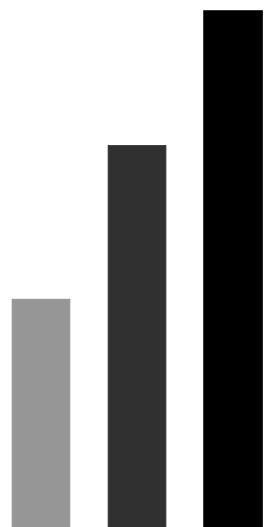


Agenda 2017

Environment & Regeneration Committee

For meeting on:

2	March	2017
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A meeting of the Environment & Regeneration Committee will be held on Thursday 2 March 2017 at 3pm within the Municipal Buildings, Greenock.

GERARD MALONE
Head of Legal and Property Services

BUSINESS

1. Apologies, Substitutions and Declarations of Interest	Page
PERFORMANCE MANAGEMENT	
2. Environment & Regeneration Revenue Budget 2016/17 – Period 9 to 31 December 2016 Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	p
3. Environment & Regeneration Capital Programme 2016/17 to 2017/18 - Progress Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	p
NEW BUSINESS	
4. Shared Services – Joint Committee Report by Corporate Director Environment, Regeneration & Resources	p
5. Inverclyde Local Development Plan Main Issues Report Report by Corporate Director Environment, Regeneration & Resources	p
6. Scottish Government Climate Change Reporting Report by Corporate Director Environment, Regeneration & Resources	p
7. The Scottish Government Draft Climate Change Plan – The Draft Third Report on Policies and Proposals 2017-2032 Report by Corporate Director Environment, Regeneration & Resources	p
8. Scottish Government Consultation on Raising Planning Fees Report by Corporate Director Environment, Regeneration & Resources	p

9.	Scottish Government Consultation on Places, People and Planning: A Consultation on the Future of the Scottish Planning System Report by Corporate Director Environment, Regeneration & Resources	p
10.	Flood Risk Management – Update Report 9 Report by Corporate Director Environment, Regeneration & Resources	p
11.	Road Asset Management Policy Report by Corporate Director Environment, Regeneration & Resources	p
12.	Roads Asset Management Plan 2017/18 Report by Corporate Director Environment, Regeneration & Resources	p
13.	Implications of Removal of the use of Parking Discs in Kilmacolm Report by Corporate Director Environment, Regeneration & Resources	p
14.	Residents’ Parking Permit Scheme Expansion Report by Corporate Director Environment, Regeneration & Resources	p
The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in paragraphs 2, 6 and 9 of Part I of Schedule 7(A) of the Act.		
15.	Non Operational Property Portfolio Information Scheme of Delegation Register Report by Corporate Director Environment, Regeneration & Resources providing information on the Council’s non-operational property portfolio	p
16.	Disposal of Site – Stafford Road, Greenock Report by Corporate Director Environment, Regeneration & Resources seeking authority to declare a site at Stafford Road surplus to requirements and to take action in this regard	p
17.	Property Assets Management Report Report by Corporate Director Environment, Regeneration & Resources recommending action in respect of premises at Ardgowan Square, Greenock	p

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

Report To: Environment & Regeneration Committee **Date:** 2 March 2017

Report By: Chief Financial Officer and Corporate Director Environment, Regeneration and Resources **Report No:** FIN/16/17/AP/MMcC

Contact Officer: Mary McCabe **Contact No:** 01475 712222

Subject: Environment and Regeneration 2016/17 Revenue Budget – Period 9 to 31 December 2016

1.0 PURPOSE

1.1 The purpose of this report is to advise the Committee of the 2016/17 Revenue Budget position at Period 9 to 31 December 2016.

2.0 SUMMARY

2.1 The revised 2016/17 budget for Environment and Regeneration is £19,103,000 which excludes Earmarked Reserves.

2.2 The latest projection, excluding Earmarked Reserves, is an underspend of £2,000, a decrease in projected spend of £103,000 since last Committee.

2.3 The major variances projected at Period 9 are:

- i. A projected overspend on the Residual Waste Contract within the Refuse Transfer Station of £69,000 due to an increase in tonnages of waste treated. This is after virement of £130,000 approved in January 2017.
- ii. Turnover savings across the Committee of £206,000 due to delays in filling vacant posts.
- iii. An underrecovery in Physical Assets rental income of £95,000 in line with previous years' outturn.
- iv. An underrecovery in Planning/Building Standards income of £80,000 due to fewer than budgeted applications being received.
- v. An underspend in the Corporate Director budget of £65,000 due to turnover savings and a recharge to RI.

2.4 Operational Earmarked Reserves for 2016/17 total £2,936,000 of which £1,321,000 is projected to be spent in the current financial year. As detailed in Appendix 4 expenditure of £206,000 (15.6%) has been incurred to Period 9, which is £383,000 (65%) under phased budget, mainly due to delays within the Repopulating/Promoting Inverclyde and Roads Defect and Drainage reserves. These areas are now progressing with significant spend expected in the next month. More detail is provided in the Appendix.

3.0 RECOMMENDATION

3.1 The Committee note the current projected underspend for 2016/17 of £2,000 as at 31 December 2016.

Alan Puckrin
Chief Financial Officer

Scott Allan
Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 The purpose of this report is to advise the Committee of the current position of the 2016/17 budget and to highlight the main issues contributing to the projected underspend.
- 4.2 The revised 2016/17 budget for Environment and Regeneration, excluding earmarked reserves, is £19,103,000. This is an increase of £161,000 from the approved budget prior to transfers to earmarked reserves. Appendix 1 gives details of this budget movement.

5.0 2016/17 CURRENT POSITION

- 5.1 The current projection for 2016/17 is an underspend of £2,000 (0.01%).

5.2 Regeneration & Planning - £13,000 overspend

The current projected out-turn for Regeneration & Planning is an overspend of £13,000, a reduction in projected spend of £36,000 since Period 7 Committee.

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

(a) Employee Costs

There is a projected underspend of £111,000 due to turnover savings resulting from delays in filling vacant posts, a reduction in projected spend of £16,000 since last Committee.

(b) Income

There is a projected underrecovery in income of £124,000, an increase in income of £20,000 from that previously reported, due to:

- i. A projected underrecovery in Commercial Industrial rental income of £44,000, due to a higher than budgeted level of voids in line with the 2015/16 outturn. It is hoped that the level of voids will decrease in future years by using earmarked reserves to improve the commercial portfolio, as previously agreed by the Committee.
- ii. A projected underrecovery of Building Standards fee income of £60,000 and Development Control income of £20,000, due to fewer than budgeted applications being received. This is £20,000 more income than was previously reported.

5.3 Property Services - £148,000 overspend

The current projected out-turn for Property Services is an overspend of £148,000, an increase in projected spend of £22,000 since last Committee.

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

(a) Employee Costs

There is a projected overspend of £93,000, £15,000 less spend than projected at Period 7, made up as follows:

- i. Cost of additional Technical Services employees totalling £66,000; offset by additional fee income. This is a reduction of £11,000 since last Committee due to an employee leaving earlier than anticipated.
- ii. Turnover savings target projected to be underachieved by £27,000, a reduction in projected spend of £4,000 since Period 7.

(b) Property Costs

There is a projected overspend of £31,000 within Property Costs, an increase in spend of £20,000 since last report, made up of various minor variances.

(c) Administration Costs

There is a projected overspend of £183,000 mainly due to agency worker costs within Technical Services; offset by additional fee income. This is an increase in agency costs of £37,000 since last Committee.

(d) Income

There is a projected overrecovery in income of £160,000, £24,000 more income than was previously reported, mainly due to:

- i. Additional Technical Services capital recharges income – offset by increased employee costs and agency worker costs of £247,000. This is £26,000 more income than previously reported in line with increased agency costs.
- ii. Underrecovery of Physical Asset Rental income of £95,000. This is in line with the previous year's outturn and will be addressed as part of the budget process.

5.4 Environmental & Commercial Services - £98,000 underspend

The current projected out-turn for Environmental & Commercial Services is an underspend of £98,000, a reduction in projected spend of £85,000 since last Committee.

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

(a) Employee Costs

There is a projected underspend of £320,000, a reduction in spend of £66,000 from Period 7, mainly due to:

- i. Underspend in Cleaning of £136,000, due to the early achievement of productivity savings. This is a further reduction in spend of £27,000 from last period and is offset by reduced recharge income.
- ii. Underspend in Catering of £30,000, as previously reported, due to delays in filling vacant posts.
- iii. Turnover savings within Public Conveniences of £23,000 resulting from a vacant post, as previously reported.
- iv. Projected turnover savings within Roads Operational of £29,000, an increase in spend of £2,000 since last Committee, due to delays in filling vacant posts.
- v. Underspend in Vehicle Maintenance Drivers' employee costs of £45,000, an increase in spend of £3,000 since last report. These turnover savings are partially offset by additional agency costs as detailed below.
- vi. Underspend in Ground Maintenance employee costs of £20,000, not previously reported, due to delays in employing seasonal employees.
- vii. Other turnover savings across the Service of £37,000.

(b) Property Costs

There is a projected underspend of £30,000 mainly due to an underspend in Ground Maintenance Hire of Skips of £20,000.

(c) Supplies & Services

There is a projected overspend of £235,000, £143,000 less spend than was reported at Period 7, mainly due to:

- i. Overspends in Roads Operational Subcontractors and Materials of £65,000 and £15,000 respectively. These overspends are offset by additional income and are a result of additional capital works. This is £107,000 less spend than previously reported, based on the current workplan.
- ii. Roads Client rechargeable spend of £145,000; £14,000 more spend than last Committee; which is offset by additional income.
- iii. Overspends in Vehicle Maintenance Materials and Subcontractors of £58,000, previously reported, due to increased Non Routine Maintenance. This overspend is offset by additional Vehicle Maintenance recharge income.
- iv. Net underspend in Building Services' Direct Purchases and Subcontractors of £20,000, offset by reduced income.
- v. Underspend in the Roads Lighting Maintenance budget of £30,000, not previously reported, due to a lower than anticipated number of unplanned lighting faults which is in part due to investment in LED lanterns.
- vi. Underspend in Roads Assessment/Feasibilities of £20,000, not previously reported, resulting from delayed feasibility studies.
- vii. Underspend in Catering Provisions of £23,000, £14,000 less spend than previously reported.
- viii. Overspends in Ground Maintenance Subcontractors and Direct Purchases of £30,000, offset by reduced employee costs and additional income.

(d) Transportation & Plant

There is an overspend of £3,000, £14,000 more spend than was projected at last Committee, as a result of:

- i. An underspend in purchase of fuel of £36,000, as previously reported, offset by a reduction in recharge income.
- ii. Underspends in Fuel across the Client Services of £33,000 (in line with reduced spend per (i) above), as previously reported.
- iii. Overspend on Roads Operational external hires and non-routine maintenance of £43,000 and £42,000. This is £8,000 more spend than previously projected and is based on the current workplan. This overspend is offset by additional income.
- iv. Underspends in non-routine maintenance across the other Client Services (excluding Roads Operations) of £19,000. These underspends are mainly due the recent replacement of fleet.

(e) Payments to Other Bodies

There is a projected overspend of £138,000, £20,000 more spend than was previously reported, due to:

- i. A projected overspend of £69,000 in the Residual Waste Contract, a reduction in spend of £7,000 from last Committee. This is due to increased tonnages and, as agreed at last Committee, this pressure has been remitted for consideration as part of the budget process.
- ii. Legal fees relating to a dispute with a former contractor amounting to £39,000, an increase of £4,000 on what was previously reported.

(f) Income

There is a projected overrecovery of £152,000, £107,000 less income than was projected at Period 7, made up as follows:

- i. An overrecovery of Roads Operational income of £141,000, in line with increased costs, per above. This is £89,000 less income than previously reported and is in line with the current work programme.
- ii. An overrecovery of Roads Client Rechargeable income of £145,000, £14,000 more income than at last Committee; offset by additional Supplies & Services spend.
- iii. An underrecovery of Cleaning income of £136,000, in line with reduced employee costs as outlined in 5.4(a)(ii).
- iv. Underrecovery of Fuel recharge income of £36,000, in line with reduced spend.
- v. Overrecovery of Non Routine Maintenance recharge income of £58,000, in line with increased costs.
- vi. Overrecovery of Ground Maintenance income of £21,000, in line with increased Supplies & Services costs.
- vii. Underrecovery of Building Services income of £38,000 in line with reduced costs per 5.4 (c)(iv) above.

5.5 **Corporate Director - £65,000 underspend**

The Corporate Director budget is projecting £65,000 under budget partially as a result of recharges to Riverside Inverclyde and partially turnover savings pending commencement of the new Corporate Director.

6.0 **EARMARKED RESERVES**

- 6.1 There is a planned contribution of £2,443,000 to Earmarked Reserves in the current financial year. Appendix 4 gives an update on the operational Earmarked Reserves, ie excluding strategic funding models such as RI funding, AMP and Vehicle Replacement Programme. Spend to date on these operational Earmarked Reserves is £383,000 (65%) below phased spend. This is mainly due to delays within the Repopulating/Promoting Inverclyde and Roads Defects and Drainage reserves. Action has been taken to address this and every effort will be made to bring spend back on budget by the year end.

7.0 **VIREMENTS**

- 7.1 There are no virement requests in this report.

8.0 **IMPLICATIONS**

Finance

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

Financial Implications:

One off Costs

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

Annually Recurring Costs/ (Savings)

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

Legal

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

Human Resources

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

Equalities

8.4 There are no equality issues arising from this report.

Repopulation

8.5 There are no repopulation issues within this report.

9.0 CONSULTATIONS

9.1 The report has been jointly prepared by the Corporate Director Environment, Regeneration & Resources and the Chief Financial Officer.

10.0 CONCLUSIONS

10.1 The Committee is currently reporting an underspend of £2,000.

11.0 LIST OF BACKGROUND PAPERS

11.1 There are no background papers relating to this report.

Environment & Regeneration Budget Movement - 2016/17**PERIOD 9: 1st April 2016 - 31st December 2016**

Service	Approved Budget	Movements			Revised Budget	
	2016/17 £000	Inflation £000	Virement £000	Supplementary Budgets £000	Transferred to EMR £000	2016/17 £000
Regeneration & Planning	4,698	(2)	(1)		(1,175)	3,520
Property Services	2,824	(44)	(31)		(1,025)	1,724
Environmental & Commercial Services	13,716	233	(0)	6	(243)	13,712
Corporate Director	147					147
Totals	<u>21,385</u>	<u>187</u>	<u>(32)</u>	<u>6</u>	<u>(2,443)</u>	<u>19,103</u>

Supplementary Budget Detail

£000

External Resources

Flooding Grant Support

6

Internal Resources

Residual Waste Disposal Contract - inflationary increase funded from the Inflation Contingency

137

Waste Strategy MRF Contract - inflationary increase funded from the Inflation Contingency

77

Waste Strategy Composting Contract - inflationary increase funded from the Inflation Contingency

19

Various Services Gas - inflationary decrease returned to Inflation Contingency

(57)

Roads Client Electrical Power - inflationary increase funded from Inflation Contingency

11

Savings/Reductions193

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****PERIOD 9: 1st April 2016 - 31st December 2016**

Subjective Heading	Approved Budget 2016/17 £000	Revised Budget 2016/17 £000	Projected Out-turn 2016/17 £000	Projected Over/(Under) Spend	Percentage Variance %
Employee Costs	17,969	17,960	17,557	(403)	(2.24)%
Property Costs	4,955	4,882	4,883	1	0.02%
Supplies & Services	6,249	6,225	6,461	236	3.79%
Transport Costs	2,294	2,293	2,296	3	0.13%
Administration Costs	512	526	737	211	40.14%
Payments to Other Bodies	9,711	10,066	10,204	138	1.37%
Income	(20,305)	(20,406)	(20,594)	(188)	(0.92)%
TOTAL NET EXPENDITURE	21,385	21,546	21,544	(2)	(0.01)%
Transfer to Earmarked Reserves *	0	(2,443)	(2,443)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	21,385	19,103	19,101	(2)	(0.01)%

Objective Heading	Approved Budget 2016/17 £000	Revised Budget 2016/17 £000	Projected Out-turn 2016/17 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	4,698	4,694	4,707	13	0.28%
Property Services	2,824	2,749	2,897	148	5.38%
Environmental & Commercial Services	13,716	13,956	13,858	(98)	(0.70)%
Corporate Director	147	147	82	(65)	(44.07)%
TOTAL NET EXPENDITURE	21,385	21,546	21,544	(2)	(0.01)%
Transfer to Earmarked Reserves *	0	(2,443)	(2,443)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	21,385	19,103	19,101	(2)	(0.01)%

* Per Appendix 3: New funding transferred to earmarked reserves during 2016/17

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

PERIOD 9: 1st April 2016 - 31st December 2016

<u>Out Turn</u> <u>2015/16</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2016/17</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Dec-16</u> <u>£000</u>	<u>Projection</u> <u>2016/17</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	REGENERATION & PLANNING							
1,162	Economic Development	Employee Costs	855	580	583	810	(45)	(5.26)%
954	Planning	Employee Costs	903	638	597	851	(52)	(5.76)%
							(97)	
(638)	Commercial & Industrial - Rent	Income	(681)	(511)	(460)	(637)	44	(6.46)%
(342)	Planning - Building Standards Fee Income	Income	(328)	(246)	(204)	(268)	60	(18.29)%
(268)	Planning - Development Control Income	Income	(261)	(196)	(194)	(241)	20	(7.66)%
							124	
	PROPERTY SERVICES							
1,029	Technical Services	Employee Costs	842	595	688	954	112	13.30%
							112	
157	Technical Services - Agency Staff	Administration	0	0	116	180	180	
							180	
(1,200)	Technical Services - Recharges to Capital	Income	(758)	(505)	(636)	(1,005)	(247)	32.59%
(87)	Physical Assets - Rent	Income	(172)	(129)	(69)	(78)	95	(55.23)%
	Office Accom - Rent	Income	0	0	(11)	(13)	(13)	
							(165)	

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 9: 1st April 2016 - 31st December 2016**

<u>Out Turn</u> <u>2015/16</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2016/17</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Dec-16</u> <u>£000</u>	<u>Projection</u> <u>2016/17</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	ENVIRONMENTAL & COMMERCIAL SERVICES							
1,741	Cleaning	Employee Costs	1,814	1,289	1,202	1,678	(136)	(7.50)%
1,824	Catering	Employee Costs	1,889	1,335	1,300	1,859	(30)	(1.59)%
76	Public Conveniences	Employee Costs	95	67	52	72	(23)	(24.21)%
767	Roads Operations	Employee Costs	780	551	488	751	(29)	(3.72)%
580	Vehicle Maintenance - Drivers	Employee Costs	626	437	408	581	(45)	(7.19)%
1,292	Grounds Maintenance	Employee Costs	1,306	975	983	1,286	(20)	(1.53)%
							(283)	
71	Grounds Maintenance - Hire of Skips	Property Costs	101	67	41	81	(20)	(19.80)%
							(20)	
238	Building Services - Direct Purchases	Supplies and Services	164	123	149	214	50	30.49%
191	Building Services - Subcontractors	Supplies and Services	220	165	73	150	(70)	(31.82)%
503	Roads Client - Rechargeable Works	Supplies and Services	0	0	145	145	145	
433	Roads Client - Lighting Maintenance	Supplies and Services	416	312	236	386	(30)	(7.21)%
119	Roads Client - Roads Assessment/Feasibility	Supplies and Services	68	51	21	48	(20)	(29.41)%
281	Roads Operational Account - Subcontractors	Supplies and Services	235	176	230	300	65	27.66%
216	Vehicle Maintenance - Non Routine Maintenance Materials	Supplies and Services	176	132	183	200	24	13.64%
104	Vehicle Maintenance - Non Routine Maintenance Sub Contract	Supplies and Services	96	72	97	130	34	35.42%
17	Grounds Maintenance - Sub Contractors	Supplies and Services	20	15	29	40	20	100.00%
966	Catering - Provisions	Supplies and Services	975	756	621	952	(23)	(2.36)%
							195	
453	Vehicle Trading Account - Fuel Purchases	Transport & Plant	498	373	336	462	(36)	(7.23)%
277	Environmental Services (excl Roads) - Fuel Recharges	Transport & Plant	304	233	189	278	(26)	(8.55)%
402	Roads Operational Account - External Hires	Transport & Plant	305	229	253	348	43	14.10%
85	Roads Operational Account - Non Routine Maintenance	Transport & Plant	26	19	48	68	42	161.54%
							23	

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

PERIOD 9: 1st April 2016 - 31st December 2016

<u>Out Turn</u> <u>2015/16</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2016/17</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Dec-16</u> <u>£000</u>	<u>Projection</u> <u>2016/17</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
2,523 19	Refuse Transfer - Waste Disposal Roads Client - Legal Fees	PTOB PTOB	2,725 0	1,791 0	1,891 39	2,794 39	69 39	2.53%
							108	
(755)	Roads Operational Account - Revenue	Income	(770)	(577)	(468)	(790)	(20)	2.60%
(3,147)	Roads Operational Account - Capital	Income	(2,705)	(2,029)	(2,121)	(2,826)	(121)	4.47%
(503)	Roads Client - Recoveries	Income	0	0	(145)	(145)	(145)	
(119)	Building Services	Income	(144)	(108)	(15)	(106)	38	(26.39)%
(1,820)	Cleaning - Recharges	Income	(1,953)	(1,452)	(1,368)	(1,817)	136	(6.96)%
(454)	Vehicle Maintenance - Fuel Recharges Income	Income	(495)	(371)	(306)	(459)	36	(7.27)%
(261)	Vehicle Maintenance - Non Routine Maintenance Recharges	Income	(154)	(115)	(149)	(212)	(58)	37.66%
							(134)	
91	CORPORATE DIRECTOR Corporate Director	Employee Costs	141	100	42	76	(65)	(46.10)%
							(65)	
Total Material Variances							(22)	

EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Environment & Regeneration

<u>Project</u>	<u>Total Funding 2016/17</u>	<u>Phased Budget To Period 9 2016/17</u>	<u>Actual To Period 9 2016/17</u>	<u>Projected Spend 2016/17</u>	<u>Amount to be Earmarked for 2017/18 & Beyond</u>	<u>Lead Officer Update</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Youth Employment	70	40	0	70	0	Funding will be used to enhance core revenue budget in support of the Modern Apprenticeship scheme and Graduate support.
Flooding Strategy	14	0	0	0	14	Funding was originally for legal fees relating to discussions with Scottish Water on ownership of the Eastern Line of Falls. However, this is unlikely now to be required. It was agreed at the Environment & Regeneration Committee 1 September 2016 that £30k of this budget be reallocated towards the demolition of the former Babylon Nightclub. £14k remaining budget will be used for any remaining legal fees and title checks.
Greenock Town Centre Parking Strategy	9	9	7	9	0	Funding used for parking surveys and road markings and will be complete in 16/17.
Repopulating/Promoting Inverclyde	385	217	92	265	120	This relates to a number of different workstreams. R1 element for 2016/17 is Kilmacolm £185k plus P1 Grand Prix £45k. As at P9 total expenditure on Kilmacolm self build was £47k - balance of available funds of £138k will be drawn down in P10. £45k for Grand Prix boats included in actual to P9. The Repopulation Group have agreed to use the final £12,000 which was allocated to the mid-market housing initiative to develop the housing options 'wizard'. The spend will be over the next three months.
Employability Initiatives	411	0	0	200	211	Tenders completed, report to E&R Committee, contracts awarded.
Commonwealth Flotilla Event	123	73	75	113	10	Spend will be directed to creating a legacy from the sailing event undertaken to celebrate the Commonwealth Games. The legacy involves the relocation of pontoons used during the event to East India Harbour. Additional £50k funding from car pack acquisition CFCR. Some work remains outstanding at this time, namely the installation of payment meter and gate opening mechanism, and water & power supply to the pontoon.

EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Environment & Regeneration

<u>Project</u>	<u>Total Funding 2016/17</u>	<u>Phased Budget To Period 9 2016/17</u>	<u>Actual To Period 9 2016/17</u>	<u>Projected Spend 2016/17</u>	<u>Amount to be Earmarked for 2017/18 & Beyond</u>	<u>Lead Officer Update</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Roads Defects and Drainage works	468	160	19	268	200	Funding is for improved drainage maintenance and to reduce pot hole back log. Works have been ongoing since December with the expected full spend of £268k.
City Deal	26	0	6	26	0	Required to meet anticipated share of Project Management Office Costs for 2015/17. Shortfall expected in 2016/17.
Town and Village Centre Environmental Improvements	500	30	7	50	450	Project is progressing as planned, just not incurred much in the way of fees yet.
Economic Development Initiatives	500	50	0	200	300	Money to be spent on Marketing, Modern Apprenticeships and graduates. Agreed at the ER&R committee meeting on 27/10/2016 that intervention type would change from grant to direct intervention up to £120k of the 2016/17 EMR to facilitate lease opportunities and shopfront improvements. The full £120k will be spent on shopfront improvements in 2016/17 plus an additional £80k will be utilised.
Tourism & Events	150	0	0	50	100	Funding for tourism grants spend expected to be in line with profile.
Pre Release Initiatives	200	10	0	40	160	Engagement meeting has taken place with Scottish Prison Service and the final details of the scheme have been agreed. Contract awarded. Issues with slow engagement and available clients from scottish prison service therefore expected spend in 2016/17 reduced to £10k with £190k expected to be spent in 2017/18.
Power Boat Grand Prix	50	0	0	0	50	Agreed at Environment & Regeneration Committee 1 September 2016, funded from Carpark acquisition earmarked reserve.
TS Queen Mary	30	0	0	30	0	Agreed at Environment & Regeneration Committee 1 September 2016, funded from Carpark acquisition earmarked reserve.
Total Category C to E	2,936	589	206	1,321	1,615	

Report To: Environment & Regeneration Committee **Date:** 02 March 2017

Report By: Chief Financial Officer and Corporate Director Environment, Regeneration and Resources **Report No:** FIN/18/17/AP/CA

Contact Officer: Carol Alderson **Contact No:** 01475 712264

Subject: Environment & Regeneration Capital Programme 2016/17 to 2017/18 - Progress

1.0 PURPOSE

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

2.0 SUMMARY

- 2.1 This report advises the Committee in respect of the progress and financial status of the projects within the Environment & Regeneration Capital Programme. The Environmental and Regeneration elements of the Committee's Capital Programme are presented in separate Appendices.
- 2.2 It can be seen from 7.2 that the projected spend is £74.469m, which means the total projected spend is on budget.
- 2.3 Expenditure at 31 December is 68.84% of 2016/17 projected spend, there is net advancement of £0.754m (4.85%) being reported. This is an increase in advancement of £0.015m (0.09%) since last Committee mainly as a result of additional spend on the Flooding Strategy (£0.100m) and RAMP carriageways and footways (£0.500m) offset by slippage of RAMP structures and lighting (£0.383m). There is slippage of £0.151m within the regeneration major projects mainly due to delay in the Wallace Place elevation Roofing project and the Waterfront Leisure Centre Lifecycle works offset by advancement of Phase 3 of the Vehicle maintenance facility.

3.0 RECOMMENDATIONS

- 3.1 That the Committee note the current position of the 2016/18 Capital Programme and the progress on the specific projects detailed in Appendices 1 & 2.

Alan Puckrin
Chief Financial Officer

Scott Allan
Corporate Director
Environment, Regeneration
& Resources

4.0 BACKGROUND

- 4.1 In February 2015 the Council approved a new 3 year Capital Programme covering the period 2015/18, effectively extending the previously approved 2013/16 Capital Programme to 2017/18. As part of this process in addition to the recurring annual allocations the Property Assets allocation has been increased from £1m per annum to £2m per annum, RAMP funding of £12m confirmed over 2016/17 & 2017/18 and allocations built in for additional flooding works (£0.95m) and Feasibility studies (£0.25m).
- 4.2 On March 10 2016 the Council approved the 2016/18 Capital Programme. The Capital Programme has not materially adjusted from that approved previously in February 2015.
- 4.3 The 2017/20 Capital Programme has been prepared based on the Scottish Government 2017/18 settlement and was approved on the 16 February 2017.

5.0 PROGRESS (Environmental & Commercial Services Major Projects)

- 5.1 **Budget** Based on the latest capital financial review the total allocated budget for Roads (carriageways, footways, lighting and structures) for 2016/17 is £5.856m – this comprises £1.502m from Core Capital funding and £4.354m from the Roads Asset Management Plan. The latest revised estimate is £6.286m comprising core £1.377m and RAMP £4.909m. Overall increase is due to funds from future years RAMP being accelerated.
- 5.2 **Carriageways:** Good progress has been achieved so far this financial year on carriageway resurfacing projects. Full delivery of the programme has been achieved with the focus now to deliver the projects within the reserve lists. Remaining projects are expected to be complete by the end of March 2017. Lining and drainage projects are continuing as required. Large patching is continuing as required. Proprietary treatment is complete apart from some hand laying which the contractor will return to complete February/March 2017 when weather conditions improve. Surface dressing is complete.
- 5.3 **Footways:** As at 26 January 2017, 19 of 38 projects complete. 8 of the remaining 19 projects will be completed by an external contractor. All remaining projects are programmed and expected to be complete by 31 March 2017.
- 5.4 **Street Lighting:** The external consultant design for LED lantern replacement, and lighting column replacement, is complete; a rolling programme of design review and procurement activities are being undertaken. For the LED replacements, Work Package 1 (Kilmacolm, Inverkip, and Wemyss Bay) has started on site, Work Package 2 (Gourock), and Work Package 3 (Port Glasgow) are anticipated to start on site early March 2017, and be completed in the early part of 2017/18. Lighting column replacement is progressing with Officers continuing to prepare tender documentation.
- 5.5 **Structures:** An external consultant is continuing with the design for access improvements at Westburn Street culvert. Other projects programmed include the investigations for Lynedoch Street slab protection; parapet strengthening at various locations, and scour protection at various locations. Cardwell Road bridge waterproofing will be deferred until next financial year.
- 5.6 **Flood Risk Management (Central Greenock):** Central Greenock Flooding Prevention is progressing with onsite construction of automatic trash screens at present. Alternative design proposals are being developed for the Crescent Street scheme in terms of dealing with peak flows in the Carts Burn. The works at West Station are complete in respect of Phase 1 (Newton Street) and Phase 2 (South Street/Nelson Street); the works at Phase 3 currently on site having commenced 30 January 2017. Further information is available in Flood Risk Management Report update no 9.

- 5.7 **Flood Risk Management (Flood Risk Management Plan):** The external consultant design works are concluding in respect of four schemes at Coves Burn (Gourock), Bouverie Burn (Port Glasgow), Glenmosston Burn (Kilmacolm) and Gotter Water (Quarrier's Village). Further information is available in Flood Risk Management Report update no 9.
- 5.8 **Cycling, Walking & Safer Streets:** The works at the N753 Cycletrack Extension at Inverkip towards Wemyss Bay are complete. Site works to install a number of dropped kerbs are complete.
- 5.9 **Traffic Safety Measures:** Design and installation works for the proposed signalised crossing at Eldon Street/Fox Street are ongoing; construction during late February/early March 2017. The works to prevent footway parking at Gourock Pool are complete. The proposed 20mph limit at Broadfield, Port Glasgow is operational.
- 5.10 **SPT & Sustrans:** The feasibility study into bus route access improvements at Glen Avenue/Lilybank Road is complete; this study is primarily concerned with the potential for the widening of Chapelton Bridge. Procurement of a contractor to construct the proposed R21 cycletrack extension through Coronation Park is complete and site works are to be carried out during March 2017. A feasibility study into the provision of freight transport facilities to assist with freight at Faulds Park is ongoing. Design measures to improve bus infrastructure is ongoing, with site works to be completed this financial year.
- 5.11 **Parking:** The changes to the parking arrangements in Gourock are complete.
- 5.12 **Fleet Replacement Programme:** The budget for 2016/17 is £720k. Full budget spend will be delivered in 2016/17.
- 5.13 **Investment in Parks Assets:** This item relates to six projects to the value of £150k in total:-
- Divert Glen: Landscaping, tree works and paths – Complete.
 - Gourock Park: Footpaths and fences – not yet complete, balance of works will be completed by end of March 2017.
 - Rankin Park: Landscaping and fence - not yet complete; £25k worth of landscaping works remains outstanding due to the current wet ground conditions. Balance of works will be done in 2017/18.
 - Wellpark – Complete.
 - Coronation Park: Footpaths - works due to commence 20 Feb and will be completed by 31 March.
 - Various Parks: Benches, dog waste & litter bins: fully spent i.e. all items have either been delivered or delivery is pending.
- 5.14 **Investment in Play Areas:** This item relates to three projects to the value of £150k in total:-
- Inverkip play areas makes up £130k of this project. Due to the delay in handing over the new community facility, the project will be delivered in 2017/18.
 - Lady Alice: installation is complete.
 - Cove Road: installation is pending, supplier quotations awaited.
- 5.15 **Various Other Play Areas:** New self-closing gates have being installed in various play areas across the district. New play areas are pending in Gibshill and Kelburn Terrace. The Kelburn play area is a joint venture with River Clyde Homes, the contract award is imminent, a site start date will then be confirmed. Design of the Gibshill play area is in progress and procurement of the works will progress thereafter.

6.0 PROGRESS (Regeneration Major Projects)

6.1 Core Regeneration:

Port Glasgow Town Centre regeneration: For Phase 1 a preferred contractor has been selected and the award of contract will be made once Transport Scotland and Inverclyde Council agree and sign the Minute of Agreement. Progress on acquisitions continues as part of the Lower Town Quarter Phase 2 project for the Civic Square at the rear of Town Hall. Site start dates will not be determined until acquisitions are concluded.

Bakers Brae: Currently in for planning, legal are currently finalising three land acquisitions and hope to have two of these concluded by the end of the financial year with the third completing early in 2017/18. Demolition warrant has been applied for and pre contract demolition works are scheduled to take place once vacant possession achieved. Aiming towards a late summer/autumn 2017 Main works site start.

6.2 **Core Property Services:** The programme includes allocations for larger scale works across a number of core operational properties. The Committee is asked to note that further projects will be identified as part of the on-going review and prioritisation of works based on the property condition surveys.

6.3 Greenock Municipal Buildings

Wallace Place Elevation Roofing & Associated Works – The contractor commenced on site in mid-October with scaffold re-design now complete and all scaffolding in place. Works have commenced at the north chimney. The contractor is reporting a delay in connection with the early scaffolding re-design and a revised programme is currently awaited.

District Court Room Restoration – The June 2016 Committee approved revised funding arrangements to allow the project to proceed. Historic Environment Scotland have recently stated that the grant for the project is conditional upon confirmation that works will be undertaken on the existing roof. A survey has been undertaken through specialist steeplejacks with the final report imminent. Subject to the findings of the survey further discussions may be required with Historic Environment Scotland on the conditioned grant funding. The Committee was advised verbally in January of the structural issues highlighted in the course of the steeplejack survey which required the installation of temporary propping. Further detailed inspection through the consultant Structural Engineer will be undertaken following erection of access scaffolding which is currently being arranged. The foregoing issues have delayed the project and tender issue pending clarification of the scope of the works to the roof and the extent of structural repairs required.

6.4 Port Glasgow Town Hall

All works are now complete with the minor residual funding from the original allowance being expended on redecoration based on a prioritised list of areas agreed in conjunction with the building operators.

6.5 Greenock Cemetery Complex

The garage replacement project is progressing on site with installation of the modular unit planned within the next few weeks. Proposals to demolish and replace the Ivy House with more fit for purpose accommodation are currently at RIBA Design Stage 2 with cost check completed. The proposals will require to be revisited with the Client Service prior to providing a more detailed update to the next Committee due to the remaining funding allocation for the Greenock Cemetery Complex Lifecycle work being insufficient to take forward the current proposals. As previously reported to the Committee the original allocation has been expended on the Crematorium and Offices replacement windows, minor refurbishment of the waiting room and offices and replacement of the garage building.

6.6 **King George VI Building** – Technical Services are progressing the core building fabric refurbishment works design. It is anticipated that, in conjunction with this, the Community group

will develop a Heritage Lottery Fund bid for further internal alterations to suit their requirements.

6.7 Waterfront Leisure Complex

Lifecycle Works – Works in connection with specialist ice rink flooring and dehumidifier replacement are being programmed for summer 2017 incorporating a planned shut-down of ice rink. Tenders have been returned with acceptance imminent. Priority lift and locker replacement is also being progressed with an order issued for the lift replacement and tenders currently being evaluated for the locker replacement.

Combined Heat and Power (CHP) Plant – The main plant/equipment has been installed however the final completion is awaiting the installation of the flue which has been delayed due to issues with resolving an appropriate fixing solution to the existing non-traditional building structure. A fixing solution has been identified with the Contractor aiming to complete the outstanding works shortly.

6.8 Asset Management Plan – Offices:

Greenock Municipal Buildings District Court Offices – The contractor took possession of the site on Monday 7 December 2015 with an original contract completion date in December 2016. As previously reported to the Committee the project has been delayed on site due to the complexity of the structural issues associated with the existing building. The critical structural works have now been resolved with steelwork on site and being installed. As reported to the January 2017 Committee the projected completion date for the project is now May 2017. As also previously reported, subject to the agreement of the current extension of time claim, additional funding will be required in connection with the extended contract period. The costs are currently being assessed and will be reported to Committee as soon as the revised project outturn position is established. It is anticipated that this could be contained within the current AMP office balance.

William Street (former Education HQ) Offices Refurbishment – The contractor took possession of the site in September with a contract period of 52 weeks to complete in September 2017. The internal stripping out/downtakings works including the additional asbestos removal works are now completed. First fix joinery and services works are progressing internally with roofing works and stone repairs progressing externally.

Dalrymple House Demolition – The original demolition works have been completed. The car park project (funded separately in connection with the Council's parking strategy) commenced on site in mid-November and is currently progressing towards completion which is anticipated early February 2017.

6.9 Asset Management Plan – Depots:

Pottery Street Phase 3 Vehicle Maintenance Facility – Works commenced on site in January 2016 to complete in December 2016. Practical completion was achieved in early January 2017 with transfer of staff and resources being undertaken in a phased manner to manage continuity of service delivery.

Pottery Street Future Phases – Design work is currently being undertaken on following:

- Fuel Storage & Distribution
- Vehicle Wash Facility
- Former Vehicle Depot Refurbishment
- Demolition of Former East Hamilton Street Offices

7.0 FINANCIAL IMPLICATIONS

Finance

- 7.1 The figures below detail the position at 31 December 2016. Expenditure to date is £11.151m (68.65% of the 2016/17 projected spend).
- 7.2 The current budget is £74.469m after virement of £0.130m from the parking strategy to fund the 2016/17 power boat event (£0.05m), provide a loan to the Friends of the Queen Mary (£0.03m) and to support the pontoon relocation to East India Harbour (£0.05m). The current projection is £74.469m which means total projected spend is on budget.
- 7.3 The approved budget for 2016/17 is £15.533m. The Committee is projecting to spend £16.287m with net advancement of £0.754m mainly due to advancement of spend on carriageways and footways (£0.500m) and flood strategy (£0.100m), and phase 3 of the vehicle maintenance facility (£0.118m) offset by slippage in structures and lighting (£0.383m), Wallace Place elevation roofing and associated works (£0.100m), Waterfront Leisure Centre lifecycle works (£0.120m), Phase 5 Pottery Street facility (£0.049m), Langhouse Road (£0.036m) and traffic measures (£0.015m).
- 7.4 One off Costs

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

Annually Recurring Costs/ (Savings)

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

8.0 CONSULTATION

8.1 Legal

There are certain legal issues arising from the additional costs arising from the content of this report. The Head of Legal and Property Services has been consulted.

8.2 Human Resources

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

8.3 Equalities

There are no equalities implications in this report.

8.4 Repopulation

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

9.0 LIST OF BACKGROUND PAPERS

- 9.1 None.

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/16</u>	<u>Approved Budget 2016/17</u>	<u>Revised Est 2016/17</u>	<u>Actual to 28/11/16</u>	<u>Est 2017/18</u>	<u>Est 2018/19</u>	<u>Future Years</u>
	£000	£000	£000	£000	£000	£000	£000	£000
Environmental Services - Roads								
<u>Core Programme</u>								
Traffic Measures	485	251	54	60	14	115	59	
Parking Strategy	381	191	170	170	52	20	0	
Cycling, Walking & Safer Streets	88		88	88	15	0	0	
SPT	175		175	175	11	0	0	
Sustrans	37		37	37	0	0	0	
Flooding Strategy - Greenock Central	2,216	785	931	800	553	631	0	
Flooding Strategy - Future Schemes	1,726	0	0	0	0	726	1,000	
Additional Flooding Works, Castle Road and Others	24	24	0	0	0	0	0	
Langhouse Road Development	115	79	36	0	0	36	0	
Complete on Site	11	0	11	11	0	0	0	
Roads - Core Total	5,258	1,330	1,502	1,341	645	1,528	1,059	0
<u>Roads Asset Management Plan</u>								
Carriageways	17,634	12,287	2,247	2,800	2,550	2,000	547	
Footways	3,296	1,281	515	815	298	750	450	
Structures	1,775	701	267	100	49	300	674	
Lighting	4,179	1,275	904	750	369	750	1,404	
Staff Costs	1,894	1,040	421	444	385	410	0	
Roads Asset Management Plan Total	28,778	16,584	4,354	4,909	3,651	4,210	3,075	0
Environmental Services - Roads Total	34,036	17,914	5,856	6,250	4,296	5,738	4,134	0
Environmental Services - Non Roads								
Cemetery Development	30	21	9	9	8	0	0	
Zero Waste Fund	369	200	29	29	11	110	30	
Vehicles Replacement Programme	13,050	10,151	720	720	342	1,000	1,179	
Electric Vehicle Charging Infrastructure	84	67	17	17	0	0	0	
Sir Michael Street Play Area	261	20	241	241	143	0	0	
Various Other Play Areas	225	100	21	35	84	10	80	
Investment in Play Areas	150		150	10	1	140		
Play Areas complete on Site	69		73	69	0	0	0	
Investment in Park Assets	150		150	150	66			
Environmental Services - Non Roads total	14,388	10,559	1,410	1,280	655	1,260	1,289	0
Planning Services								
Former SNH Grant	64	56	8	8	0	0	0	
PLANNING SERVICES TOTAL	64	56	8	8	0	0	0	0
ENVIRONMENT AND PLANNING TOTAL	48,488	28,529	7,274	7,538	4,951	6,998	5,423	0

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/16	Approved Budget 2016/17	Revised Est 2016/17	Actual to Period 9	Est 2017/18	Est 2018/19	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
Regeneration and Planning								
<u>Core Regeneration:</u>								
Port Glasgow Town Centre Regeneration	1,960	880	195	495	114	0	585	
Central Gourrock	150	120	30	30	2	0	0	
Bakers Brae Re-alignment/Broomhill regeneration	1,860	389	0	100	0	1,000	371	
Core Regeneration Total	3,970	1,389	225	625	116	1,000	956	0
Regeneration Services Total								
	3,970	1,389	225	625	116	1,000	956	0
Property Assets								
<u>Core Property Assets</u>								
General Provision	1,009	4	0	0	10	750	255	
Feasibility Studies	250	0	25	25	0	75	75	75
<u>Greenock Municipal Buildings:</u>								
Window Replacement	150	10	40	30	0	50	60	
Toilet Refurbishment - Grand Corridor/Town Hall	87	26	61	61	59	0	0	
Toilet Refurbishment - Wallace Place Wing	27	0	0	25	0	2	0	
Basement Storage	45	33	12	0	0	12	0	
Wallace Place Elevation Roofing & Associated Works	700	0	69	400	115	250	50	
District Court Room Restoration	465	0	70	35	14	380	50	
Port Glasgow Town Hall - Windows/Roofing	560	227	333	333	359	0	0	
Greenock Cemetery Complex	280	93	187	167	94	20	0	
King George VI Refurbishment	1,000	0	50	50	0	450	490	10
Waterfront Leisure Centre Lifecycle Works	300	0	150	30	26	250	20	
Lady Octavia Recreation Centre / Bridgend Rd Contribution	140	0	0	0	0	40	100	
<u>Repairs & Renewals Fund Projects</u>								
GMB Lighting Replacement	17		17	17	10	0	0	
Trafalgar St Solum	13		13	13	13	0	0	
<u>Minor Works</u>								
Farms	30	8	17	22	6	0	0	
Minor Demolitions	15	0	10	15	9	0	0	
Inverclyde Leisure Properties	206	56	0	100	68	50	0	
General Works	220	118	2	85	83	17	0	
Design & Pre-Contract	100	80	0	20	19	0	0	
Reservoirs	100	53	0	47	4	0	0	
<u>Statutory Duty Works</u>								
Electrical	60	30	7	30	16	0	0	
Lightning Protection	20	12	0	8	0	0	0	
Lifts	10	4	1	6	5	0	0	
Water	102	41	1	61	54	0	0	
Gas	10	0	10	10	0	0	0	
Asbestos	100	57	1	43	32	0	0	
Fire Risk	100	41	1	59	33	0	0	
DDA/Equality	180	62	19	100	47	18	0	
<u>Capital Works on Former Tied Houses</u>								
Complete on Site Allocation	90		(35)	48	11	0	42	300
Waterfront Leisure Complex Combined Heat and Power Plant	250	23	227	227	144	0	0	
Core Property Assets Total	7,236	990	1,306	2,085	1,241	2,439	1,337	385
<u>Asset Management Plan:</u>								
<u>Offices</u>								
Greenock Municipal Buildings - District Court Offices	2,681	619	1,690	1,200	869	800	62	
Gourock Municipal Buildings	390	38	352	352	297	0	0	
William St (Former Education HQ)	2,100	156	786	786	240	1,100	58	
Dalrymple House Demolition and Formation of Car Park	155	126	14	29	18	0	0	
Dalrymple Street Car Park Contribution	50	0	0	50	50	0	0	
AMP Office Balance	204	0	189	0	0	0	204	
AMP Offices Complete on site	116		109	35	2	0	81	
<u>Depots</u>								
Phase 3 - Vehicle Maintenance Shed and Road Infrastructure	5,061	1,260	3,230	3,348	3,348	282	171	
Phase 5 - Pottery Street Facility and Fuel Tanks	1,593	19	99	50	17	1,049	475	
Phase 6 - Building Services Depot Upgrade	149	3	8	8	0	0	138	
Phase 7 - Dewatering & ICT	310	13	40	40	0	7	250	
Complete on Site (Salt Dome Phase 1 and Enabling Works etc)	16		16	16	2	0	0	
Kirn Drive Civic Amenity Site	700	67	0	0	0	33	600	
Materials Recycling Facility	1,250	855	45	125	0	30	240	
Asset Management Plan Total	14,775	3,156	6,578	6,039	4,843	3,301	2,279	0
Property Assets Total								
	22,011	4,146	7,884	8,124	6,084	5,740	3,616	385
Regeneration Total								
	25,981	5,535	8,109	8,749	6,200	6,740	4,572	385

Report To:	Environment & Regeneration Committee	Date:	02 March 2017
Report By:	Corporate Director, Environment, Regeneration & Resources	Report No:	ENV009/17/SA
Contact Officer:	Scott Allan	Contact No:	01475 712762
Subject:	Shared Services – Joint Committee		

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on progress of shared services preparations amongst East Dunbartonshire, West Dunbartonshire and Inverclyde.

