See Issue 7
039	Kirn Drive	Gourock	Residential Area/ Green Belt	Residential Development	See Issue 11
040	Faulds Park Road	Gourock	Residential Area	Residential Development	See Issue 11
041	The Glebe	Inverkip	Residential Development Opportunity/ Open Space	Residential Development	See Issue 11
042	Langhouse Road	Inverkip	Green Belt	Residential Development	See Issue 11
043	Langhouse Road/ Millhouse Road	Inverkip	Green Belt	Residential Development	See issue 11
044	Kip Marina	Inverkip	Green Belt	Residential Development	See Issue 11

045	Berfern	Inverkip	Green Belt	Residential Development	See Issue 11
046	Inverkip Power Station	Wemyss Bay	Major Area of Change	Residential Development	See Issue 2
047	Misty Law, West Glen Road	Kilmacolm	Green Belt	Residential Development	See issue 11
048	Ratho/McDougall Street	Greenock	Business and Industrial Area	Residential Development	See issue 11
049	Lyle Road	Greenock	Open Space	Residential Development	See issue 11
050	Former Holy Cross School, Lyle Road Greenock	Greenock	Open Space	Residential Development	See Issue 11
051	Auchneagh Road	Greenock	Residential Area	Residential Development	See Issue 11
052	Former Sacred Heart School, Westmorland Road	Greenock	Residential Area	Residential Development	See Issue 11
053	Cumberland Walk	Greenock	Town Centre/ Retail Development Opportunity	Residential Development	See Issue 11

Table 8: Review of Development Opportunities in current Local Development Plan (2014)

Ref	Site	Location	Current Local Plan zoning	Preferred designation in New Local Development Plan
e1	Cartsburn (Landward W)	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e2	Cartsburn (Riverside)	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e3	Cartsburn (Landward E)	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e4	Riverside Business Park	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Developed - delete as a Development Opportunity

e5	Riverside Business Park	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Developed - delete as a Development Opportunity
e6	Pottery Street (N)/Inchgreen	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e7	Larkfield Industrial Estate	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Extend boundary to include vacant site to the south. Identify new combined area as a Business and Industrial Development Opportunity
e8	Baker Street/Ingleston	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e9	Kelburn Business Park	Port Glasgow	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Identify the undeveloped area as a Business and Industrial Development Opportunity
e10	Former Inverkip Power Station	By Wemyss Bay	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e11	Crescent Street	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e12	James Watt Dock	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e13	Pottery Street (E)/Bogston	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Identify the undeveloped area as a Business and Industrial Development

				Opportunity
e14	Pottery Street (E)/Bogston	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Identify the western part of the site and the adjacent area of hard standing/ small building as a Business and Industrial Development Opportunity.
e15	Spango Valley (SW)	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	See Main Issue 7 – Spango Valley, Greenock
e16	Former Tate and Lyle Site	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Residential Development Opportunity - see Main Issue 3 – Central East Greenock
e17	Former Tate and Lyle Site	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Residential development opportunity - see Main Issue 3 – Central East Greenock
e18	Former Tate and Lyle Site	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Residential development opportunity - see Main Issue 3 – Central East Greenock
e19	Regent Street	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Development Option Site
e20	John Street	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Residential Area
e21	Sinclair Street	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e22	Port Glasgow Industrial	Port Glasgow	Business and Industrial Development Opportunity	Business and Industrial

	Estate (West)		(Class 4, 5 and 6)	Development Opportunity
e23	Port Glasgow IE (South)	Port Glasgow	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Greenbelt. See Main Issue 8 – Port Glasgow Industrial Estate
e24	Inner Lower Port Glasgow	Port Glasgow	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Identify eastern site as a Business and Industrial Development Opportunity
t1	Gourock Bay	Gourock	Tourism Opportunity	Tourism Development Opportunity
t2	The Harbours	Greenock	Tourism Opportunity	Tourism Development Opportunity
t3	James Watt Dock	Greenock	Tourism Opportunity	Tourism Development Opportunity
r1	Former Broadfield Hospital	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r2	Arran Ave, Park Farm	Port Glasgow	Residential Development Opportunity	Green Belt
r3	Woodhall (Phase 2)	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r4	Former St Stephen's School	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r5	Former Barmoss Nursery	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r6	Clune Park	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r7	Barr's Brae	Port Glasgow	Residential Development Opportunity	Residential Area.