2.0 SUMMARY

- 2.1 Members will recall the previous report on shared services to this Council on 29 September 2016. Approval was given at that time for the Minute of Agreement, membership and governance of the Joint Committee. A meeting of the Joint Committee took place on 16 December 2016 and subsequently lead officers from the three Councils have developed a Strategic Business Case to progress shared services for Roads and Transportation in the first instance.
- 2.2 The Strategic Business Case captures details on budgets and employee numbers across the three Councils, combined with information on assets such as road length, number of lighting columns, etc. At a high level the Strategic Business Case identifies the potential benefit from a shared service, particularly around resilience across specialised service areas. Emphasis is placed on the advice from Audit Scotland in the report 'Maintaining Scotland's Roads – A Follow Up Report', published in August 2016, which continues to advocate that Councils should progress collaboration across roads services.
- 2.3 The report concludes that there is a strong case for sharing which meets strategic and local priorities. There is a need to develop detailed business plans however, and the Strategic Business Case advocates the joint appointment of a Lead Officer on a fixed term contract from April 2017 to progress this. A detailed Business Plan will be available by autumn 2017 and partners have agreed to bring forward proposals for early win collaboration across specific service areas within roads which emerge from the business planning process.

Trades Unions from the three local authorities were briefed on the draft Strategic Business Case on 8 February 2017. Lead officers have committed to maintain ongoing dialogue.

- 2.4 The Joint Committee will meet in March 2017 and will be asked to consider the Strategic Business Case and approve the appointment of a lead officer, with West Dunbartonshire fulfilling the role of employer.

3.0 RECOMMENDATIONS

- 3.1 That the Committee note progress on shared service discussions with East and West Dunbartonshire, the proposal to appoint a lead officer contained within the Directorate's 2017/18 Revenue Budget and that the next meeting of the Joint Committee will be in March 2017.

Scott Allan
Corporate Director, Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 Following the meeting of the Shared Service Joint Committee, lead officers from each Council have been meeting regularly to coordinate financial, people and asset information across the three authorities. This has informed the development of a draft Strategic Business Case.
- 4.2 The Strategic Business Case continues to advocate the benefits of shared roads and transportation services, emphasising the synergies with the recommendations of the Audit Scotland Report 'Maintaining Scotland's Roads – A Follow Up Report' published in August 2016, combined with the significant enhancement of resilience. No specific assumptions have been made at this stage in respect of savings.

There is a need to develop detailed business plans however, and the Strategic Business Case advocates the joint appointment of a Lead Officer on a fixed term contract from April 2017 to progress this. A detailed Business Plan will be available by autumn 2017 and partners have agreed to bring forward proposals for early win collaboration across specific service areas within roads which emerge from the business planning process.

Trades Unions from the three local authorities were briefed on the draft Strategic Business Case on 8 February 2017. Lead officers have committed to maintain ongoing dialogue.

The Joint Committee will meet in March 2017 and will be asked to consider the Strategic Business Case and approve the appointment of a Lead officer with West Dunbartonshire fulfilling the role of employer.

5.0 IMPLICATIONS

Finance

- 5.1 Funding for Inverclyde's share of a fixed term appointment of Lead Officer to develop a detailed business case will be contained in the 2017/18 Directorate Budget.
- 5.2 Financial Implications

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
ERR	Employee costs	2017/18	£33,000		Provides a £100k Budget overall

Annually Recurring Costs/ (Savings)

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

Legal

- 5.3 None.

Human Resources

- 5.4 None.

Equalities

5.5 None.

Repopulation

5.6 None.

6.0 CONSULTATIONS

6.1 None.

7.0 LIST OF BACKGROUND PAPERS

7.1 None.

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

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Chapter 2 – Sustainability and Placemaking

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Chapter 5 – A Natural, Resilient Inverclyde

Chapter 6 – A Connected Inverclyde

Chapter 7 – Development Opportunity Review

Issues

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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

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Issue 9 – Enabling Delivery of New Homes

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Issue 12 – Affordable Housing Policy

Issue 13 – Gypsy/Traveller Policy

Issue 14 – Valuing the Historic Environment

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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

|

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.

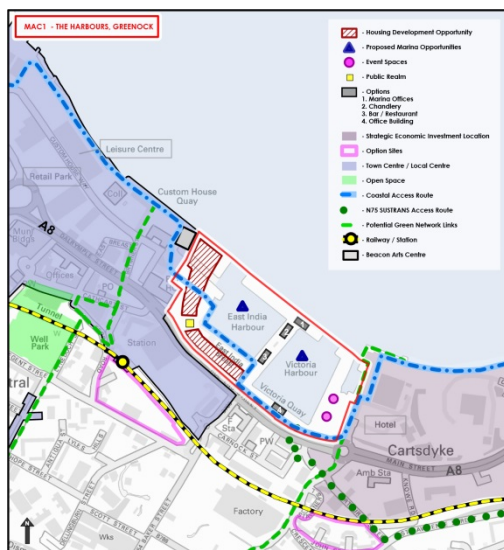
Issue 1: Do you agree that the Sustainable Development Strategy set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

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.

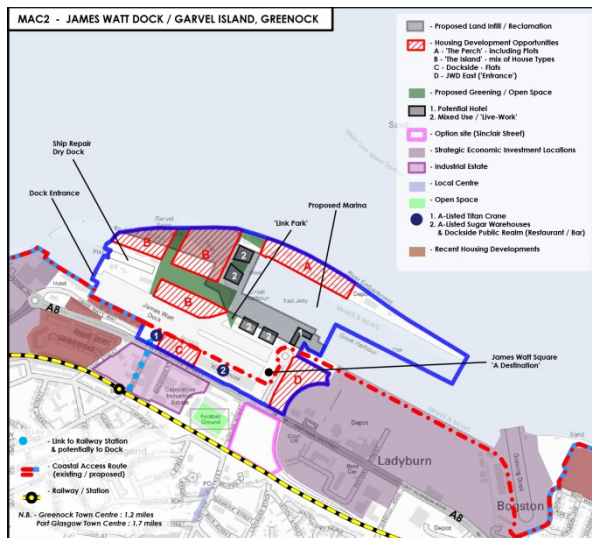
Map 1: MAC1 – The Harbours, Greenock



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.

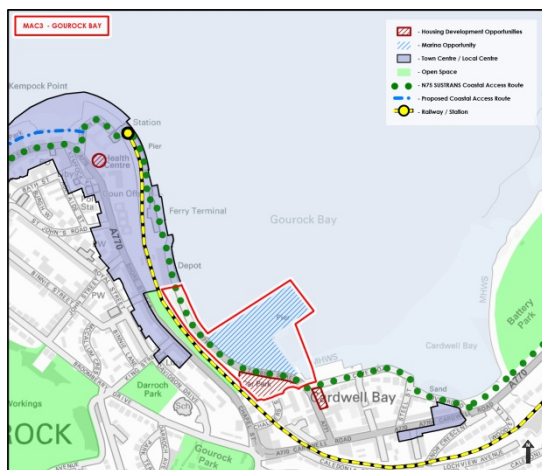
Map 2: James Watt Dock/Garvel Island, Greenock



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.

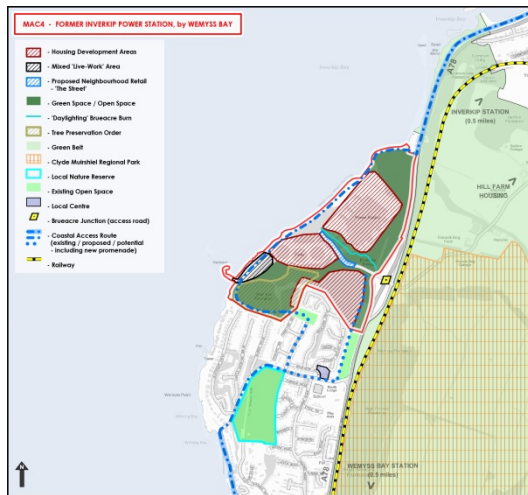
Map 3: Gourock Bay



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.

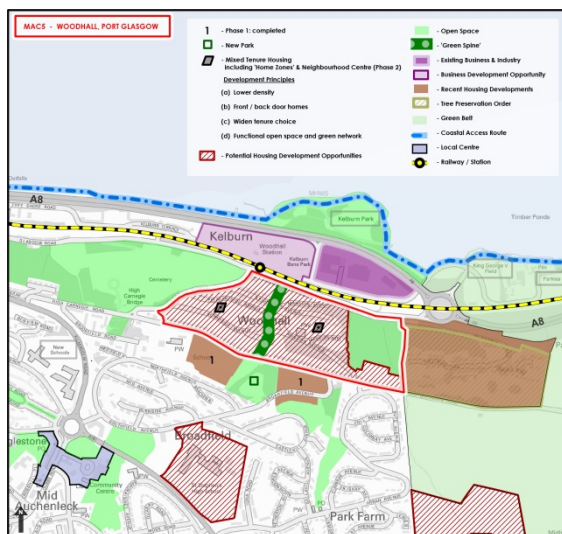
Map 4: Inverkip Power Station



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.

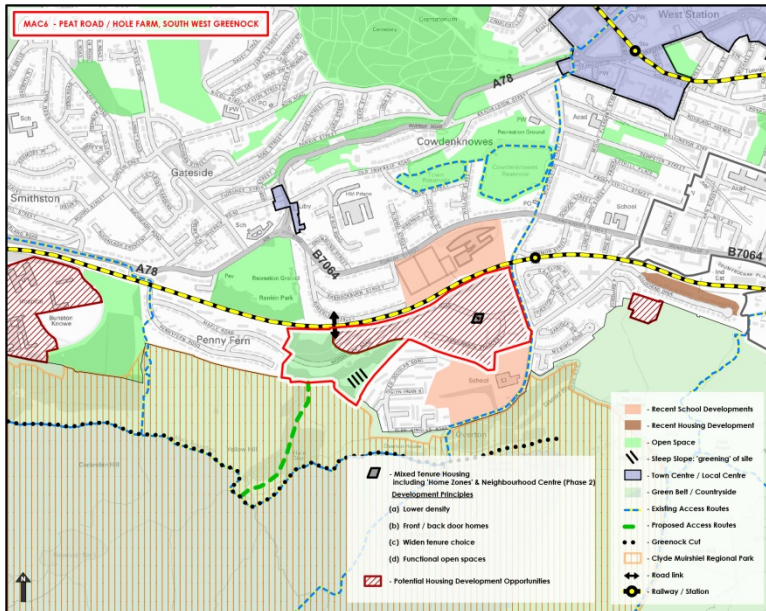
Map 5: Woodhall, Port Glasgow



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.

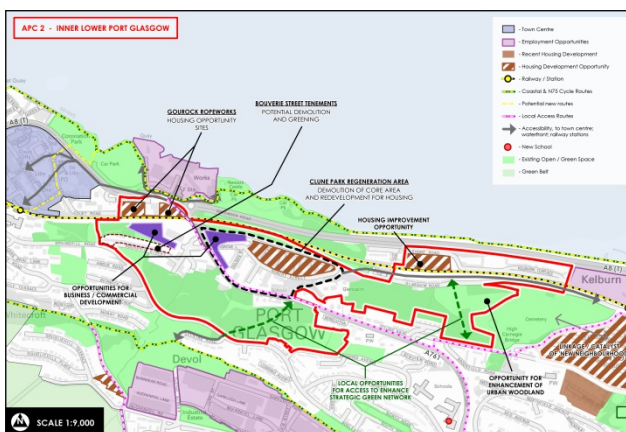
Map 6: Peat Road/Hole Farm, Greenock



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.

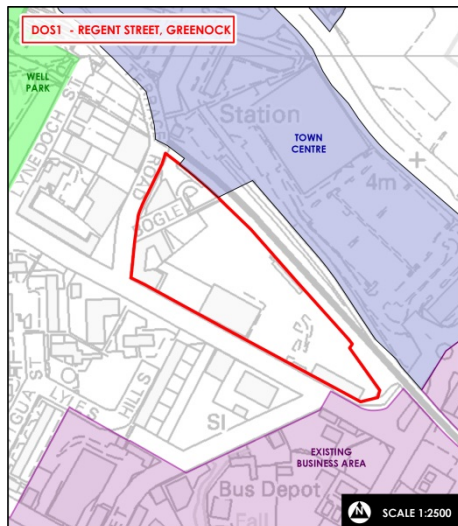
Map 7: Inner Lower Port Glasgow



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.

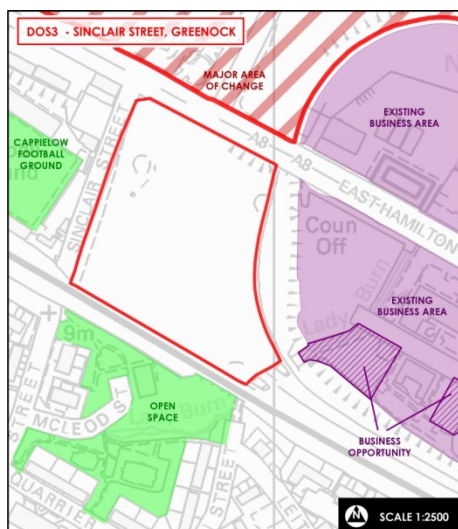
Map 8: Regent Street, Greenock



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.

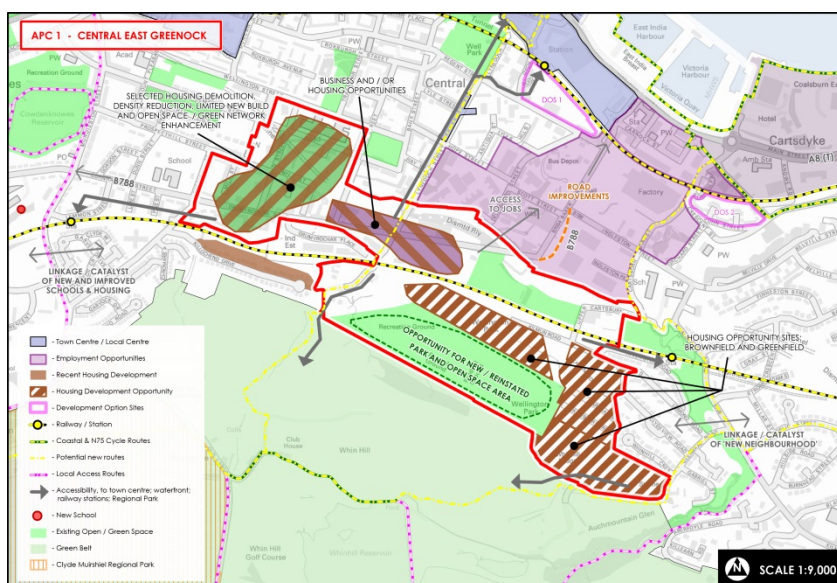
Central East Greenock (APC1) is identified in the current plan for housing-led regeneration. Since the current Plan was prepared a masterplan has been approved for the area which updates the current Plan's strategy (Issue 3).

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)

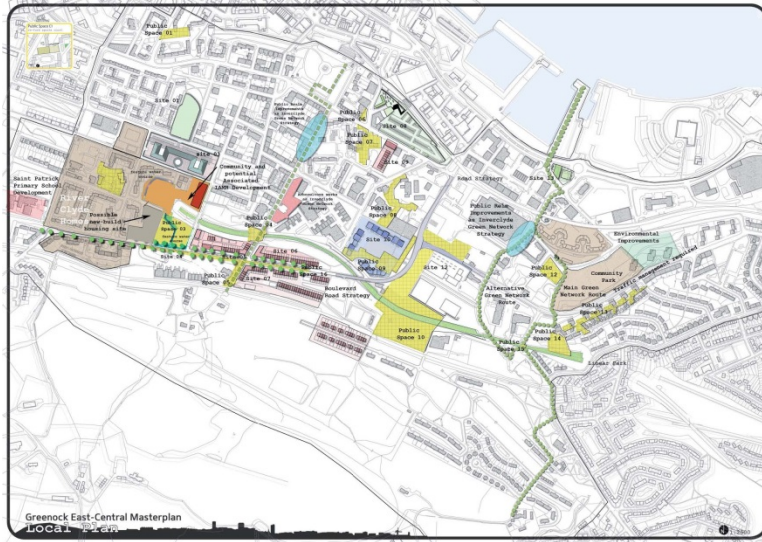


The current Local Development Plan identifies the site as an Area of Potential Change. Brownfield and greenfield land is identified for residential development in Strone and Wellington Park, with the adjacent KGV playing fields identified for a mix of residential development and greenspace/playing field 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)</p> <p>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</p> <p>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</p> <p>The area of change focuses on the Broomhill/Drumfrochar area.</p>	<p>Reason</p> <p>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

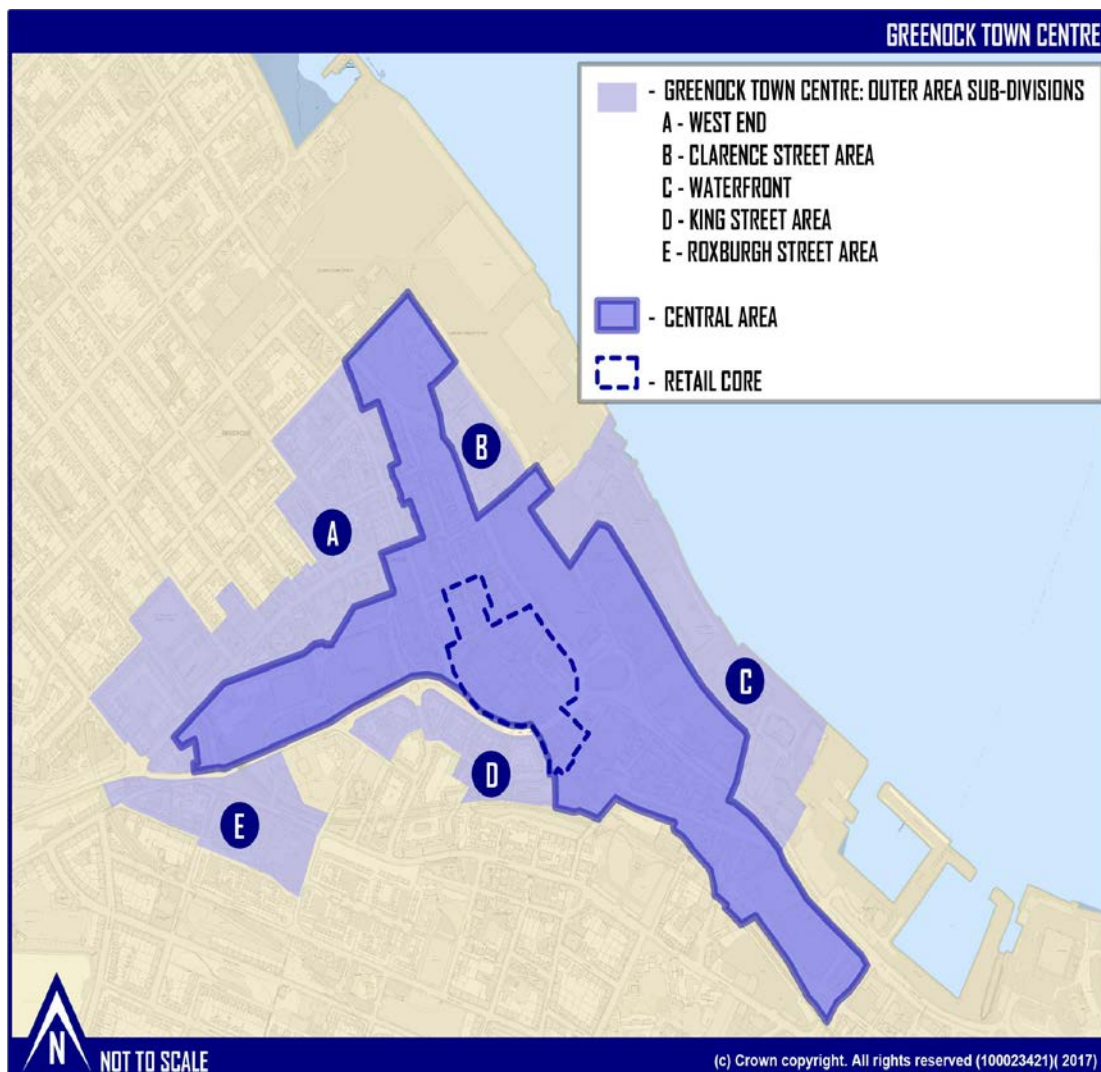
uses in the core retail area. Issue 5 explores whether this approach is still appropriate and presents possible alternatives.

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

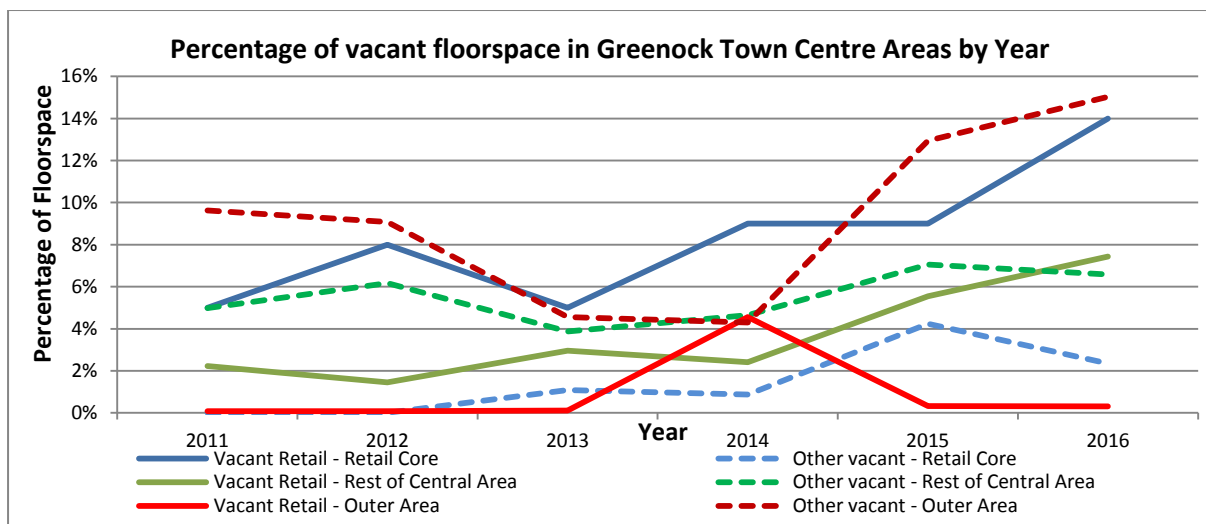


Map 13: Greenock Retail Core



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?

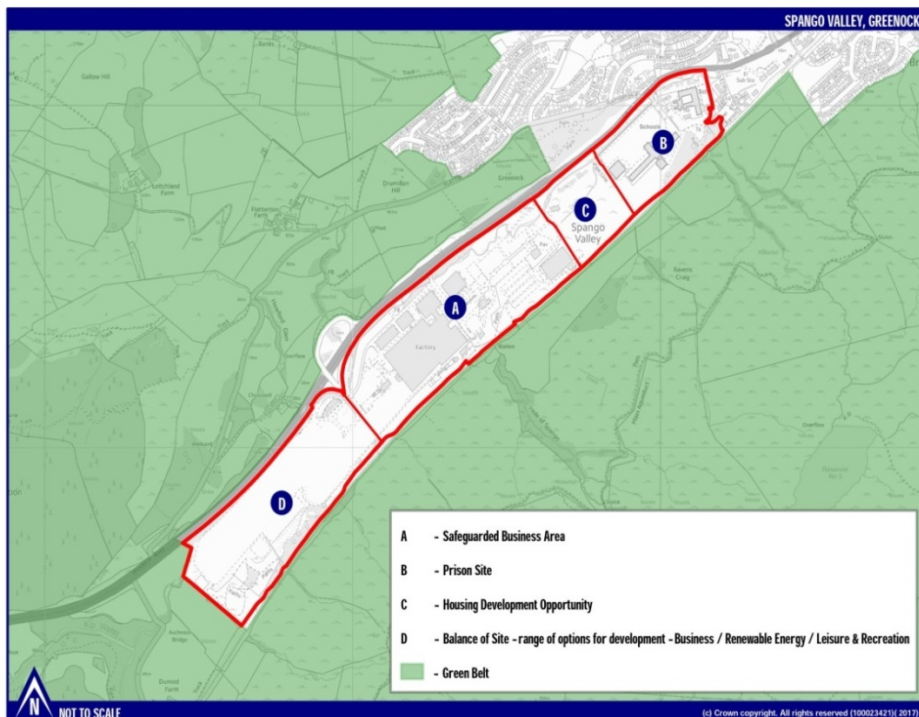
To inform the preparation of this Main Issues Report, a review of the business and industrial development opportunities identified in the current Local Development Plan was carried out. This review considered a wide range of issues, including proximity to transport networks, market attractiveness, site 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.

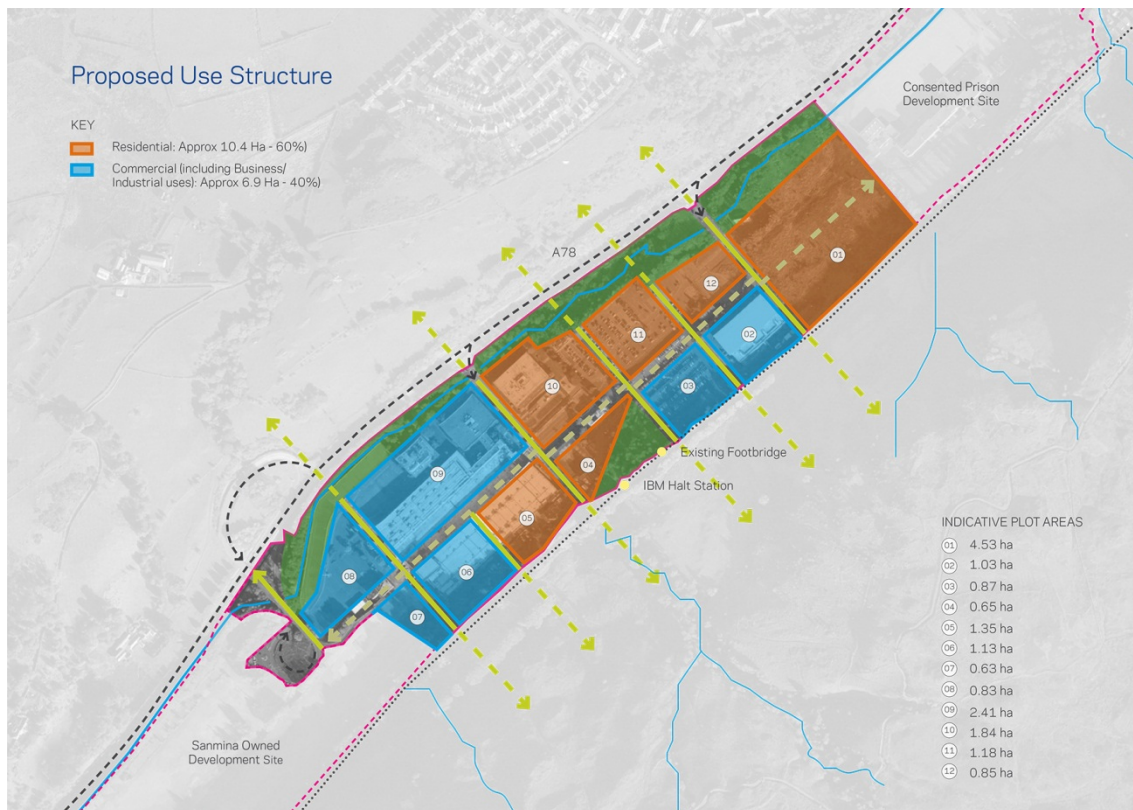
Map 14: Spango Valley, Greenock - Current Local Development Plan Zoning



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>

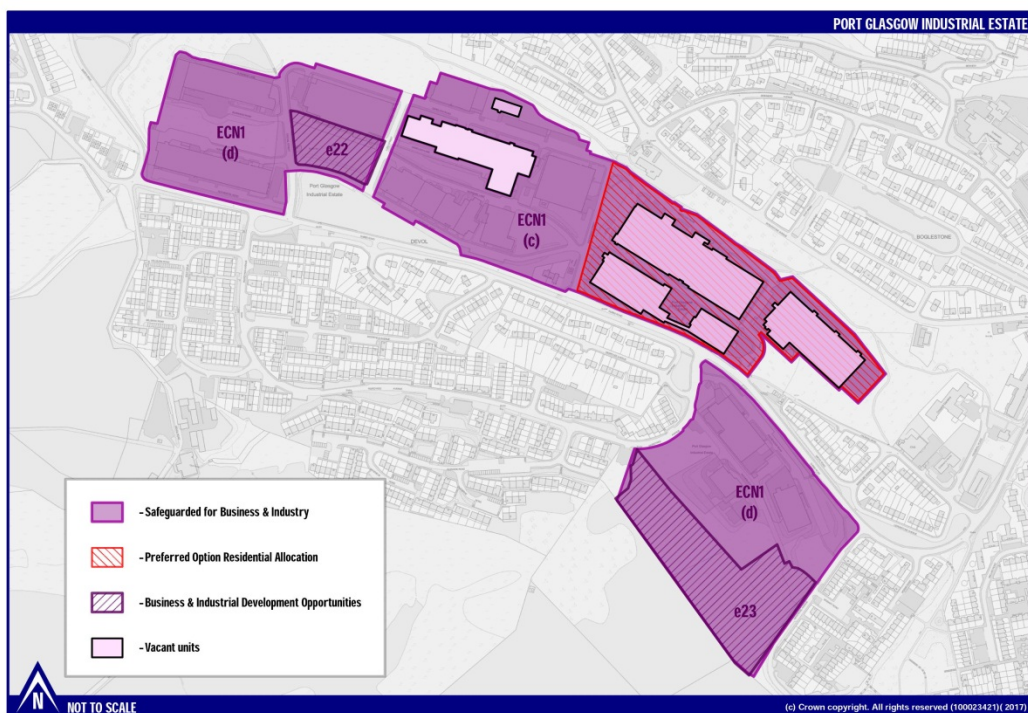
Issue 7: Which of the listed options do you support for Spango Valley, or do you have an alternative approach to suggest? Please give reasons.

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.

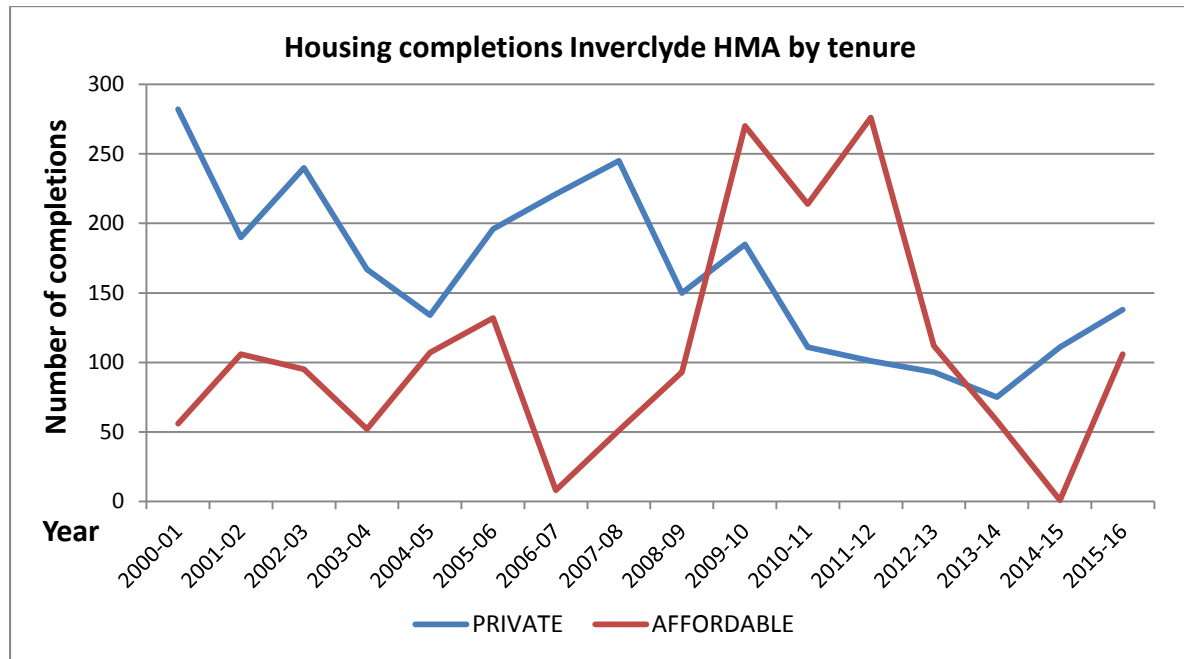
Table 2 – Other Sites Suggested for Housing Development in Kilmacolm & Quarriers Village

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

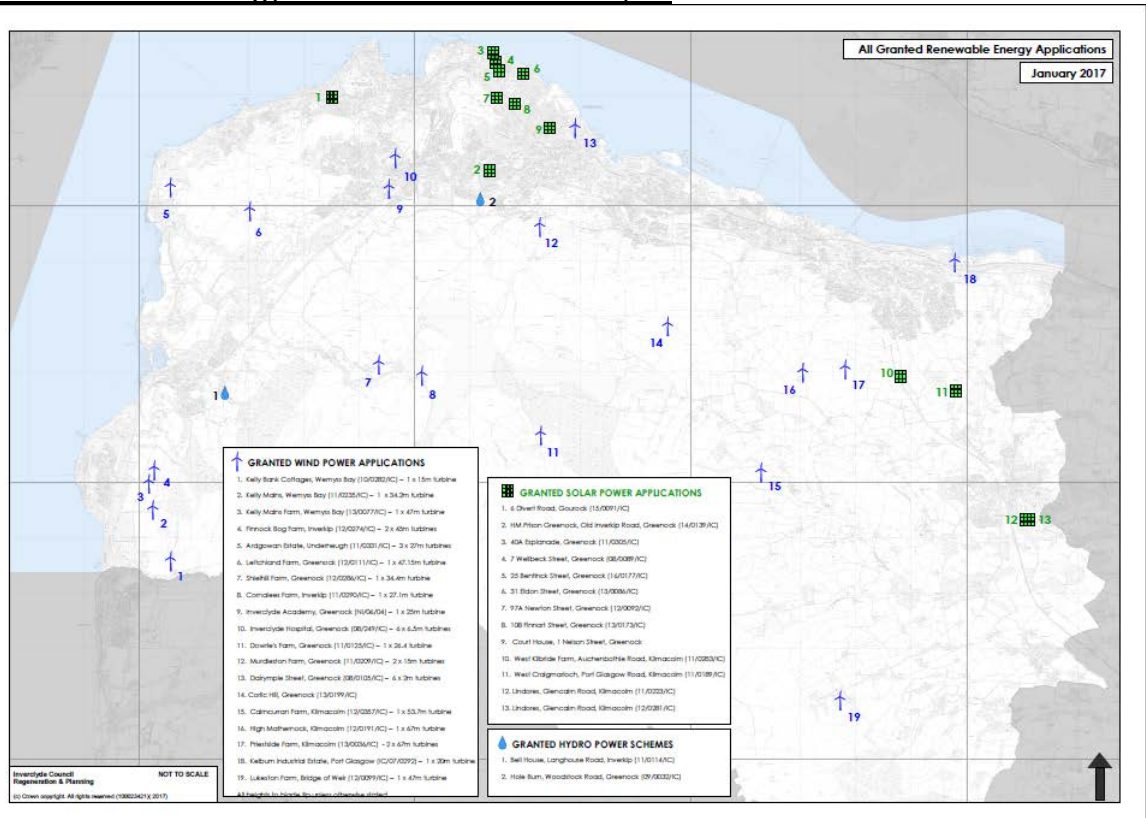
Delivering Heat and Electricity

Introduction

In 2007 Inverclyde Council signed up to Scotland’s Climate Change Declaration, which commits the Council to reducing its carbon emissions and adapting to the impacts of climate change. Subsequently, under the provisions of the Climate Change (Scotland) Act 2009, the Council has reported climate change information on an annual basis. This reporting shows that since 2012/13 the Council has reduced its carbon emissions year on year, and by 2015/16, carbon emissions had reduced 22.5% from the 2012/13 baseline. This has been achieved through measures such as a reduction in energy use in buildings and the use of more energy efficient street lighting.

As well as the Council’s own endeavours to reduce carbon emissions, through the planning system it has supported a variety of renewable energy developments in Inverclyde including onshore wind, solar and micro-hydro. Map 18 shows where these are located.

Map 18: Renewable Energy Infrastructure in Inverclyde



Current Local Development Plan

The current Local Development Plan Policy INF1 and the associated Supplementary Guidance on Renewable Energy is supportive of development required for the generation of energy from renewable resources, subject to assessment of impact on a range of social, economic and environmental resources. Through Policy INF2 the

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

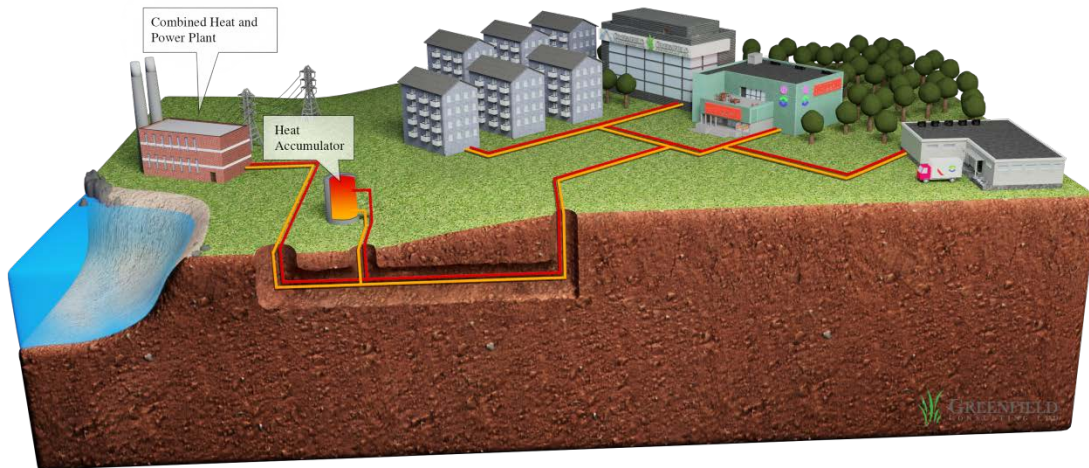
Issue 15: Do you agree that the approach to renewable energy developments and energy efficiency in new developments in the current Local Development Plan and associated Supplementary Guidance remains valid and should be carried forward into the new Local Development Plan?

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

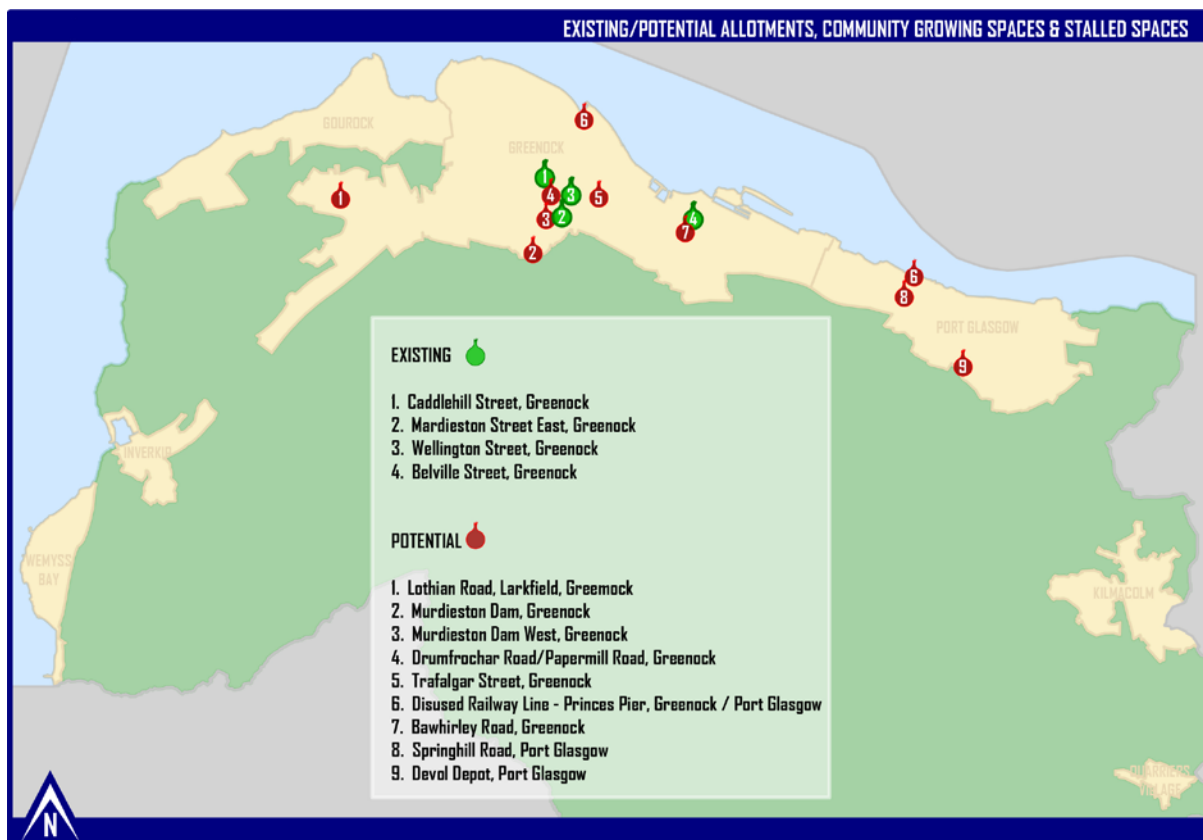
At present there are three allotments in Inverclyde at Caddlehill Street, Wellington Street and Lemmon Street, all in Greenock. Of these, only the site at Wellington Street is owned by Inverclyde Council. In addition to these, there is a community garden at Belville Street in Greenock.

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

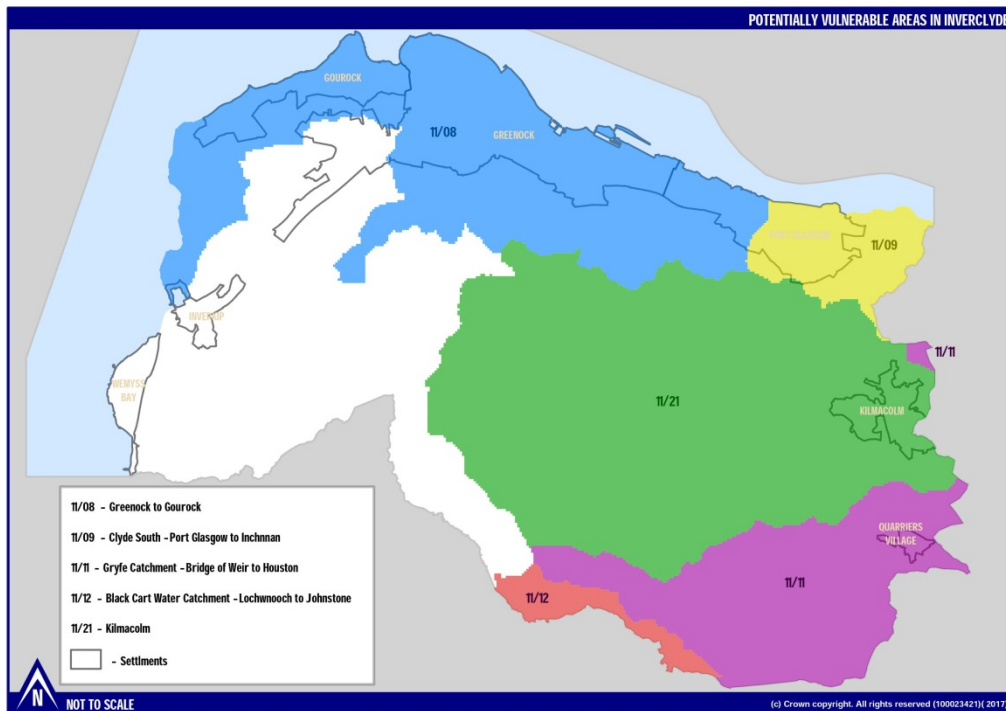
Inverclyde's waterfront location makes the area susceptible to coastal flooding. The topography of the area, with a steep slope up to the moorland area, also means that surface water flowing down the hillsides can combine with river flooding from the local burns, such as Hole Burn and Carts Burn, to 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

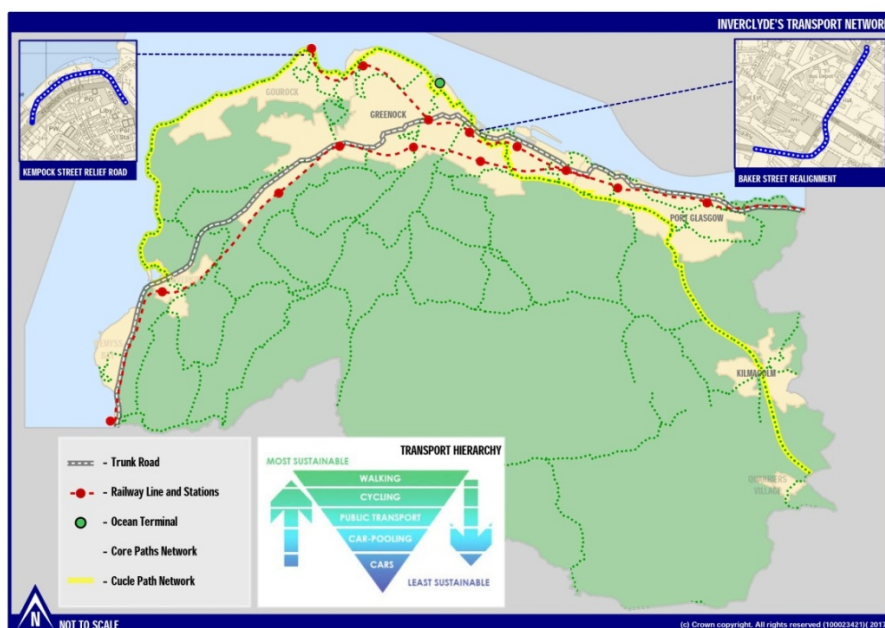
Introduction

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?

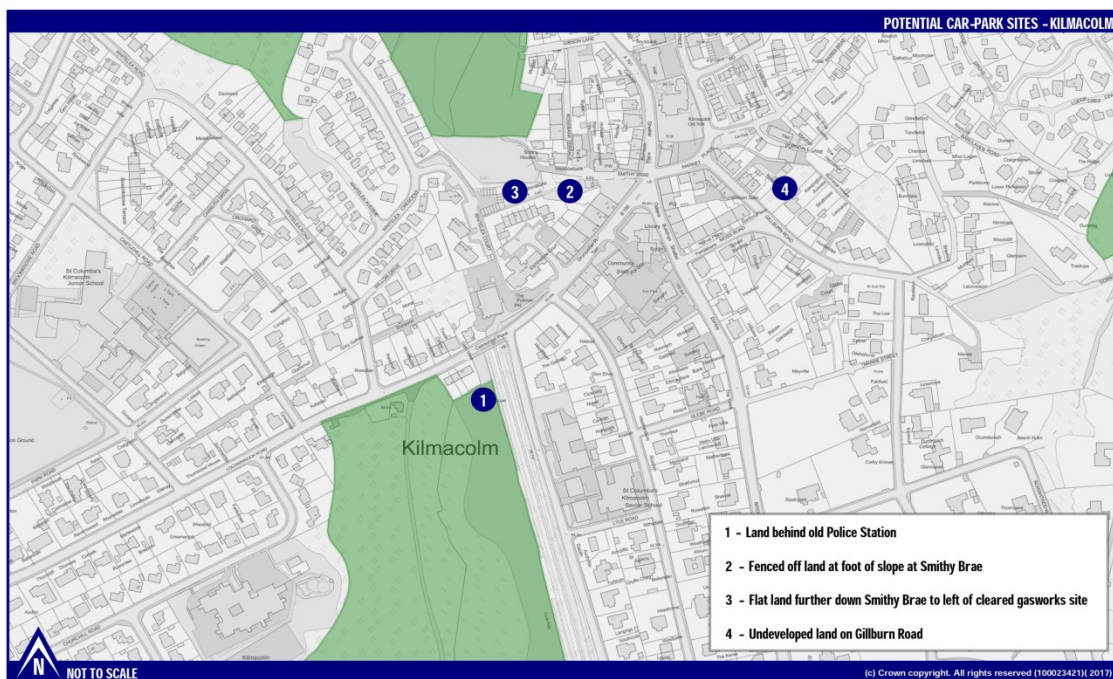
Kilmacolm Civic Trust has requested that the Main Issues Report consider options for addressing the need for long stay car parking in or near Kilmacolm village centre. This is addressed in Issue 24.