r8	Former Gourrock Ropeworks	Port Glasgow	Residential Development Opportunity	Residential Area.
r9	Highholm Street	Port Glasgow	Residential Development Opportunity	Residential Area.
r10	Lower Mary Street	Port Glasgow	Residential Development Opportunity	Residential Area.
r11	Former Broadstone Hospital	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r12	Former Lilybank School	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r13	Kingston Dock	Port Glasgow	Residential Development Opportunity	Residential Area and Open Space.
r14	James Watt Dock (East)	Greenock	Residential Development Opportunity	Residential Development Opportunity
r15	James Watt Dock/Garvel Island	Greenock	Residential Development Opportunity	Residential Development Opportunity
r16	Sinclair Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r17	Carwood Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r18	Garvald Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r19	Former King's Glen school	Greenock	Residential Development Opportunity	Residential development opportunity, with part identified for Children's Centre.
r20	Luss Avenue/Renton Road	Greenock	Residential Development Opportunity	Residential Development

				Opportunity
r21	Kilmacolm Road	Greenock	Residential Development Opportunity	Residential Area
r22	Strone (brownfield)	Greenock	Residential Development Opportunity	Residential Development Opportunity. See Main Issue 3 – Central East Greenock
r23	Strone (greenfield)	Greenock	Residential Development Opportunity	Green Belt
r24	Wellington Park	Greenock	Residential Development Opportunity	See Main Issue 3 - Central East Greenock
r25	Killochend Drive	Greenock	Residential Development Opportunity	Greenbelt.
r26	Former Tate and Lyle (SE)	Greenock	Residential Development Opportunity	See Main Issue 3 - Central East Greenock
r27	Former Tate and Lyle (NE)	Greenock	Residential Development Opportunity	See Main Issue 3 - Central East Greenock
r28	Drumfrochar Road	Greenock	Residential Development Opportunity	Residential Development Opportunity
r29	Broomhill	Greenock	Residential Development Opportunity	Residential Area.
r30	Former Wellington School	Greenock	Residential Development Opportunity	Residential Area or Community Opportunity.
r31	Former Highlander's Academy	Greenock	Residential Development Opportunity	Residential Development Opportunity
r32	Regent Street	Greenock	Residential Development Opportunity	Development Option site.
r33	Victoria/East India Harbour	Greenock	Residential Development Opportunity	Residential Development Opportunity
r34	West Blackhall Street	Greenock	Residential Development Opportunity	Town Centre
r35	Argyle Street	Greenock	Residential Development Opportunity	Residential Development

				Opportunity
r36	Houston Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r37	Union Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r38	Former Greenock Academy	Greenock	Residential Development Opportunity	Residential Development Opportunity
r39	Peat Road/Hole Farm	Greenock	Residential Development Opportunity	Residential Development Opportunity
r40	Ravenscraig Hospital	Greenock	Residential Development Opportunity	Residential Development Opportunity, with expanded boundaries for developable area
r41	Earnhill Road (Phase 2)	Greenock	Residential Development Opportunity	Residential Area.
r42	Former Ravenscraig School	Greenock	Residential Development Opportunity	Residential Development Opportunity
r43	Former St Gabriel's School	Greenock	Residential Development Opportunity	Residential Development Opportunity
r44	Valley Park, Spango Valley	Greenock	Residential Development Opportunity	See Main Issue 7 – Spango Valley, Greenock
r45	Cove Road (Tarbet Street)	Gourock	Residential Development Opportunity	Residential Development Opportunity
r46	Riverside Gardens, Gourock	Gourock	Residential Development Opportunity	Residential

	Bay			Development Opportunity
r47	Pierhead, Shore Street	Gourock	Residential Development Opportunity	Town Centre Development Opportunity
r48	Shore Street	Gourock	Residential Development Opportunity	Residential Development Opportunity
r49	Kempock House, Kirn Drive	Gourock	Residential Development Opportunity	Residential Development Opportunity
r50	Cloch Road (Phases 1 & 2)	Gourock	Residential Development Opportunity	Residential Area.
r51	Levan Farm (Phase 3)	Gourock	Residential Development Opportunity	Residential Development Opportunity
r52	Bridgend	Inverkip	Residential Development Opportunity	Residential Development Opportunity
r53	The Glebe	Inverkip	Residential Development Opportunity	Residential Development Opportunity
r54	Kip Marina	Inverkip	Residential Development Opportunity	Residential Area
r55	Hill Farm	Inverkip	Residential Development Opportunity	Residential Area
r56	Former Inverkip Power Station	Wemyss Bay	Residential Development Opportunity	Residential Development Opportunity
r57	The Meadows	Wemyss Bay	Residential Development Opportunity	Residential Area
r58	Leperstone Avenue	Kilmacolm	Residential Development Opportunity	Residential Development Opportunity
r59	Smithy Brae	Kilmacolm	Residential Development Opportunity	Residential Development