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

Report To:	Environment and Regeneration Committee	Date:	2 March 2017
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	ER&R/CMT/SJ/
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712402
Subject:	Scottish Government Climate Change Reporting		

1.0 PURPOSE

- 1.1 The purpose of this report is to inform the Committee of the performance data submitted to the Scottish Government with respect of climate change reporting required under the Climate Change (Scotland Act) 2009.

2.0 SUMMARY

- 2.1 From December 2015, local authorities, along with other 'major players' in the public sector, are required to report annually on their performance and action with respect to climate change. This falls under the Public Bodies Duties section of the Climate Change (Scotland) Act 2009. The Scottish Government provided a reporting template with which climate change information covering 2015/16 was to be reported by end November 2016.
- 2.2 The Council successfully completed the reporting template by the deadline. The data submitted shows that from a baseline of 2012/13, the Council has been reducing its carbon emissions year on year. In 2015/16, the Council showed a reduction in carbon emissions of 22.5% since the baseline. This has mainly been a result of reduced energy consumption in the Council's buildings.
- 2.3 The Scottish Government is currently analysing all submitted reports and is expected to publish a report on this in March 2017. The analysis is expected to influence future policy on climate change. The Council will also receive feedback on its own climate change report.

3.0 RECOMMENDATION

- 3.1 It is recommended the Committee note the Council's climate change performance, particularly with regard to the reduction of carbon emissions.

Stuart W. Jamieson
Head of Regeneration and Planning

4.0 BACKGROUND

4.1 Up until December 2014, as part of its commitment to the Scottish Climate Change Declaration, the Council voluntarily submitted annual information on its action and performance with respect to climate change to the Sustainable Scotland Network. In 2015 the Scottish Government enacted powers given in the Public Bodies Duties section of the Climate Change (Scotland) Act 2009 to introduce mandatory annual reporting on climate change for 'major players' in the public sector. Local authorities are deemed to be public sector major players.

5.0 THE COUNCIL'S CLIMATE CHANGE PERFORMANCE

5.1 The data submitted by the Council shows that from a baseline of 2012/13, the Council has been steadily reducing its carbon emissions year on year. In 2015/16, the Council had reduced its emissions by 22.5% since 2012/13. The emissions figures within the reporting template are broken down into what are termed 'Scopes'. Scope 1 refers to 'direct' emissions from, for example, the use of natural gas for heating; Scope 2 refers to 'indirect' emissions in the form of electricity use; Scope 3 refers to indirect emissions from, for example, the use of water, business travel by employees and waste. With regard to Scope 1 and Scope 2 emissions, the Council has performed well reducing these by around 25%. With regard to Scope 3 emissions, these show an increase of around 15%. However, emissions are more heavily weighted towards Scopes 1 and 2 and, therefore, the high overall reduction figure.

5.2 The Council has managed to reduce its Scope 1 and Scope 2 emissions through a range of measures. In particular, its building rationalisation and new build/refurbishment programme has reduced the number of operational buildings alongside improving energy efficiencies of its building portfolio. The Council is also replacing its street lamps with LEDs that use around half the electricity of the previous lamps.

5.3 The Scottish Government received 145 completed reporting templates from the 150 public sector bodies to which mandatory reporting was applicable. Analysis of the information provided in the reports is being carried out with a subsequent report expected in March or April. The Council has also requested individual feedback on its own report submission. The analysis will be used by the Scottish Government to inform the future direction of climate change policy and legislation and funding and support programmes.

6.0 IMPLICATIONS

Finance

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

Financial implications

One off costs

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

Annually Recurring Costs/Savings

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

Legal

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

Human Resources

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

Equalities

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

Repopulation

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

7.0 CONSULTATIONS

7.1 The data provided in the reporting template was derived from consulting relevant Council staff and partner organisations.

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

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

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

8.0 BACKGROUND PAPERS

8.1 The completed Scottish Government climate change reporting template for the Council.

Report To:	Environment and Regeneration Committee	Date:	2 March 2017
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	ER&R/CMT/SJ/
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712402
Subject:	The Scottish Government Draft Climate Change Plan – The Draft Third Report on Policies and Proposals 2017-2032		

1.0 PURPOSE

- 1.1 The purpose of this report is to inform the Committee of the Draft Climate Change Plan published by the Scottish Government in January 2017 and of the implications it may have for the operations of the Council, and for the Committee to agree the comments that were submitted on the Plan on behalf of the Council.

2.0 SUMMARY

- 2.1 On 19 January 2017, the Scottish Government laid its new Draft Climate Change Plan before Parliament. The Climate Change Plan covers the period 2017-2032, setting a target to reduce greenhouse gas emissions in Scotland by 66% by 2032 from a 1990 baseline. To achieve this, the Scottish Government has provided ambitions and targets for the following economic sectors: Electricity; Services (i.e. non-domestic buildings); Residential; Transport; Industrial; Waste; Agriculture; Land Use, Land Use Change and Forestry.
- 2.2 The sectors most relevant to the Council are Services, Transport and Waste. Nearly all non-domestic buildings will be required to be heated using low carbon technologies, with which there are significant challenges. There are major implications for road transport, encouraging more active travel and the use of public transport and the deployment of low emissions and electric vehicles. The landfilling of waste will reduce to only 5% of all waste generated.
- 2.3 The Draft Climate Change Plan has a 60 day period set for Parliamentary scrutiny. Individuals and organisations were also permitted to provide comment until 10 February 2017. The Council's response expressed concerns to the Scottish Government over achieving the high target for decarbonising the heat supply to non-domestic buildings.

3.0 RECOMMENDATION

- 3.1 It is recommended the Committee:
- (a) note the publication of the Draft Climate Change Plan;
 - (b) approve the Council's comments on the Draft Climate Change Plan as set out in paragraphs 6.1-6.3, which were submitted to the Scottish Government in order to meet the 10 February deadline for submitting comments.

Stuart W. Jamieson
Head of Regeneration and Planning

4.0 BACKGROUND

- 4.1 In 2009, the Climate Change (Scotland) Act was passed by the Scottish Parliament. The Act set an overall greenhouse gas emissions reduction target of 80% by 2050 with an interim target of 42% by 2020 from a 1990 baseline. The most recent Scottish Greenhouse Gas Emissions Data covering the year 2014 showed that Scotland had achieved a 45.8% reduction, thereby exceeding the interim target.
- 4.2 In December 2015, the United Nations Climate Change Conference was held in Paris. At the conference, a global agreement was made to limit the global temperature rise to 2°C by the end of the century and pursue efforts to limit the temperature increase even further to 1.5°C. This was termed the UN Paris Agreement and came into force on 4 November 2016.
- 4.3 In response to the above, the Scottish Government decided to draft a new Climate Change Plan setting out new greenhouse gas emissions targets for Scotland for the period 2017 – 2032. The new national target is a reduction in greenhouse gas emissions of 66% by 2032 from a 1990 baseline. Incorporated within this are targets and ambitions for sectors of the economy that have significant impacts on climate change.
- 4.4 The Scottish Government considers the public sector, and in particular local government, as having a major role to play in the implementation of the Climate Change Plan. This is with respect to reduction in the emissions of public sector organisations, for example through setting targets for non-domestic buildings, and through its wider influence in terms of Local Development Plans and engaging residents, businesses and the third sector within the local authority area. Moreover, local authorities are signatories to the Scottish Climate Change Declaration and have obligations under the Public Bodies Duties section of the Climate Change (Scotland) Act.

5.0 ITEMS FROM THE DRAFT CLIMATE CHANGE PLAN RELEVANT TO THE COUNCIL

- 5.1 The Draft Climate Change Plan has been assessed in respect of matters contained therein that will most directly affect the Council. These are set out below.

The Planning System

- 5.2 An essential element of the Scottish Government's approach to achieving the climate change targets is to ensure the Planning System supports decarbonisation. The National Planning Framework, Scottish Planning Policy and development plans are all important tools in moving towards a low-carbon future, through supporting green industry, renewable energy technologies, heat networks and more sustainable forms of transport.

Services

- 5.3 'Services' refers to non-domestic buildings. The Council's estate is, therefore, directly implicated in this. In order to meet the targets given in the Plan, the Scottish Government states a need to achieve near zero carbon buildings by 2032. Efforts to 2025 will be concentrated on improving energy efficiency but after this low carbon heating will be prioritised. It is the Scottish Government's aim to replace all natural gas boilers with low carbon heating technologies by 2032.
- 5.4 The Scottish Government has set a target to improve the fabric of Scotland's non-domestic buildings resulting in a 10% reduction in their heat demand by 2032. The Scottish Government has designated energy efficiency as a National Infrastructure Priority with the cornerstone being Scotland's Energy Efficiency Programme (SEEP). £500 million has been committed to SEEP over four years from financial year 2017/18 and there will be an initial consultation on design of delivery programmes in early 2017. The 'SEEP Routemap' along with the programmes will be launched in 2018. SEEP will further include development of energy standards within building regulations and financial incentives.

- 5.5 The Scottish Government has set a further target that by 2032, 94% of non-domestic buildings heat is supplied using low carbon technologies. This will entail a complete transformation of the current infrastructure to heat buildings with the likely main technologies being in district heating and heat pumps. A number of mechanisms have been put in place to support this:
- The Low Carbon Infrastructure Transition Programme (LCITP) with funding of £76 million allocated to 2018;
 - The Non-Domestic Energy Efficiency Framework (NDEEF) and Project Support Unit to support procurement in terms of energy efficiency and low carbon projects;
 - The Heat Network Partnership and District Heating Loans Fund.

Local Authorities are also eligible for SALIX finance which provides interest free loans and a revolving fund for energy efficiency and low carbon projects.

Transport

- 5.6 Transport accounts for 28% of greenhouse gas emissions in Scotland. The Scottish Government has set a target to reduce emissions from transport by 32% by 2032 from a 2014 baseline. This will require a significant decarbonisation of the transport system and technologies. The largest contributor to transport emissions is road transport making up 73%.
- 5.7 The Scottish Government is looking to local authorities to incentivise more rapid uptake of electric vehicles and Ultra Low Emissions Vehicles (ULEVs) through public procurement policies with regard to their fleets and preferential local incentives such as parking policies. In terms of public procurement, the Scottish Government will also consult Scotland Excel, COSLA and other partners. Local authorities will also be encouraged to consider the possibility of establishing 'Low Emissions Zones' which place restrictions on vehicles that exceed emissions benchmarks. These would have a specific focus on carbon emissions as well as general air pollution.
- 5.8 The Scottish Government plans to collaborate with local authorities in reducing traffic congestion and increasing use of public transport. It will also support the expansion of the electric vehicle charging network through providing funding to 2019 for publicly available charging points. Moreover, funding will be provided to support installation of workplace and domestic charging points. There are draft proposals in the EU Energy Performance of Buildings Directive to provide charging points in new residential and commercial developments. The Scottish Government will investigate how this could be trialled in Scotland and consider developing guidance on charging point provision for planning authorities.
- 5.9 To promote the uptake of Ultra Low Emissions Vehicles among the taxi and private hire sector, the Scottish Government plans to work with local authorities in reviewing licensing regulations. The Scottish Government also proposes workplace parking levies in relation to which it would work with local authorities and the rest of the public sector.
- 5.10 In 2017, there will be a review of the National Transport Strategy and Transport Bill. The Scottish Government indicates that climate change policies across the public sector in high level transport legislation, strategies and policies could be incorporated into these. Funding will be maintained until at least 2021 for infrastructure and behaviour change programmes that promote Active Travel.

Waste

- 5.11 The Council has a very good reputation with regard to waste recycling and works with Zero Waste Scotland on initiatives to prevent waste to landfill. The Draft Climate Change Plan maintains existing 2025 waste targets to recycle 70% of all waste, reduce food waste by 33% and reduce all waste sent to landfill to 5%. Moreover, the landfilling of biodegradable municipal waste will be phased out by 2020 and food waste will be reduced by 50% by 2030. The Draft Climate Change Plan also emphasises the

importance of the circular economy in avoiding waste by keeping products and materials in high value use for as long as possible.

Transformational change

- 5.12 The Scottish Government is keen to engage all those who live and work in Scotland on climate change issues and the actions and outcomes arising from the Climate Change Plan. The changes in terms of energy, transport and other sectors will require large cultural shifts in addition to the technological and infrastructure changes. In September 2016 the Scottish Government commenced public discussions on climate change through its 'Climate Conversations' initiative. It would like to carry out more of these through local government along with the rest of public sector and third sector. The Scottish Government regards local government as having an important role in climate change engagement and easing the transition in making the changes required to achieve the ambitions of the Climate Change Plan.

Monitoring

- 5.13 The Scottish Government has proposed a monitoring framework to track policy implementation and outputs and support learning and continuous improvement. It invites comments on the proposed framework and is considering possible future alignment with the Public Bodies Duties Public Sector Climate Change Reporting and Scotland Performs.

6.0 COMMENTS BY THE COUNCIL ON THE DRAFT CLIMATE CHANGE PLAN

Low Carbon Heat for Non-domestic Buildings

- 6.1 The Draft Climate Change Plan sets a target that 94% of heat supplied to non-domestic buildings is provided by low carbon technologies by 2032. This involves replacing gas as the main heat source to the electrification of heat powered by renewable energy and other sources such as hydrogen. Achieving the target will involve the rapid deployment of huge technological and infrastructure changes.
- 6.2 The Council's comments are that while it welcomes the ambition of the Scottish Government, there are significant challenges that lie ahead in achieving the target. The Council has concerns about the availability of low carbon technologies and the technical feasibility of their implementation. There are also issues in terms of resource, both human and financial. The public sector has been under significant financial constraint which is likely to continue. Delivering projects to achieve such transformational change will require a great deal of finance for expertise, materials and labour. Moreover, there are questions about whether there are or will be sufficient skills and expertise to implement the changes required.
- 6.3 The Scottish Government should consider these comments and work with the public and private sector on the best way forward to make the required changes to meet the target.

7.0 IMPLICATIONS

Finance

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

Financial implications

One off costs

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

Annually Recurring Costs/Savings

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

Legal

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

Human Resources

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

Equalities

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

Repopulation

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

8.0 CONSULTATIONS

8.1 The Carbon Reduction Officer attended the Sustainable Scotland Network Steering Group on 25 January 2017 in which the Draft Climate Change Plan was discussed. A representative from the Scottish Government also presented on the Plan and the role of the public sector in providing comment and in its implementation.

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

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

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

9.0 BACKGROUND PAPERS

9.1 The Draft Climate Change Plan can be viewed online at <http://www.gov.scot/Resource/0051/00513102.pdf>.

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

Report By: Corporate Director, Environment, Regeneration and Resources **Report No:** E+R/17/03/10/SJ/NMcL

Contact Officer: Stuart Jamieson **Contact No:** 01475 712762

Subject: Scottish Government Consultation on Raising Planning Fees

1.0 PURPOSE

- 1.1 The Scottish Government is seeking views on raising the cap on planning application fees to better reflect the level of resources they demand.
- 1.2 This consultation sought views by 27 February 2017. The purpose of this report is to inform the Committee of the response submitted on behalf of the Council.

2.0 SUMMARY

- 2.1 The Scottish Government recognises the importance of planning in supporting economic growth and the delivery of quality homes. The recent independent review of the planning system recommended that fees for major applications be increased substantially so that the service moves towards full cost recovery. Furthermore, the Scottish Ministers anticipate that the increase in fees will be used to improve performance through the allocation of greater resources to the planning service.
- 2.2 Planning fees are currently set by category of development with caps at £18,270 (fish farming), £20,055 (residential development, buildings, plant and machinery) and £30,240 (waste and minerals). No changes are proposed for fish farming, however in other categories it is proposed, using the existing fees structure, to increase the cap to £125,000. The consequence is that for the vast majority of applications, fees will remain unaltered. Indeed, in 2016 only 1 of the applications registered by Inverclyde Council would have attracted a higher fee. The additional fee income received would have been £1,400. In 2015 no applications would have attracted a higher fee.
- 2.3 The consultation posed 1 question which has been responded to as detailed in paragraph 4.12.

3.0 RECOMMENDATION

- 3.1 It is recommended that the Committee endorse the consultation response submitted to the Scottish Government.

Scott Allan
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 The Scottish Ministers recognise the importance of planning in supporting economic growth and the delivery of quality homes. The recent independent review of the planning system recommended that fees for major applications be increased substantially so that the service moves towards full cost recovery. Furthermore, the Scottish Ministers anticipate that the increase in fees will be used to improve performance through the allocation of greater resources to the planning service.
- 4.2 Planning fees are currently set by category of development with caps at £18,270 (fish farming), £20,055 (residential development, buildings, plant and machinery) and £30,240 (waste and minerals). No changes are proposed for fish farming, however in other categories it is proposed, using the existing fees structure, to increase the cap to £125,000.
- 4.3 There is no proposal to change the planning fees for up to 50 houses/flats of £401 per unit, with the cap remaining at £20,055. Additional houses/flats will be charged at £200 per unit up to a maximum of £125,000 at which point 575 houses/flats will be reached. There is no additional fee for an application in excess of 575 houses/flats. In 2016 no applications in this category submitted to Inverclyde Council would have attracted a higher fee.
- 4.4 If planning permission in principle is sought for housing/flats the fee is based on site area. The fee of £401 per 0.1 hectares remains up to £10,028, but above this there will be a fee of £100 per 0.1 hectares up to a maximum of £62,500. Once again, in 2016 no applications in this category submitted to Inverclyde Council would have attracted a higher fee.
- 4.5 If it is proposed to change the use of a building into one or more houses/flats, there will be no change in the current fee of £401 per house/flat up to 50 units. Additional units, however, will be charged at £200 per unit up to a maximum of £125,000. In 2016 no applications submitted to Inverclyde Council would have attracted a higher fee.
- 4.6 For the erection of buildings (other than residential, agricultural and glasshouses and for alterations to existing buildings), when planning permission in principle is sought there will be no change to the fee of £401 per 0.1 hectare up to a fee of £10,028, however above this £100 per 0.1 hectare will be charged until a maximum fee of £62,500 is reached. In 2016 no applications submitted to Inverclyde Council would have attracted a higher fee.
- 4.7 For the erection of buildings (other than residential, agricultural and glasshouses and for alterations to existing buildings) where the fee is based on gross floor area, above 3750 square metres £200 is added to the fee for each 75 square metres (or part of) subject to a maximum fee of £125,000. In 2016 one application submitted to Inverclyde Council would have generated an additional £1,400 in fee income.
- 4.8 For applications in the plant and machinery category, the fee of £401 per 0.1 hectares remains up to £20,050, but above this there will be a fee of £200 per 0.1 hectares up to a maximum of £125,000. In 2016 no applications submitted to Inverclyde Council would have attracted a higher fee.
- 4.9 When it is proposed to use land for waste disposal and mineral stocking the fee of £202 per 0.1 hectares remains up to £30,240. Above this, a fee of £100 per 0.1 hectares up to a maximum of £125,000 will be charged. Inverclyde Council received no applications in this category during 2016.
- 4.10 Finally, the carrying out of operations relating to the winning and working of minerals will result in the fee of £202 per 0.1 hectares remaining up to £30,240, but above this there

will be a fee of £100 per 0.1 hectares up to a maximum of £125,000. For the carrying out of any operations connected with the explanatory drilling for oil or natural gas there will be no change to the fee of £401 per 0.1 hectares up to £30,240, but above this there will be a fee of £200 per 0.1 hectares up to a maximum of £125,000.

- 4.11 Overall, in 2016 only 1 of the applications registered by Inverclyde Council would have attracted a higher fee. The additional fee income received would have been £1,400. In 2015 no applications would have attracted a higher fee.
- 4.12 This consultation sought views by 27 February 2017. The purpose of this report is to ask the Committee to endorse the response submitted on behalf of the Council. The consultation sought response to 1 question.

Do you agree with the proposed maximum fee level? Yes

Comments: The Council fully recognises the high cost of processing large fees and supports the proposal to increase fees accordingly. However, in 2016 only 1 of the applications registered by Inverclyde Council would have attracted a higher fee. The additional fee income received would have been £1,400. In 2015 no applications would have attracted a higher fee.

It is noted that the Scottish Ministers wish to link fees to performance and suggest that the fee increase proposed will provide increased resources to planning authorities to help support performance improvement. If the application profile in 2015 and 2016 in Inverclyde is reflected in the future, it is respectfully suggested that Ministers recognise that it is unlikely that the proposals will justify any additional resource targeted at improved performance.

5.0 IMPLICATIONS

Finance

- 5.1 No additional fee income may be assumed.

Financial Implications

One off Costs

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

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With effect from	Annual Net Impact	Virement From	Other Comments
Development, Quality and Control	Income	1 April 2017	Nil	N/A	Fee income is unpredictable, however based on recent income trends the proposal is anticipated to have no impact.

Legal

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

Human Resources

5.3 There are no direct personnel implications arising from this report.

Equalities

5.4 There are no direct equalities implications arising from this report. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy.

Repopulation

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

6.0 CONSULTATION

6.1 Consultation has been carried out with the Chief Financial Officer, the Head of Legal and Property Services and the Head of Organisational Development, Human Resources and Communications. No adverse comments have been received.

7.0 LIST OF BACKGROUND PAPERS

Scottish Government Consultation – Consultation on Raising Planning Fees The Town and Country Planning (Fees for Applications and Deemed Applications (Scotland) Regulations 2004 as amended.

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

Report By: Corporate Director, Environment, Regeneration and Resources **Report No:** E+R/17/03/10/SJ/NMcL

Contact Officer: Stuart Jamieson **Contact No:** 01475 712402

Subject: Scottish Government Consultation on Places, People and Planning: A consultation on the future of the Scottish planning system

1.0 PURPOSE

- 1.1 The Scottish Government is committed to taking forward an ambitious programme of planning reform. This consultation includes proposals developed in response to the independent review of the planning system which was published in May 2016.
- 1.2 This consultation seeks views by 4 April 2017. The purpose of this report is to seek approval from the Committee to submit a response on behalf of the Council.

2.0 SUMMARY

- 2.1 The Scottish Government considers that planning should be central to the delivery of great places and a force for positive change. It believes that Scotland's economy needs a planning system which is open for business, is innovative and is internationally respected; it should help to improve peoples' lives by making better places and supporting the delivery of good quality homes.
- 2.2 The Scottish Government believes that there should be 4 key areas of change: making plans for the future by simplifying and strengthening development planning; empowering people to have more influence on the future of their places by involving them in the planning process; building more homes and infrastructure; and reducing bureaucracy and improving resources so that the system can focus on creating great places.
- 2.3 The consultation makes 20 key proposals, with a supplementary list of optional detailed technical questions for each of the 4 areas of improvement. The proposals and questions are responded to in paragraphs 4.22, 4.47, 4.74 and 4.97.

3.0 RECOMMENDATION

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

Scott Allan
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

4.1 The Scottish Government considers that planning should be central to the delivery of great places and a force for positive change. It believes that Scotland's economy needs a planning system which is open for business, is innovative and is internationally respected; it should help to improve peoples' lives by making better places and supporting the delivery of good quality homes.

4.2 The Scottish Government believes that there should be 4 key areas of change under the headings of Making Plans for the Future; People Make the System Work; Building more Homes and Delivering Infrastructure; and Stronger Leadership and Smarter Resourcing. The consultation makes 20 key proposals, with a supplementary list of optional detailed technical questions for each of the 4 areas of improvement.

4.3 MAKING PLANS FOR THE FUTURE

4.4 Development plans should provide a clear vision of how a place can grow and flourish; where development will happen, giving confidence to communities and investors, and reflecting the needs of society. The Scottish Government considers that at present development plans are too complex, are focused on technical written policies and are restricted by procedures and can be difficult for people to understand. Many plans are out of date by the time they are adopted. The Scottish Government aims to simplify the development plan system to make sure that the focus is on delivering outcomes rather than lengthy and complicated procedures.

4.5 Proposal 1: Aligning community planning and spatial planning

4.6 The Scottish Government considers that a much wider range of stakeholders should share responsibility for preparing, promoting and delivering development plans to make sure that local authorities recognise the value of the development plan in realising corporate objectives. It proposes to introduce a statutory link between the development plan and community planning. Co-ordinating work with Community Planning Partnerships and including planners as key community planning partners is seen as essential.

4.7 Proposal 2: Regional Partnership Working

4.8 The Scottish Government recommends that strategic development plans be removed from the system, believing that planners can better respond to and be involved in wider regional partnership working. It is proposed that the National Planning Framework incorporate regional planning policies, meaning that the spatial strategy for Glasgow and the Clyde Valley will be prepared and adopted by the Scottish Ministers with input from the Scottish Parliament. There will be new duties or powers for local authorities to work together on defining regional priorities. This would require working together to develop a strategy and delivery programme to support housing delivery and co-ordinate infrastructure developments, acting as a 'bridge' between local and national levels by making sure that local development plans support the delivery of wider strategic priorities.

4.9 The Scottish Government recognises the joint working on the Glasgow and Clyde Valley City Region Deal is now established and moving forward. The Scottish Government proposes that existing strategic development planning authorities form part of, or are replaced with, partnerships whose membership extends beyond planning to include all those with a role in planning, prioritising and delivering regional economic development and investment in infrastructure.

4.10 Proposal 3: Improving national spatial planning and policy

4.11 The Scottish Government wants to build on the awareness of National Planning Framework and support regional planning by producing a spatial strategy that is prepared following joint working and involvement.

4.12 The Scottish Government will consider spatial planning priorities as part of future reviews of the Infrastructure Investment Plan. Accordingly it will aim to ensure that the National Planning Framework brings together wider Scottish Government policies and strategies. It also advises that it will ensure that planning at this scale maintains its role as the spatial expression of Scotland's Economic Strategy.

4.13 In this respect, the Scottish Government proposes extending the National Planning Framework review cycle to 10 years (with a 30-year vision), whilst making provision for interim updates where necessary. The Scottish Government considers that many local development plans are still lengthy and include a great deal of policy content. It believes this needs to change and that the National Planning Framework and Scottish Planning Policy could better support the planning system by having a stronger statutory status. This could allow local development plans to focus on providing a clear spatial strategy. However, place-based planning must recognise and reflect the diversity of planning in different parts of Scotland, so local development plans could still include policies where they are required to identify departures from the Scottish Planning Policy

4.14 Proposal 4: Stronger local development plans

4.15 The Scottish Government agrees with the independent panel that the 'main issues report' has not been an effective way of involving people. It proposes to remove the requirement for a main issues report, replacing this with a requirement for a draft plan to be published and fully consulted on before it is finalised and adopted; local development plans are to be reviewed every 10 years. 'Triggers' for updating a plan could be outlined nationally and agreed locally to provide some stability and make sure that plans are flexible but not in a constant review cycle. Supplementary guidance should be removed and to aid development management it is proposed to provide at national level a manual or set of advice that guides how planning applications would be determined. This would remove significant amounts of policy detail from the development plan.

4.16 The Scottish Government accepts the independent panel's view that local ownership and responsibility for the development plan is undermined by the current centrally administered examination of the plan; decisions on where development should happen should be made locally. However, this needs good evidence and input from professionals. Consequently the Scottish Government does not suggest removing examinations, but propose that plans should be 'gatechecked' by an independent reporter at an early stage. This would establish whether the technical evidence is sufficiently sound to prepare a deliverable spatial strategy. The 'gatechecks' would be chaired by independent reporters from the Directorate for Planning and Environmental Appeals, supported by relevant specialists and would include the views of a citizen's panel. Unresolved issues would still be dealt with by an examination.

4.17 Proposal 5: Making plans that deliver

4.18 The Scottish Government considers that at present some practices undermine the role of development plans; it wants to give more certainty that allocation of a site in a development plan will happen. Local authorities and infrastructure providers should be clear that they have a shared responsibility to fulfil commitments set out in the plan. For developers and investors, an allocated housing site within a plan should bring certainty and confidence that development of the site will proceed in line with the delivery programme.

- 4.19 To achieve this, the Scottish Government proposes setting out the minimum level of information needed to support allocations within the development plan. Information on site assessment should be submitted by the site proposer and appraised before any site is allocated in the plan. This would include economic and market appraisal information.
- 4.20 The Scottish Government also wishes to encourage a broader, zoned approach to meeting short and longer-term housing needs rather than piecing together individual sites promoted by developers; priority sites should also be identified and enabled as far as possible. Sites which are allocated should be fully discussed with communities before they are confirmed and key agencies and other infrastructure providers should not be in a position of advising against the principle of development on the site later on. For sites where there has not been this involvement as part of the plan making process, developers will require to engage more with communities; it could also be argued that there should be less consultation on allocated sites.
- 4.21 The Scottish Government proposes replacing 'action programmes' with 'delivery programmes'. These would be a major part of the development plan and be detailed, practical and monitored. A focus on delivery could introduce extra demands on time and resources for local planning teams; the move towards a longer review period is also intended to enable a stronger focus on delivery. It is proposed to support additional training and guidance to improve the preparation and monitoring of local development plan delivery programmes.

4.22 **MAKING PLANS FOR THE FUTURE CONSULTATION QUESTIONS:**

KEY QUESTION

Do you agree that our proposed package of reforms will improve development planning?

No. The new development planning system introduced under the 2006 Act is still 'bedding-in' with most authorities just moving on to preparing their second round of development plans under the process. Up-to-date Development Plan coverage is high and most authorities are delivering plans timeously. The rationale for changing the system at this stage is not clear.

OPTIONAL TECHNICAL QUESTIONS

1. Do you agree that local development plans should be required to take account of community planning?

Yes. However, it is often the case that community planning priorities do not have a direct land use implication e.g. anti-social behaviour, early years' attainment. The promotion of the use of the Place Standard as a community planning tool will help to address this.

2. Do you agree that strategic development plans should be replaced by improved regional partnership working?

Any enhancement to regional partnership working is welcomed, however it is considered that a statutory regional planning strategy should remain the basis of this. Glasgow and the Clyde Valley has benefitted from 60 years of regional planning. The strategy has remained generally consistent through this period, to the extent that it may be taken for granted even though it has significantly benefitted west central Scotland. A very different pattern of development may have emerged in the area had the regional strategy not been in place. If a

regional planning strategy for the Glasgow city-region did not exist, there would be calls to create one, so the requirement for it should not be dismissed.

2(a) How can planning add greatest value at a regional scale?

Through the provision of a statutory regional planning strategy and the commitment of all local authorities to deliver it.

2(b) Which activities should be carried out at the national and regional levels?

There is a tendency for the different levels of planning documents to repeat each other. National policies must be directed at strategic issues. Should national policy become part of the development plan, as suggested elsewhere, it should focus on national strategic matters only and the Government's planning resource should be channelled exclusively to this. Housing supply targets and land requirements should continue to be developed at the regional level.

2(c) Should regional activities take the form of duties or discretionary powers?

If the regional partnerships are established on a discretionary basis, their shelf-life may be limited. In times of tight local government finance, non-statutory partnerships can often be the first target of budget cuts.

2(d) What is your view on the scale and geography of regional partnerships?

The regional partnerships should be based around the city regions. The current geography of the Glasgow city-region works well. A sub-optimal solution would be to have local authorities part-in and part-out of regional partnership areas, or to have parts of authorities in for elements of the partnership e.g. transport but not for others e.g. planning.

2(e) What role and responsibilities should Scottish Government, agencies, partners and stakeholders have within regional partnership working?

Other than on a consultancy basis at the request of the partnership, none.

3. Should the National Planning Framework (NPF), Scottish Planning Policy (SPP) or both be given more weight in decision making?

No – they are currently material considerations in the determination of planning applications and this is all the weight that is required.

3(a) Do you agree with our proposals to update the way in which the National Planning Framework (NPF) is prepared?

The current 5-yearly review of the National Planning Framework may seem too frequent with, for instance, little change over that period in the delivery of long term national developments. However, it provides certainty in terms of the process itself and timelines for subservient plans to follow. A 10-year cycle of review would not be inappropriate for a national plan, but the need to have an option for review does suggest doubt and reduces certainty as to when updates would occur. Given this, it may be best to retain the 5-yearly review cycle.

4. Do you agree with our proposals to simplify the preparation of development plans?

It is not clear how a 'gatecheck' or moving straight to the publication of a draft plan will be any more effective than a main issues report in engaging with people. The main issues report offers an opportunity for a planning authority to genuinely 'float' different ideas and options ahead of reaching a settled view. Moving straight to a draft plan will not allow this and may reduce genuine early engagement in the plan process.

4(a) Should the plan review cycle be lengthened to 10 years?

No, this is considered to be too long a gap between plans and while many local authorities would use review procedures to prepare plans on a more regular basis, the approach would not be consistent across Scotland.

There could also be implications for the future of planning policy in Scotland. If introduced it is predicted that many local authorities would not maintain a planning policy team on the basis of a 2 years preparation process required every ten years. The suggestion of policy planners becoming deliverers of the Plan reflects a lack of understanding of how the planning system functions, and over a 10 year period it would be difficult to retain the staff who would offer the continuity and the local knowledge that is often the basis for good local plan making.

4(b) Should there be scope to review the plan between review cycles?

If there is to be a 10 year cycle, there obviously would need to be such scope.

4(c) Should we remove supplementary guidance?

There should not be two levels of guidance i.e. Supplementary Guidance as part of the Development Plan and non-statutory Planning Guidance. It has led to confusion as the Development Plan now consists of several documents. There should still be a place for non-statutory planning guidance.

5. Do you agree that local development plan examinations should be retained?

Yes.

5(a) Should an early gatecheck be added to the process?

The proposals as set out in the consultation paper are not sufficiently developed to allow this question to be answered.

5(b) Who should be involved?

This is not clear from the proposals as they stand. The key agencies would seem to be an obvious participant. It is not clear that the 'gatecheck' would be held at a time when there would be sufficient detail available to allow community councils/the local community to purposefully engage.

5(c) What matters should the gatecheck look at?

The 'gatecheck' proposals are confusing. The consultation paper lists a number of

matters the 'gatecheck' should consider, but also says that the 'gatecheck' should occur ahead of Plan preparation. In reality many of the matters the 'gatecheck' is proposed to consider would only evolve as plan preparation takes place.

5(d) What matters should be the final examination look at?

Issues of significant local interest.

5(e) Could professional mediation support the process of allocating land?

There would be circumstances where this would enable a community to more fully consider and understand the requirement for housing land, and the opportunities to meet it. This process could also be led by the planning authority if held early enough in the plan preparation process.

6. Do you agree that an allocated site in a local development plan should be afforded planning permission in principle?

The allocation of a site in a plan should allow a developer to move straight to a detailed application anyway. Affording it planning permission in principle is a nuance with little impact on timescales.

7. Do you agree that plans could be strengthened by the following measures:

7(a) Setting out the information required to accompany proposed allocations

Yes

7(b) Requiring information on the feasibility of the site to be provided

Yes

7(c) Increasing requirements for consultation for applications relating to non-allocated sites

For major development sites, in addition to neighbour notification developers have to publicise and hold a public consultation event.

7(d) Working with the key agencies so that where they agree to a site being included in the plan, they do not object to the principle of an application

Yes

8. Do you agree that stronger delivery programmes could be used to drive delivery of development?

Action programmes have been impacted from the outset because of the requirement to have actions associated with every policy. This can reduce focus on delivering development on the ground.

8(a) What should they include?

A corporate commitment to deliver the priority developments set out in the plan.

4.23 PEOPLE MAKE THE SYSTEM WORK

4.24 Proposal 6: Giving people an opportunity to plan their own place

4.25 Planning can lead a full and open discussion on the location, scale, pace, and design of change and development but the Scottish Government considers that planners need to do much more than simply consult; it thinks that it is important to create a new right for communities to prepare plans for their own places. It proposes changes to legislation which allow communities to prepare local place plans that set out where development requirements, as defined by the broader local development plan, can be met; and which place a duty on planning authorities to adopt these plans as part of the statutory development plan.

4.26 It would be the community body's responsibility to prepare the plan and make sure that it is generally in line with local and national planning policies and other legislation; that they consult their community and get their approval; and that the plan plays a positive role in delivering development. A mechanism, like a local referendum, would be used to 'sign them off'. Local authorities would then have a duty to adopt the local place plan as part of the local development plan unless they think the plan opposes the wider aims of the local development plan.

4.27 The Scottish Government also believes that Community Planning can help to show where that investment can best be targeted. It recognises that communities vary and they may come up with a range of plans.

4.28 Community councils already have a statutory role in the planning system and the Scottish Government considers that there is value in providing more opportunities for community councils to be involved in preparing local development plans; it is proposed that there be a new duty to consult them in preparing plans. In this, the Scottish Government recognises that it needs to provide support, training and guidance to help make sure community councils realise their full potential to contribute to the planning process.

4.29 Proposal 7: Getting more people involved in planning

4.30 The Scottish Government is of the view that local authorities and organisations, including community councils, can do more to make sure that a broader cross-section of society becomes involved in planning.

4.31 The Scottish Government considers that plans which are put in place now will decide where and how today's children will live and work in the coming decades. The independent panel recommended that there should be a new right for young people to be consulted on the development plan and they had found little evidence of engagement with young people. The Scottish Government will therefore bring forward proposals that will require planning authorities to consult more widely, including by using methods that are likely to involve children and young people in preparing the development plan. It will encourage planning authorities to work with organisations such as YoungScot, Youth Scotland and the Children's Parliament to develop and expand the use of innovative methods for involving children and young people in planning.

4.32 The Scottish Government would also like to work with other organisations to support planning authorities to work with schools to educate and involve young people in planning. It states that it will show what can be achieved by specifically seeking to involve children and young people in preparing national planning

policies.

4.33 Proposal 8: Improving public trust

4.34 The Scottish Government believes planning authorities can go further to make sure they actively involve people. In preparing a development plan, there is already a requirement to set out how consultation will be undertaken and there is room for improvement.

4.35 Firstly, the Scottish Government propose that community councils and service providers are involved in the preparation of development plan schemes, which will also detail how and when children and young people are to be involved in the development plan process. To reflect the need for shared corporate 'ownership' of the development plan, the development plan scheme should also have the input and authorisation of the local authority convener and chief executive.

4.36 Developments where the existing community have been fully involved from the start can often have a smoother journey through the planning process; the Scottish Government considers that limiting consultation to the current statutory requirements can mean that communities remain frustrated, uninvolved and often disappointed that their views do not appear to have been heard. In turn, this can lead to conflict, undermine positive outcomes and eventually result in substantial costs and delays. It considers that involving people more fully at an early stage is essential. It also wants to look at how the statutory requirements can be improved to encourage everyone to get involved at the earliest stage possible.

4.37 The Scottish Government proposes to improve and clarify the statutory requirements for pre-application consultation for major and national developments, this may require developers to hold more than one public meeting and strengthen requirements for community involvement in the case of development sites which have not been allocated in the development plan.

4.38 The independent panel reported that repeat applications can cause concern and undermine trust that views are being listened to. The Scottish Government proposes to remove the applicant's right to submit a revised or repeat application at no cost if an application is refused, withdrawn, or an appeal is dismissed. Requiring a fee for all applications for planning permission is proposed to encourage a 'right first time' approach.

4.39 The Scottish Government will also substantially increase fees for retrospective planning permission, as it considers that people lose confidence in the system where unauthorised development is undertaken whilst the vast majority respect due process.

4.40 The integrity of the development management process depends on the ability of planning authorities to take effective enforcement action where necessary. Public trust can be undermined where unauthorised development, which is unacceptable in planning terms, is allowed to go ahead. The Scottish Government acknowledges that the overwhelming majority of enforcement cases are resolved informally and flexibly with much unrecorded in national data; it believes that there is scope to further improve how planning enforcement works and proposes to make it easier for planning authorities to recover costs associated with taking enforcement action and to substantially increase the financial penalties for breaches of planning control.

4.41 Proposal 9: Keeping decisions local – rights of appeal

4.42 There have been calls for planning reform to introduce a third party right of appeal. The Scottish Government believes that this would work against early, worthwhile and continuous engagement and will encourage people to intervene

only at the end of the process. The Scottish Government supports the view of the independent panel and does not propose a new right of appeal for third parties to challenge development decisions.

- 4.43 It is important that applicants have recourse to a review of a decision on a planning application. The Scottish Government believes there is scope to build on this move towards greater local responsibility by expanding the range of planning applications which are subject to local review, and making provision for a wider range of other consents to be delegated. This would allow decisions on applications to be reviewed by the local review body, rather than appealed to Scottish Ministers.
- 4.44 If fewer appeals are determined centrally, this would allow Ministers to make more decisions themselves, rather than delegating most decisions to reporters. The Scottish Government would welcome views on whether this would help to ensure there is democratic accountability at all levels. Indeed, the Scottish Government advises that it realises that the success of this change depends on the ability of the decision makers to make sound decisions and are therefore also proposing training for all local elected members who are involved in a planning committee or a local review body and would welcome views on whether they should be tested on completion of training.
- 4.45 The appeal process can add significant administrative cost and can involve all parties in further delay. The Scottish Government proposes to introduce a fee both for appeals to Ministers and for a review of a planning decision by the planning authority.
- 4.46 The Scottish Government recognises the distinctiveness of all communities. As part of this it is aware that a well-functioning planning system is vital for the business activities of Scotland's farmers and rural communities. It will be examining a number of planning issues, which could potentially contribute to the development of economic activity in rural Scotland. It will also be examining what measures need to be taken to increase the supply of affordable housing available for retiring tenant farmers.

4.47 **PEOPLE MAKE THE SYSTEM WORK CONSULTATION QUESTIONS:**

KEY QUESTION

Do you agree that our proposed package of reforms will increase community involvement in planning?

No. The same interested groups and individuals will participate. People only tend to become involved if something directly affects them.

OPTIONAL TECHNICAL QUESTIONS

9. Should communities be given an opportunity to prepare their own local place plans?

There are considerable practical concerns; the process for ensuring that such plans have the support of the majority of the affected community needs careful consideration and ensuring communities are resourced and knowledgeable enough to prepare the plans is essential. Communities will need to be made aware of the implications of not having an up-to-date plan. There will also need to be procedures in place for situations when separate community bodies want to prepare a plan for the same area.

9(a) Should these plans inform, or be informed by, the development requirements specified in the statutory development plan?

Yes.

9(b) Does Figure 1 cover all of the relevant considerations?

It sets out some early thoughts on this issue only. It would require much more consideration by community body representatives and local authorities before legislation and guidance could be finalised. The thinking on 'gatechecking' and the consistency of the local place plan and local development plan is not yet clear.

10. Should local authorities be given a new duty to consult community councils on preparing the statutory development plan?

Yes.

10(a) Should local authorities be required to involve communities in the preparation of the Development Plan Scheme?

Yes.

11. How can we ensure more people are involved?

11(a) Should planning authorities be required to use methods to support children and young people in planning?

Inverclyde Council welcomes contributions from all members of the community, and it should be acknowledged that personal interests change and evolve as impacts on lifestyles are recognised. The Council welcomes as many of these perspectives in the planning process, including children and young people.

12. Should requirements for pre-application consultation with communities be enhanced?

There is nothing to suggest that in Inverclyde the current PAC arrangements have not worked.

12(a) What would be the most effective means of improving this part of the process?

N/A

12(b) Are there procedural aspects relating to pre-application consultation (PAC) that should be clarified?

None.

12(c) Are the circumstances in which PAC is required still appropriate?

If an applicant wishes to ensure that a large scale development will succeed, then PAC, be it statutory or otherwise is essential. PAC has always been part of the planning application process.

12(d) Should the period from the serving of the Proposal of Application Notice for PAC to the submission of the application have a maximum time-limit?

Yes.

13. Do you agree that the provision for a second planning application to be made at no cost following a refusal should be removed?

No. The current provision offers encouragement to applicants to withdraw applications which are inappropriate or need revision. This leaves the public in no

doubt of the status of the application, and gives the applicant the chance to reconsider and improve proposals the second time around with a clear neighbour notification requirement. By withdrawing this option, authorities are more likely to be faced with more confusing applications as several amendments are made. This can be similarly confusing for the public. This may also lead to more refusals and appeals/decision reviews as there is nothing to be gained by withdrawing an application.

14. Should enforcement powers be strengthened by increasing penalties for non-compliance with enforcement action?

Yes. However there also needs to be improved liaison with procurators fiscal.

15. Should current appeal and review arrangements be revised:

15(a) for more decisions to be made by local review bodies?

Yes.

15(b) to introduce fees for appeals and reviews?

Yes. This should be acknowledged as a different process and it may encourage developers to be more flexible in development negotiation.

15(c) for training of elected members involved in a planning committee or local review body to be mandatory?

Yes.

15(d) Do you agree that Ministers, rather than reporters, should make decisions more often?

No. The current system at local authority level expects more delegation to officers and this should be replicated at Scottish Government level.

16. What changes to the planning system are required to reflect the particular challenges and opportunities of island communities?

No comment.

4.48 BUILDING MORE HOMES AND DELIVERING INFRASTRUCTURE

4.49 The Scottish Government states that more must be done to support the delivery of the homes that people need; this is a high priority. Planning can assist by ensuring enough land is available for development and by actively enabling development.

4.50 Proposal 10: Being clear about how much housing land is required

4.51 The Scottish Government believes that there is a need to change the way housing is planned; there is too great a focus on debating precise numbers rather than delivering development and creating good quality places to live. It wants to introduce a more strategic and aspirational approach to establishing the number of homes required at a higher level and believes that by agreeing the amount of land required for housing much earlier in the plan preparation process, planning and housing authorities, developers and communities can move forward and focus on delivery.

- 4.52 The independent panel called for housing targets to be set nationally. To support this, the Scottish Government agrees that the National Planning Framework should be clear on aspirations for housing delivery, and for these to be used to guide and inform the way housing is planned for at the local level.
- 4.53 The independent panel recommended that the links between local authority housing strategies and local development plans are strengthened. The Scottish Government considers that several changes could be explored further: the Housing Need and Demand Assessment tool can be used to quickly derive housing estimates under a range of scenarios and these estimates could be produced on the basis of agreed policy assumptions so that the National Planning Framework provides a strategic steer on national and regional aspirations. The Scottish Government may also examine providing more support to local authorities and certainty to developers by 'signing off' the number of homes that are needed at an early stage in the production of local development plans. The Scottish Government also considers that there is scope for improving monitoring of housing land availability, including by making audit information more transparent through publication of a housing sites register online.
- 4.54 Proposal 11: Closing the gap between planning consent and delivery of homes
- 4.55 To further support housing delivery, the Scottish Government considers planning needs to play a different role in delivering good quality homes in the right locations; more attention needs to be given to delivery, including place making principles and planners should be pro-actively involved in securing development on the ground rather than reacting to proposals. Planning authorities should work with others to secure commitments to housing delivery from all relevant parties and need to be clear on infrastructure requirements, their cost and how they will be financed.
- 4.56 The Scottish Government considers that a stronger focus on the local development plan delivery programme can go some way towards improving the capacity of planning authorities to make informed decisions when allocating land for housing in the plan and granting permission. Land allocated in development plans needs to be supported by evidence that it can be developed. The Scottish Government proposes requiring that all major applications for housing are accompanied by information on the development viability.
- 4.57 The Scottish Government is of the view that if a site does not progress as predicted in the local development plan delivery programme or if there is insufficient evidence that an application is deliverable, a range of tools are already available to planning authorities so that they can manage the situation; it is suggested that by using existing land assembly powers, local authorities can enable development themselves, remove the allocation from the plan or bring forward alternative sites instead.
- 4.58 Rather than allocating land and waiting for development to commence, planning authorities should actively seek out new ways of delivering development where progress is slow. The Scottish Government is determined to see more land across Scotland in community ownership and has set a target of reaching one million acres by 2020. Overall it proposes legislation and policy which allows for the compulsory acquisition and purchase of legal interests in land and property for the public benefit.
- 4.59 The responsibility for delivery should be shared, not just by local authorities and agencies but also by those who have control of the land. Ministers are committed to consult on whether a development land tax approach could help to tackle the issues associated with sites being held in the hope of improved market conditions. Such an approach would require sites to be released or a tax paid.