				Opportunity
r60	Whitelea Road	Kilmacolm	Residential Development Opportunity	Residential Development Opportunity
r61	Lochwinnoch Road	Kilmacolm	Residential Development Opportunity	Green Belt
r62	Former Balrossie School	Kilmacolm	Residential Development Opportunity	Residential Development Opportunity
r63	Former Quarry, Port Glasgow Road	Kilmacolm	Residential Development Opportunity	Residential Area
r64	Woodside Care Home	Quarriers Village	Residential Development Opportunity	Residential Development Opportunity with amended boundaries
c1	Former Inverkip Power Station	Wemyss Bay	Leisure Use Opportunity	Leisure Development Opportunity
c2	Off A78(T), Inverkip	Inverkip	Community Facility Opportunity	Residential Area
c3	Spango Valley	Greenock	Leisure Opportunity	See Main Issue 7 – Spango Valley, Greenock
c4	Inverkip Road	Greenock	New Prison	Community Development Opportunity
c5	Rankin Park	Greenock	Sports Facility Opportunity	Open Space
c6	Broomhill	Greenock	Community Facility Opportunity	Residential Area
c7	Sinclair Street	Greenock	Leisure Opportunity	Business and Industrial Development Opportunity
c8	Gibshill Road	Greenock	Community Facility Opportunity	Residential Area
c9	Woodhall New Neighbourhood (Phase 2)	Port Glasgow	Community Facility Opportunity	Community Development Opportunity

c10	Kilmacolm Road	Port Glasgow	Joint School Campus	Residential Area
tc1	Ker Street	Greenock	Town Centre/Retail Development Opportunity	Town Centre
tc2	25 West Stewart Street	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity with expanded boundaries.
tc3	4 West Stewart Street	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc4	15 Nelson Street	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc5	Pierhead, Shore Street	Gourock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc6	53/55 Shore Street	Gourock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc7	Waterfront (West)	Port Glasgow	Town Centre/Retail Development Opportunity	Town Centre
tc8	19 Bay Street	Port Glasgow	Town Centre/Retail Development Opportunity	Town Centre
tc9	Kip Park, Main Street	Inverkip	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc10	Cumberland Walk	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity, including residential element.
tc11	The Harbours	Greenock	Town Centre/Retail Development Opportunity	Major Area of Change.
tc12	Former Inverkip Power Station	Wemyss Bay	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc13	Spango Valley (Valley Park)	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail

				Development Opportunity – See Main Issue 7 – Spango Valley, Greenock
tc14	James Watt Dock/Garvel Island	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity

Table 9: Review of Other Potential Additional Housing Sites

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
1	Lochwinnoch Road	Kilmacolm	Local Centre	Retail/ Residential Development Opportunity	Town Centre Development Opportunity
2	Slaemuir	Port Glasgow	Residential Area	Residential Development Opportunity	Residential Development Opportunity
3	Selkirk Road	Port Glasgow	Residential Area	Residential Development Opportunity	Residential Development Opportunity
4	3 Highholm Street	Port Glasgow	Residential Area	Residential Development Opportunity	Residential Development Opportunity
5	East Crawford Street/ Bawhirley Road	Greenock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
6	Craigs Farm, Lyle Road	Greenock	Residential Area	Residential Development Opportunity	Residential Development Opportunity

7	Eldon Street	Greenock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
8	Mallard Bowl	Greenock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
9	Weymouth Crescent	Gourock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
10	Ashburn Gate	Gourock	Residential Area/ Conservation Area	Residential Development Opportunity	Residential Development Opportunity
11	Cowal View	Gourock	Residential Area	Residential Development Opportunity	Residential Development Opportunity