4.60 Proposal 12: Releasing more 'development ready' land for housing

4.61 The Scottish Government believes that longer-term planning, supported by zoning for housing, could help to achieve this. It believes greater use of Simplified Planning Zones (rebranded as 'Ready Planned' or 'Consented Development' zones) for housing can be made, allowing development to go ahead without the need for an application for planning permission if in line with a clear and agreed scheme. An alternative approach could be for the local authority to put in place a general consent for key sites or areas they want to promote for development.

4.62 Proposal 13: Embedding an infrastructure first approach

4.63 The Scottish Government agrees with the independent panel that infrastructure is the most significant challenge for planning; an infrastructure first approach to development should ensure that existing infrastructure capacity is properly understood and can help to identify where additional investment should be prioritised to enable future development.

4.64 The independent panel proposed that a national infrastructure agency or working group be set up to better co-ordinate infrastructure delivery. The Scottish Government view is that this is not the right time to create a new, additional infrastructure agency at a national level; instead, to support its commitment to delivering 50,000 affordable homes this Parliamentary term and to address failings in the delivery of market housing, it proposes establishing a national infrastructure and development delivery group.

4.65 Strong co-ordination in infrastructure planning and investment at a regional scale is particularly relevant to planning and delivering development. The proposals to replace strategic development plans with regional partnership working is seen as empowering planners to advise on spatial priorities for infrastructure investment. At this scale, the infrastructure first approach would be supported where partnerships provide fuller and more reliable evidence for strategic decisions about investment. This could be achieved by a regional audit of infrastructure capacity which brings together, for example transport, schools, healthcare facilities, water, flooding, drainage, sewerage, energy, telecommunications, digital and green networks.

4.66 Proposal 14: Creating a fairer and more transparent approach to funding infrastructure

4.67 The Scottish Government agrees with the independent panel that existing arrangements focusing on the use of Section 75 planning obligations need to be altered; it will consider changes to clarify the scope of current provisions. Current legislation allows those who enter into planning obligations to apply to modify or discharge the agreement, regardless of how recently these have been entered into and how fundamental these have been to supporting development delivery. There is increasing uncertainty about whether commitments to providing infrastructure will come forward in the longer term. It is proposed to restrict the ability to modify and discharge terms so that commitments made when planning permission is granted are respected by those who entered into the obligation or who acquire the land.

4.68 Improvements to practice in Section 75 obligations will not fully close a gap in infrastructure funding which has emerged following the 2008 recession. In addition, it will not tackle challenges in securing collective contributions for strategic infrastructure. The Scottish Government has considered how a new charge mechanism could be developed which takes into account market differences across the country as this will affect the viability of securing or recouping infrastructure costs. It proposes that the charge be applied to most

development types and the income collected locally. The fund will not replace national level infrastructure investment and it will not replace site specific contributions which are needed to mitigate the impacts of individual developments not covered by the levy and secured through Section 75 planning obligations or other methods.

4.69 Proposal 15: Innovative infrastructure planning

4.70 The Scottish Government is exploring wider opportunities for innovative infrastructure planning.

4.71 An expert group has considered the issues around funding and delivering new schools. Transport Scotland has begun a review of the National Transport Strategy. The Scottish Government has confirmed that a review of the Strategic Transport Projects Review will be closely aligned with the review of National Planning Framework 3. Green infrastructure also provides economic benefits, for example estimates value the benefits of the Central Scotland Green Network national development at around £6 billion over the 35 years to 2050. This should continue to be a key placemaking priority within development planning. The forthcoming consultations on the draft Energy Strategy will raise opportunities to plan strategically in locating new low carbon energy infrastructure and to target a roll out of energy efficiency measures. These will need to be considered by planning in the context of an infrastructure first approach to development.

4.72 The Climate Change (Scotland) Act 2009 introduced a specific requirement for development plan policies to require new developments to install and operate low and zero-carbon generating technologies. An independent study recently found no evidence that there is any added value from this requirement – instead, building standards are driving down emissions. Whilst planning needs to be firmly committed to the principles of climate change the Scottish Government is seeking to streamline procedures that have not demonstrated added value.

4.73 The Scottish Government is also liaising with the Digital Directorate to ensure that any proposals for change support wider government ambitions on digital connectivity (broadband and mobile coverage). Opportunities include extending permitted development rights and continuing to provide strong planning policy support for the development of infrastructure networks.

4.74 **BUILDING MORE HOMES AND DELIVERING INFRASTRUCTURE CONSULTATION QUESTIONS**

KEY QUESTION

Will these proposals help to deliver more homes and the infrastructure we need?

Please explain your answer.

Possibly not. While attempts to support the development of infrastructure as an aid to development are laudable and will, in some instances, succeed there is nothing to discourage the wider housing market from continuing to self-regulate the supply of building.

OPTIONAL TECHNICAL QUESTIONS

17. Do you agree with the proposed improvements to defining how much housing land should be allocated in the development plan?

There will also be a debate between housebuilders and local authority planners regarding housing numbers irrespective of whether numbers are produced nationally, regionally or locally. Moving the debate closer to the beginning of the process would allow local development plans to focus on spatial issues and

placemaking. It would not guarantee agreement and would distance communities from the housing numbers process which, although complex, they should not be excluded from.

18. Should there be a requirement to provide evidence on the viability of major housing developments as part of information required to validate a planning application?

Yes.

19. Do you agree that planning can help to diversify the ways we deliver homes?

19(a) What practical tools can be used to achieve this?

This paper has made several suggestions as to how this could be done; it is considered doubtful if they will make any significant difference.

20. What are your views on greater use of zoning to support housing delivery?

It is not clear that this would lead to speedier delivery; land identification in local development plans and masterplans have not necessarily done so, so why should zoning? For example, planning authorities could develop schemes for areas for which no proposals are subsequently brought forward, and it could simply move the debate from being about the application scheme to the SPZ scheme.

20(a) How can the procedures for Simplified Planning Zones be improved to allow for their wider use in Scotland?

Any process for the introduction of an SPZ will be likely to require an assessment of infrastructure constraints, public consultation and the development of a range of conditions applicable to any development. This in reality is no different to how a planning application would be considered.

20(b) What needs to be done to help resource them?

On the basis of the response to question 20(a), a development fee in line with the planning application fee.

21. Do you agree that rather than introducing a new infrastructure agency, improved national co-ordination of development and infrastructure delivery in the shorter term would be more effective?

If linked with regional partnership working.

22. Would the proposed arrangements for regional partnership working support better infrastructure planning and delivery?

Yes.

22(a) What actions or duties at this scale would help?

A regional audit of infrastructure capacity which brings together transport, schools, healthcare facilities, water, flooding, drainage, sewerage, energy, telecommunications, digital and green networks.

23. Should the ability to modify or discharge Section 75 planning obligations (Section 75A) be restricted?

Yes.

24. Do you agree that future legislation should include new powers for an infrastructure levy?

Only as an alternative to Section 75 agreements.

**If so,
24(a) at what scale should it be applied?**

As specified at a local level in Local Development Plans.

24(b) to what type of development should it apply?

As specified at a local level in Local Development Plans.

24(c) who should be responsible for administering it?

The Local Authority linking to the release of planning permission.

24(d) what type of infrastructure should it be used for?

Transport, schools, healthcare facilities, water, flooding, drainage, sewerage, energy, telecommunications, digital and green networks.

24(e) If not, please explain why.

n/a

25. Do you agree that Section 3F of the Town and Country Planning (Scotland) Act 1997, as introduced by Section 72 of the Climate Change (Scotland) Act 2009, should be removed?

Yes, this is a building standards matter.

4.75 STRONGER LEADERSHIP AND SMARTER RESOURCING

4.76 The Scottish Government states that good quality development and efficient service need to be the norm. It wants planning to re-establish itself as a visionary profession, rather than the micro-management of the built environment. It is necessary to avoid planning activities that do not add value and focus on how cost effective the planning service is.

4.77 Proposal 16: Developing skills to deliver outcomes

4.78 The Scottish Government considers that planning can be recognised as a positive force for change. By gaining a wider, place-based perspective, the valuable role that planning plays in ensuring that the public good is considered in decisions about the future of our places will be better understood and valued. Planning can provide a long-term perspective, and is therefore particularly well placed to tackle important issues such as development delivery, health, inclusion, environmental quality and climate change. Planning needs to better articulate the value that it can contribute to society.

4.79 The capacity and resilience of the planning profession in Scotland as a whole needs to be considered in view of the recommendations set out. The Scottish Government considers that there may be a significant need for further training. The immediate priorities include: leadership; project management; mediation and brokerage; development finance and economics; viability; costing and funding solutions; working with communities; and creativity and innovation.

- 4.80 The emphasis is on efficiency. Not every authority can be expected to have skills in every area. There are some challenges – mainly resources, however the Scottish Government considers much can be done to help authorities to help one another.
- 4.81 The Scottish Government is of the view that it is also essential that the planning profession looks to other built environment professionals. The profession should continue to work with the Royal Town Planning Institute, Royal Institution of Chartered Surveyors, Royal Incorporation of Architects in Scotland, Institution of Civil Engineers, the Chartered Institute of Housing and others to lead collaborative approaches to improving places and delivering development.
- 4.82 Proposal 17: Investing in a better service
- 4.83 The Scottish Government has been cautious about increasing fees, conscious of the need to align resourcing with performance improvement; it is, however, aware that the maximum planning fee in Scotland is currently less than 10% of that in England, Wales and Northern Ireland and that the overall cost of processing planning applications in planning authorities is not currently covered by the application fee for most categories of development. This is not a sustainable approach to resourcing a system that needs to be focused on quality and efficiency.
- 4.84 Development management is currently subsidised by other local authority service areas. Other organisations, including agencies and the Government's planning functions, are not funded under current arrangements and the Scottish Government is of the view that it helps to support the effectiveness of the service. The Scottish Government considers that the system should be prepared to move towards full cost recovery that extends beyond the day-to-day business of processing applications in development management teams and into wider areas including pre-application discussion, statutory consultees, central government support from brokerage to ePlanning and subsequent approvals of matters such as planning conditions. The Scottish Government considers that this is not simply about increasing revenue as the performance of the planning system needs to be at the centre of any changes.
- 4.85 It will therefore bring forward further proposals for changes to current resourcing arrangements which are more flexible to more closely align the costs to applicants with the service provided. A consultation on how this will be done will include proposals for a revised maximum fee, higher fees for retrospective planning applications and for applications relating to sites not supported by the adopted local development plan, charging for appeals and reviews of decisions, agencies having the ability to charge for services, discretionary charging, including for pre-application discussions, discretionary charging for establishing Simplified Planning Zones, removing the developer's right to submit a revised or repeat application at no cost, removing provisions for recovering advertising costs and including these within a revised planning fee, arrangements for funding of relevant central government functions such as front line service delivery in the eDevelopment programme and other elements supporting operation of the planning service in Scotland provided by the Planning and Architecture Division, improving clarity and ensuring the fees structure is proportionate and reflects the types of development, and enhanced service standards or fast tracked applications where a higher fee is paid and accompanied by a processing agreement. The aim is to fully recover the costs of the development management process and those other parts of public services that directly support it.
- 4.86 In recognition of the diversity of the planning service across Scotland, the Scottish Government will look at the extent to which authorities can opt out of charging fees where they believe this will support wider objectives, such as regeneration and reversing depopulation.

4.87 Proposal 18: A new approach to improving performance

4.88 The Scottish Government considers that higher fees must be accompanied by what it describes as a much improved service. It informs that whilst planning authorities' performance has improved in recent years, it fully understands the concerns of the development industry that fee increases need to be accompanied by strong performance in every authority. The Scottish Government has a High Level Group to support improving performance and will continue to pursue delivery of an improved performance agenda, but it is the planning authorities' responsibility to improve their own performance.

4.89 The Scottish Government thinks the time is right to improve the Planning Performance Framework monitoring system and suggest that Heads of Planning Scotland lead further consideration of the following improvements: a stronger focus on customers' experience of the planning service within service improvement plans; '360 degree' feedback from service users for all authorities in Scotland, continued support from the Improvement Service, improved peer review, and a national performance co-ordinator who champions improvement across all planning authorities and leads the sharing of expertise and experience. The Scottish Government will also explore the scope for measuring performance on the basis of the quality of places and will commission research to explore the scope to develop a practical plan to achieve this.

4.90 The Scottish Government advises that proposals to increase resourcing must be accompanied by a stronger assurance that performance will improve to a high standard in every authority. Whilst it has no current plans to implement the penalty clause in the Regulatory Reform Act, it has no plans to remove it and believes it remains essential to have this option in place as an assurance that action can be taken where it is demonstrated that performance is consistently poor and actions are not being taken to improve.

4.91 Proposal 19: Making better use of resources: efficient decision making

4.92 The Scottish Government wants to simplify, streamline and clarify procedures so that planners can focus on activities that add most value. It considers that there is scope to increase permitted development rights by removing certain applications from the system: digital telecommunications infrastructure; development which helps to meet wider commitment to reducing emissions that cause climate change including different types of microgeneration equipment, installations supporting renewable heat networks, cycle networks, parking and storage, and facilities to support low carbon and electric vehicles; development which supports the farming sector including polytunnels and changes of use from agricultural buildings to housing; allotments and community growing schemes; changes to the use of premises within town centres to stimulate vitality; and elements of development within the aquaculture sector.

4.93 The Scottish Government considers that a more consistent approach to setting requirements for the validation of planning applications should help to overcome some of the delays and time spent on casework. In addition, it will strengthen planning advice to clarify the grounds upon which an application can be refused where the applicant has not provided the information required to reach a decision. It will also commission research on aligning consents procedures focusing on scope to bring together the handling of applications which are administered by local authorities.

4.94 The Scottish Government also believes there is scope to simplify and clarify procedures for approving the detail of proposals that are granted planning permission in principle. It would also like to hear views on whether there is scope to make requirements for pre-determination hearings and determination of applications by 'full council' more flexible.

4.95 Proposal 20: Innovation, designing for the future and the digital transformation of the planning service

4.96 The eDevelopment programme has led to the use of online applications and redesigning business practices around the user needs. The Scottish Government will continue to explore and promote new visualisation technology; it will appoint a digital task force to look at opportunities to develop and integrate new information technology solutions in support of the continued digital transformation and expects the task force will explore a range of opportunities including data sharing, mobile technology, the use of drones, and expanding online applications to wider development-related consenting regimes.

4.97 **STRONGER LEADERSHIP AND SMARTER RESOURCING CONSULTATION QUESTIONS:**

KEY QUESTION

Do you agree the measures set out here will improve the way that the planning service is resourced?

Any proposal to increase investment and fine tune legislation to improve process has the potential to improve the overall resource picture.

OPTIONAL TECHNICAL QUESTIONS

26. What measures can we take to improve leadership of the Scottish planning profession?

No comment.

27. What are the priorities for developing skills in the planning profession?

The Royal Town Planning Institute requires all members to be fully competent and to comply with its Continuing Professional Development requirements. The planning profession has the full range of skills available and it is about fitting those planners with the appropriate skills into the appropriate roles.

28. Are there ways in which we can support stronger multidisciplinary working between built environment professions?

Planners in local authorities spend their career enabling – gathering together the views and issues demonstrated by the public and the range of service/infrastructure providers and balancing these against the expectations of developers, constantly seeking compromise and the maximum common ground to facilitate development in the wider public interest.

29. How can we better support planning authorities to improve their performance as well as the performance of others involved in the process?

The role of the Government should be clear; provide a legislative framework that allows all participants to recognise its value, and for the Government itself to review the legislative framework when considering the performance of participants.

30. Do you agree that we should focus more on monitoring outcomes from planning (e.g. how places have changed)?

Yes. This is what local authority planners do on a daily basis; seeking to understand what works, what does not work, and how places should react to changing social demands.

30(a) Do you have any ideas on how this could be achieved?

No.

31. Do you have any comments on our early proposals for restructuring of planning fees?

Certain elements merit further consideration: a revised maximum fee, higher fees for retrospective planning applications and for applications relating to sites not supported by the adopted local development plan, charging for appeals and reviews of decisions, discretionary charging for establishing Simplified Planning Zones. Others are not welcomed: removing provisions for recovering advertising costs, agencies having the ability to charge for services, discretionary charging including for pre-application discussions.

Regarding cost recovery of the system, the vast majority of customers when submitting a planning application only engage with the local authority. Direct applicant contact with anyone other than the local authority is almost non-existent. It is inappropriate to increase fees to facilitate non-local authority planning functions. It is inappropriate to allocate a portion of fees paid by customers to the Planning and Architecture Division as it is most unlikely to contribute directly to the processing of their application.

32. What types of development would be suitable for extended permitted development rights?

Further independent research is required for an assessment of this.

33. What targeted improvements should be made to further simplify and clarify development management procedures?

The proposed changes are noted. Inverclyde Council does not support the removal of the requirement for planning permission in relation to digital telecommunications infrastructure, installations supporting renewable heat networks, cycle networks, parking and storage, polytunnels, changes of use from agricultural buildings to housing, and changes to the use of premises within town centres

Subject to consideration of detailed proposals, there is support for relaxations to control over allotments and community growing schemes, facilities to support low carbon and electric vehicles, and elements of development within the aquaculture sector.

33(a) Should we make provisions on the duration of planning permission in principle more flexible by introducing powers to amend the duration after permission has been granted? How can existing provisions be simplified?

No. In the interests of effective planning, permission should remain valid for a set period after which it lapses unless reapplied for.

33(b) Currently developers can apply for a new planning permission with different conditions to those attached to an existing permission for the same development. Can these procedures be improved?

It is not clear why the current procedures need to be changed.

33(c) What changes, if any, would you like to see to arrangements for public consultation of applications for approvals of detail required by a condition on a planning permission in principle?

None.

33(d) Do you have any views on the requirements for pre-determination hearings and determination of applications by full council?

33(d) Do you have any views on the requirements for pre-determination hearings and determination of applications by full council?

The current arrangements present no difficulties to Inverclyde Council.

34. What scope is there for digitally enabling the transformation of the planning service around the user need?

No comments.

5.0 IMPLICATIONS

Finance

5.1 The detailed implications of the review shall be the subject of further detailed consultation. This will be the subject of a further report(s).

Financial Implications

One off Costs

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

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With effect from	Annual Net Impact	Virement From	Other Comments
Development, Quality and Control	Income	1 April 2017	Nil	N/A	N/A
Planning Admin	Income	1 April 2017	Nil	N/A	N/A

Legal

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

Human Resources

5.3 The detailed implications of the review shall be the subject of further detailed consultation. This will be the subject of a further report(s).

Equalities

- 5.4 There are no direct equalities implications arising from this report. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy.

Repopulation

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

6.0 CONSULTATION

- 6.1 Consultation has been carried out with the Chief Financial Officer, the Head of Legal and Property Services and the Head of Organisational Development, Human Resources and Communications. No adverse comments have been received.

7.0 LIST OF BACKGROUND PAPERS

- 7.1 Scottish Government Consultation – Places, people and planning: A consultation on the future of the Scottish planning system.

Report To: Environment & Regeneration
Committee

Date: 2 March 2017

Report By: Corporate Director Environment,
Regeneration & Resources

Report No: ERC/ENV/RG/16.305

**Contact
Officer:** Steven Walker

**Contact
No:** 714828

Subject: Flood Risk Management – Update Report 9

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee of the progress on the Council's flood risk management programme.

2.0 SUMMARY

- 2.1 The Central Greenock Flood Prevention Project is progressing at West Station, phases 1 and 2 are complete with phase 3 currently under construction and programmed to be completed this financial year. Alternative arrangements for the Carts Burn at Crescent Street are progressing with further investigations regarding increased attenuation at Whinhill Reservoir and utilising the old Eastern Line of Falls. Construction of the automatic trash screens is ongoing and is programmed to be completed this financial year.
- 2.2 Design of the various Flood Risk Management Plan Schemes (outwith Central Greenock) is progressing, with completion of the design anticipated in the coming months; some delay has been experienced due to site constraints.

3.0 RECOMMENDATIONS

- 3.1 That the Committee note the current progress on the Central Greenock Flood Prevention Schemes.
- 3.2 That the Committee note the current progress on the Flood Risk Management Act Schemes outwith central Greenock.

Robert Graham
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 The Council has in place a significant programme for the investigation, design and construction of various flood prevention schemes within Inverclyde, both as part of the Central Greenock Flood Prevention Project, and a number of schemes outwith the Central Greenock area.
- 4.2 In 2014, the Scottish Government awarded grant funding to Inverclyde amounting to £1,743,466 for the Central Greenock Flood Prevention Project (comprising a number of discrete schemes) – this represented 79% of the original estimated total cost for the Project at £2,216,000. The balance of the funding (£472,534) was to come from the previously approved Flood Action Plan. The next phase of the Flood Prevention Scheme outwith Greenock is funded by the Scottish Government, amounting to £1,232,000; the balance of the funding (£494,000) comes from the previously approved Flood Action Plan.
- 4.3 The Council is a Member Authority of the Clyde & Lomond Local Plan District (CaLL Group). The CaLL Local Plan District is a partnership of ten Local Authorities, with Glasgow City Council as lead. The CaLL Group published its “Local Flood Risk Management Plan” in June 2016; the publication of the Plan is an important milestone in implementing the Flood Risk Management (Scotland) Act 2009 and improving how we cope with and manage flood events in the CaLL District. The Plan translates this legislation into actions to reduce the damage and distress caused by flooding over the first planning cycle from 2016 to 2022. There are a number of schemes arising from the Plan, which are outwith the Central Greenock Flood Prevention Plan.
- 4.4 The Central Greenock Flood Prevention Project is summarised in the table below:

Scheme	Stage	£ (000s)
Crescent Street – Automatic Trash Screen	Complete	120
Crescent Street – Maintenance of Trash Screen	Ongoing (3 year period)	42
Drumfrochar Road – Replacement Culvert	Complete	150
Aberfoyle Road – Flow Control	Complete	111
Minor Flood Works – Emergency	Complete	5
Kings Glen – Attenuation	Complete	137
Mearns Street – Flow Control	Complete	25
Brougham Street – Additional Capacity (Gullies)	Complete	10
Design Works Phase 2	Complete	96
West Station – Additional Capacity	Construction	400
Devol Burn – Automatic Trash Screen	Construction	80
Lady Alice Pond – Automatic Trash Screen	Construction	80
Craigknowe Burn – Automatic Trash Screen	Construction	80
Carts Burn – Additional Capacity	Investigation	580
Brougham Street – Additional Capacity	Investigation	300
Estimated Total		2,216

Notes:

- Mearns Street: This scheme will not be operational until such time as the additional capacity associated with the Carts Burn is constructed and operational; anticipated 2017/20.
- West Station: Works started on site March 2016 and Phase 1 (Newton Street) and Phase 2 (South Street Roundabout & Nelson Street), were completed. Phase 3 (Inverkip Road) started on site early July 2016, but due to technical issues arising following ground excavations, this phase was put on hold. A design review and revised proposals were developed and agreed with Transport Scotland – site works started at the end of January 2017 with completion in this financial year. Transport Scotland have contributed £237k towards the overall West Station scheme.

- Brougham Street: Works to upgrade the existing road gullies are complete. Officers are examining options to provide additional capacity in Brougham Street for the future.
- Carts Burn (Crescent Street): This scheme is proposed to provide additional culvert capacity on the Cartsburn. Following the termination of the contract to provide an additional culvert at Crescent Street, Officers are investigating the feasibility of alternative design proposals on the Carts Burn and the Eastern Line of Falls, along with the potential for attenuation at Whinhill Reservoir, to provide the necessary additional capacity. It is anticipated that works will be undertaken in various phases during 2017/20.
- Automatic Trash Screens: These are currently being constructed at various locations as noted in the tables at paragraphs 4.4 and 4.5.

4.5 The Flood Prevention Schemes outwith Central Greenock are summarised in the table below:

Scheme	Stage	£ (,000)
Bouverie Burn – Automatic Trash Screen	Construction	80
Coves Burn, Gourrock	Design	260
Bouverie Burn, Port Glasgow	Design	334
Gotter Water, Quarriers	Design	205
Glenmosstan Burn, Kilmacolm	Design	360
Integrated Catchment Study (Scottish Water Lead)	Design	130
Various Locations – Removal of Road Drainage from Combined Sewer Network	-	125
Various Locations – Culvert Cleaning, Stilling Ponds, Flap Valves	-	155
Various Locations – Procurement of Additional Plant & Equipment to Assist Drainage Operations	-	77
Estimated Total		1,726
A8 East Hamilton Street (Transport Scotland Lead)	Investigation	Not Known

Notes:

- Coves Burn, Gourrock: The external consultant is examining the attenuation of water upstream of Steel Street, as a possible alternative to the upsizing the culvert at Steel Street; budget spend 2017/19.
- Bouverie Burn, Port Glasgow: The external consultant is finalising the design of additional bypass capacity at Bouverie Motors; budget spend 2017/19.
- Gotter Water, Quarriers: The external consultant is finalising the design of a culvert to cater for the overland flows west of Craigbet Avenue with diversion back into the Gotter water; budget spend 2017/19.
- Glenmosstan Burn, Kilmacolm: The external consultant is concluding their investigations into the capacity of the existing culverts at Market Place, additional capacity at Gowkhouse Road, and the possible attenuation at Glen Moss; budget spend 2017/19.
- Integrated Catchment Study: Scottish Water are leading the ongoing catchment based study examining flooding issues at A8 East Hamilton Street, Oak Mall and other flooding hotspots in Inverclyde; the study will provide detailed information regarding flooding mechanisms from overland flow, sewers and watercourses; the Council is contributing £130k towards the study; study completion by the end of 2017/18.
- Various Locations – Removal of Road Drainage from Combined Sewer Network: Budget spend to remove surface water from the sewer network on completion of the Integrated Catchment study 2017/19.

- Various Locations – Culvert Cleaning, Stilling Ponds, Flap Valves: Budget spend 2017/19.
- Various Locations – Procurement of Additional Plant & Equipment to Assist Drainage Operations: Budget spend 2017/19.
- A8 East Hamilton Street: Officers from Inverclyde Council, Scottish Water and Transport Scotland are continuing to hold meetings to discuss the best way forward to bring an early resolution to the problems at this location. As this is a Trunk Road, Transport Scotland will lead on this issue, and are assessing the operation of the existing surface water drainage system to the A8 Trunk Road with a view to determining the way forward. Officers from Inverclyde Council have provided Transport Scotland with locations of known flooding points through the A8 and A78 roads network.

5.0 IMPLICATIONS

5.1 Finance:

One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
Flooding Strategy	Central Greenock Flood Prevention Scheme	2013/18	2,216		Partially funded by Scottish Government (£1.743m)
	Outwith Central Greenock Flood Prevention Schemes	2013/19	1,726		Partially funded by Scottish Government (£1.232m)

Annually recurring costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
N/A					

Legal

5.2 There are no legal implications arising from this report.

Human Resources

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

Equalities

5.4 As this report does not involve a new policy or a new strategy, there are no equalities issues arising.

Repopulation

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

6.0 CONSULTATIONS

6.1 The Chief Financial Officer, Head of Legal & Property Services, and the Corporate Procurement Manager have been consulted on the contents of this report.

7.0 LIST OF BACKGROUND PAPERS

7.1 None.

Report To:	Environment and Regeneration Committee	Date:	2 March 2017
Report By:	Corporate Director Environment, Regeneration and Resources	Report No:	ERC/ENV/RG/16.304
Contact Officer:	Robert Graham	Contact No:	1058
Subject:	Road Asset Management Policy		

1.0 PURPOSE

1.1 The purpose of this report is to agree and approve the Road Asset Management Policy.

2.0 SUMMARY

2.1 The Council has approached the management of its roads infrastructure on an asset management planning basis since 2012 and approved the Roads Asset Investment Strategy on 30 August 2012.

2.2 The Committee subsequently agreed the Road Asset Management Strategy 2018-2023 on 12 January 2017 and remitted it for consideration as part of the 2017/18 budget process.

2.3 The provision of a Road Asset Management Policy (appendix 1) underpins the agreed strategy and provides clear policy objectives in relation to these assets.

3.0 RECOMMENDATIONS

3.1 That the Committee note and approve the Road Asset Management Policy.

Robert Graham
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 The Council has approached the management of its roads infrastructure on an asset management planning basis since 2012 and approved the Roads Asset Investment Strategy on 30 August 2012.
- 4.2 The Committee subsequently agreed the Road Asset Management Strategy 2018-2023 and remitted it for consideration as part of the 2017/18 budget process.
- 4.3 The proposed Road Asset Management Policy underpins the agreed strategy and provides clear objectives in relation to the management of the assets of the roads network.

5.0 PROPOSALS

- 5.1 The Road Asset Management Policy applies to the creation/construction, acquisition, operation, maintenance, rehabilitation and disposal of all Council Road Assets.
- 5.2 The Policy guides the management of the Council's Roads Assets to ensure that:
 - Assets continue to deliver a service to the community at an agreed level of service.
 - There is clear direction for staff to make informed decisions.
 - Legislative requirements are satisfied.
 - Exposure to risk is limited to acceptable levels.
 - Asset purchases or construction are only approved after whole life costs and benefits are assessed.
 - Clear allocations of responsibilities for the management of each class of asset are given.
- 5.3 Appendix 1 outlines the scrutiny and obligations within the Road Asset Management Policy and provides policy details of the commitments embraced within the following key headings of the document:
 1. Asset Planning
 2. Community Expectations
 3. Risk Assessment and Management
 4. Asset Accounting
 5. Budget Allocation
 6. Road Asset Management Plan
 7. Road Maintenance Manual
 8. Reporting
 9. Roles and Responsibilities

6.0 IMPLICATIONS

6.1 Financial Implications

The policy does not commit the Council to any financial obligations or budget commitments however the expenditure against any approved funding should be assessed against the criteria set out against the Corporate Plan and the Road Asset Management Policy.

6.2 Legal Implications

The policy supports the obligations of the Council, as the Roads Authority, in terms of the Roads (Scotland) Act 1984.

6.3 Equalities

This report has no implications or impact in relation to equalities.

6.4 Repopulation

This report does not impact on repopulation.

6.5 Human Resources

This report does not impact on Human Resources.

7.0 CONSULTATIONS

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

7.2 The Chief Financial Officer has been consulted on the content of this report.



ROAD ASSET MANAGEMENT PLANNING

ROAD ASSET MANAGEMENT POLICY

Document Information

Title	Inverclyde Council Road Asset Management Policy
Author	Adrian Wanstall, exp consulting ltd
Description	This document summarises Inverclyde Council recommended asset management policy. The policy applies to the creation/construction, acquisition, operation, maintenance, rehabilitation and disposal of all Council Road Assets.

Document History

Version	Status	Date	Author	Changes from Previous Version
1.0	Draft	Dec 2016	A. Wanstall, exp consulting	Not applicable
2.0	Final	Feb 2017	R. Graham Head of Service	Minor adjustments

Document Control

Version	Status	Date	Authorised for Issue by Inverclyde Council's Environment and Regeneration Committee
1.0	Final	March 2017	

SCOPE

This policy applies to the creation/construction, acquisition, operation, maintenance, rehabilitation and disposal of all Council Road Assets.

POLICY OBJECTIVES

This policy guides the management of Inverclyde Council's Road Assets to ensure that:

- Assets continue to deliver a service to the community at an agreed level of service.
- There is clear direction for staff to make informed decisions.
- Legislative requirements are satisfied.
- Exposure to risk is limited to acceptable levels.
- Asset purchases or construction are only approved after whole of life costs and benefits are assessed as appropriate to the scale of the project.
- clear allocations of responsibilities for the management of each class of asset are given.

DEFINITIONS

- **Assets:** Any physical item that Council acquires or constructs which gives benefit or service to the community.
- **Asset Register:** A record of asset information considered worthy of separate identification.
- **Asset Life:** Time from acquisition to disposal.
- **Asset Management:** Activities and practices through which Council optimally manages its physical assets over their lifecycle for the purpose of achieving the organisational strategic plan.
- **Asset Management Plan:** A plan that details financial and technical treatments over the life of the asset to allow the asset to maintain an agreed level of service.
- **Level of Service:** The service standard set for an asset group/type.
- **Whole Life Costs:** Total cost of an asset over its entire life including Capital, Maintenance and Disposal Expenditure.
- **Capital Expenditure:** Any expenditure that is used to procure or construct: a new asset, upgrade the capability of an asset, make improvements to an asset, make additions to an asset or replace an asset
- **Revenue/ Maintenance Expenditure:** Any expenditure that allows an asset to continue providing the agreed level of service until the end of life is reached.

POLICY DETAILS

1. Asset Planning

- Council will adopt an asset management planning approach for the management of infrastructure assets including the application of life cycle cost analysis as advocated in the SCOTS/CSSW Asset Management Framework.
- Prior to acceptance, proposed Capital Works projects shall be subjected to technical and life cycle cost evaluation and prioritised using predetermined criteria developed to satisfy the goals of the Corporate Plan and the Road Asset Management Plan (RAMP).
- Wherever possible predictive modelling will be used to develop and implement preventative maintenance programs to ensure lowest life cycle costs.

2. Community Expectations

- All road infrastructure services will be regularly reviewed to ascertain the community level of service expectations.
- Council values community input regarding desirable infrastructure projects prior to asset planning investigations.
- Council will regularly review its asset inventory and identify opportunities for rationalisation in line with community requirements.

3. Risk Assessment and Management

- Council will maintain a programme of regular inspections of assets to minimise risk to the community.
- The council will maintain and regularly review a Road Asset Risk Register that will identify the risks associated with the council's Road infrastructure and record the controls in place to manage them.
- The prioritisation of maintenance and capital work to assets will take account of the council's risk management policy.

4. Asset Accounting

- Council will maintain asset registers to the level of detail required to meet the requirements of the CIPFA Code of Practice on the Highway Network Asset (2016 Edition).
- Useful lives shall be determined and given to each asset group/type or component based on the use of life cycle plans to determine the Useful Economic Life (UEL), past experience and current benchmarked standards.
- Annual Depreciation costs will be calculated using the method set out in CIPFA Code of Practice on the Highway Network Asset and reported annually with gross replacement and depreciated replacement cost figures.

5. Budget Allocation

- The council budgets for Roads including the funding for all asset purchase, maintenance, rehabilitation and replacement shall be guided by Council's Road Asset Management Plan after taking account of projected available resources.
- The allocation of budgets (capital and revenue) will be reviewed 5 yearly taking into account the status of each asset and the level of service achieved in the preceding year(s) shown in the annual status, the options report and projected available resources.
- A rolling 3 year programme of proposed capital works will be maintained linked to the Road Asset Management Plan and long term financial plans.

6. Road Asset Management Plan

- Council will develop a 5 Year Road Asset Management Plan covering all the councils Road Assets including carriageways, footways, street lights, structures, traffic signals, signs and street furniture.
- Asset Management Plans shall define the management strategies to be adopted throughout the life cycle of the asset.
- The Asset Management Plan sets out for each asset group/type
 - o Predicted future changes in demand
 - o Levels of service required
 - o The investment required in the maintenance, renewal and replacement of assets required to meet the levels of service
 - o Methods of performance monitoring and appraisal.
 - o Financial projections
 - o The risks associated with the plan

7. Road Maintenance Manual

- The council will maintain a manual detailing how Road maintenance is carried out.
- The Road maintenance manual defines how and when we:
 - Inspect
 - Categorise and prioritise reactive repairs
 - Assess condition
 - Identify and prioritise sites for renewal or replacement
 - Choose the materials used
 - Prepare works programmes
 - Procure and manage works
 - Record and report costs
 - Record and respond to customer contacts

8. Reporting

- The council will prepare an annual status report that summarises
 - o The status of each asset group in terms of its condition and the council's ability to meet its reactive repair standards
 - o The result of the previous year's investment in terms of meeting the target service standards.
- The council will prepare a 5 yearly Road Asset Management Strategy (RAMS) report that summarises
 - o the works undertaken over the previous 5 years,
 - o the effect this has had on the condition of the network, and
 - o the options available for the future in term of both short and long term predictions of levels of defects and condition that can be afforded for different budget levels
- The RAMS document will initially be presented to the Corporate Management Team for agreement of the recommended investment options to be pursued.
- Thereafter the RAMS document along with the recommended 5 year investment option will be presented to Council for approval.
- When the budget is set any amendment to the service standards specified in the asset management plan will be made and an updated asset management plan published.

9. Roles And Responsibilities

Council

- To act as custodians of community assets.
- To set corporate asset management policy with linkage to Council's Corporate Plan.
- To set agreed Levels of Service and Levels of Acceptable Risk for each asset class.
- To allocate budgets to achieve the levels set.
- To ensure appropriate resources for Asset Management activities are made available.
- To seek community feedback on proposed changes to service levels.

Chief Executive Officer / Executive Team

- To provide strategic direction and leadership.
- To ensure there is continuous improvement in asset management.
- To review existing policies and develop new policies related to asset management.
- To implement Corporate Asset Management Strategies with agreed resources.
- To monitor and review managers and staff in achieving the Asset Management Strategy.
- To ensure accurate and reliable asset information is presented to Council.

Managers and Staff

- To implement the Asset management policy and plan with agreed resources.
- To develop and implement improvement plans for individual asset groups.
- To develop and implement Maintenance and Capital Works programs in accordance with Asset Management Plan and budgets
- To deliver levels of service to agreed risk and cost standards.
- To present information to the Council, Chief Executive Officer and Corporate Management Team in terms of life cycle risks and costs
- To seek community feedback on proposed changes to service levels.

Asset Management Working Group

- An Asset Management working group will be established to assist and have input with strategic asset management planning.
- Staff responsibilities for Asset Management activities shall be included in the Asset Management Plan and also be reflected in individual position descriptions.

ASSOCIATED PROCEDURES AND RELATED POLICIES

- Corporate Risk Management Policy
- Corporate Asset Management Policy
- Road Asset Maintenance Manual
- Financial Procedures

REVIEW DATE

- March 2023.

Report To:	Environment & Regeneration Committee	Date:	2 March 2017
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/RG/16.303
Contact Officer:	Steven Walker	Contact No:	4828
Subject:	Roads Asset Management Plan 2017/18		

1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval in relation to a proposed programme of projects to be undertaken in 2017/18 using RAMP/Capital Funding and grant offers of funding by the Scottish Government for Cycling, Walking and Safer Street Projects.

2.0 SUMMARY

- 2.1 On 14 February 2013, the Council approved a three year budget which included £17m capital investment for carriageways, footways/footpaths, street lighting and structures. This was subsequently increased to £29m capital investment during February 2015. This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2017/18 including CWSS Grant Funding amounting to a value of £5,932m.
- 2.2 The 2017/18 Cycling, Walking and Safer Street projects (CWSS) for Environmental and Commercial Services (Roads) are valued at £109k. At least 36% (and preferably above 50%) of the grant funding must be considered for the purposes of undertaking a programme of works for the promotion of cycling. Payment of the funding will be by grant made in arrears on the basis of evidenced expenditure.

3.0 RECOMMENDATIONS

- 3.1 That the Committee approve the list detailed below for the 2017/18 RAMP/Capital and CWSS grant aided roads related projects.
- 3.2 That the Committee grant delegated authority to the Head of Environmental & Commercial Services to achieve full spend of the RAMP/Capital budget through the substitution of projects from a reserve list when necessary.

Robert Graham
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 The Council's Roads Asset Investment Strategy was approved by the Environment & Regeneration Committee of 10 August 2012. Subsequent to this, on 14 February 2013, the Council approved a three year budget which included £17m RAMP/Capital investment for carriageways, footways/footpaths, street lighting and structures. This was subsequently increased to £29m capital investment during February 2015.
- 4.2 The proposed programme for 2017/18 amounts to £5,932m, and includes for Roads Core Capital Funding and Grant Aided Funding from the Scottish Government via the Cycling, Walking & Safer Streets project. A proposed programme of schemes has been developed for 2017/18, and is detailed in paragraphs 5.6 to 11.1 below.

5.0 PROPOSALS – 2017/18 PROGRAMME

- 5.1 The proposed programme does not include any allocation for road infrastructure or lighting adjustments associated with the Schools Re-provisioning Programme.
- 5.2 The proposed projects, where appropriate, apply only to carriageways, footways, lighting and bridges etc. for which Environmental and Commercial Services (Roads) has specific responsibilities in terms of the Roads (Scotland) Act 1984. In addition, the programme of such projects has been compiled in compliance with the requirements of the Council's Local Transport Strategy, with particular reference to Policies Psafe19, 24, 28, 30, 37 and 38, Pwalk5, and Penviro3 and 13.
- 5.3 The costs of the projects as specified have been compiled on the basis of assessed unit costs and not on priced bill of quantities which will be prepared when the programme has been approved. Should the cost of any individual project exceed the preliminary estimate, appropriate variances will be applied to the remaining programme.
- 5.4 Delivery of the 2017/18 programme will depend on a number of factors including changing priorities due to ongoing changes within the condition of the network, weather, market prices and the work programmes of public utility companies who also require access to the road network. In view of this, it is proposed that delegated authority be given to the Head of Environmental & Commercial Services to achieve full spend of the capital budget through the substitution of projects from a reserve list when necessary. Reserve carriageway and footway projects are in the relevant section of this report.
- 5.5 A Cycling, Walking & Safer Streets (CWSS) budget has been established by the Scottish Ministers with a view to giving greater prominence to cycling, walking and safer streets to assist local authorities to achieve the aims of their Local Transport Strategy. Inverclyde Council has been awarded £109,000 from this fund for financial year 2017/18. It should be noted that the award is conditional on the Council considering spending at least 36% (and preferably above 50%) of the grant for the purposes of undertaking a programme of works for the promotion of cycling.
- 5.6 The programme of expenditure for the £5,932m funding is as detailed below.

Outline Programme for 2017/18	£000
RAMP	
Carriageways	2000
Footways	750
Lighting	750
Structures	300
Fees & Staffing	410
Roads Core Funding	
Traffic Measures	100
Parking Strategy	20
Langhouse Road Development	36

Flooding Strategy – Greenock Central	731
Flooding Strategy – Future Schemes	726
Cycling, Walking & Safer Streets	109
Total	5,932

6.0 RAMP CARRIAGEWAY PROGRAMME

6.1 The priority investment programme for carriageways has been determined through analysis of available information comprising: road hierarchy (road class), results from the Scottish Road Maintenance Condition Survey (SRMCS), local route knowledge with regard to defective lengths of carriageway, evidence of defects, number of complaints, accidents statistics, liability claims, and public, Councillor, and other requests. Particular emphasis is given to the road hierarchy, SRMCS and local route knowledge of Council Technical staff.

Future determination will be based on the Roads Asset Management Policy.

6.2 The proposed priority investment in carriageway infrastructure is noted in the table below (schemes are noted in alphabetical order by town).

RAMP Carriageways

£2m

i Named Resurfacing/Reconstruction (£1, 215m)

Cloch Road	Dunvegan Avenue to Faulds Park Road (p2)	Gourock
Dunvegan Avenue	Cloch Road to Tantallon Avenue	Gourock
Elm Terrace	Section to be confirmed	Gourock
Container Way	A78 to Laird Street	Greenock
Eldon Street	Wood Street to Esplanade	Greenock
Eldon Street	No 107 to No 133	Greenock
John Street	Full Length and Cul De Sac	Greenock
Lansbury Street	Smillie Street to Mitchell Street	Greenock
Leven Road	Renton Road to B788 Kilmacolm Road	Greenock
Octavia Terrace	Eldon Street to Octavia Terrace	Greenock
Prospecthill Street	Dunn Street to Ann Street	Greenock
Weir Street	Sections between Sinclair Street and Gibshill Road	Greenock
Stepends Road	Last section towards boundary	Kilmacolm
Dougliehill Terrace	Full length	Port Glasgow
Kilmacolm Road	Port Glasgow Campus to past Arran Avenue	Port Glasgow

ii Carriageway Proprietary Surface Treatments (£350,000)

King Street	Full Length	Gourock
Bedford Street	Newark Street to Brisbane Street	Greenock
Caddlehill Street	South Street to road end	Greenock
Cambridge Road	Full Length	Greenock
Denholm Street	South Street to Forsyth Street	Greenock
Denholm Terrace	Denholm Street to Forsyth Street	Greenock
Devon Road	Full Length	Greenock
Finnart Road	Robertson Street to Campbell Street	Greenock
Golf Place	Newton Street to road end	Greenock
Kelly Street	South Street to road end	Greenock
Lincoln Road	Full Length	Greenock
Minerva Terrace	Full Length	Greenock
North Road	Esplanade Road to Eldon Street	Greenock
Oxford Road	Full Length	Greenock
Pembroke Road	Full Length	Greenock
Stafford Crescent	Full Length	Greenock

Westfield Drive	Octavia Terrace to road end	Greenock
York Road	Full Length	Greenock
Alderbank Road	Full Length	Port Glasgow
Alderbrae	Full Length	Port Glasgow
Alderwood Road	Full Length	Port Glasgow
Angus Road	Full Length	Port Glasgow
Ardenclutha Drive	Full Length	Port Glasgow
Berwick Road	Full Length	Port Glasgow
Bogiewood Road	Full Length	Port Glasgow
Duncan Road	Full Length	Port Glasgow
Glenhuntly Terrace	Full Length	Port Glasgow
Glenpark Drive	Full Length	Port Glasgow
Hillside Drive	Full Length	Port Glasgow
Ivybank Crescent	Full Length	Port Glasgow
Kinross Avenue	Full Length	Port Glasgow
Lochview Road	Full Length	Port Glasgow
Rosbank Road	Full Length	Port Glasgow

- iii Carriageway Large Patching Various Locations (£200,000)
- v Minor Drainage Improvements (£25,000)
- vi Road Signs & Lines (£35,000)
- vii Bridgend Road (£100,000)
- viii Asset Management Plan & Inventory (£75,000)
- ix Named Resurfacing/Reconstruction Reserve Schemes

Auchenfoil Road	Sections between Haven and Clachers	Kilmacolm
Auchmead Road	A78 to Lincoln Road	Greenock
Fox Street	Union Street to Newton Street	Greenock
Papermill Road	Drumfrochar Road to Overton Road	Greenock
Burns Road	Devon Road to Berwick Road	Greenock
Cloch Road	Caravan Park to Underheugh Treatment Works (Selected Lengths)	Greenock
Reservoir Road	Larkfield Road to School	Greenock
Ardmore Road	Kinross Avenue to Bridgend Avenue	Port Glasgow
Muirdykes Avenue	Dubbs Rd to No 56	Port Glasgow

7.0 RAMP FOOTWAY PROGRAMME

- 7.1 The priority investment programme for footways/footpaths has been determined through analysis of available information comprising: route classification (amenity, use), local route knowledge with regard to defective lengths of footway/footpath, evidence of defects, number of complaints, accidents statistics, liability claims, and public, Councillor, and other requests. Particular emphasis is given to the route classification, and local route knowledge of Council Technical staff.

7.2 The proposed priority investment in footway infrastructure is noted in the table below (schemes are noted in alphabetical order by town).

RAMP Footways

£750k

i Named Resurfacing/ Reconstruction Schemes (£720k)

Broomberry Drive	South Footway between Larkfield Road and entrance to pets corner	Gourock
Larkfield Road	Opposite Shop (Lower Level)	Gourock
MacCallum Crescent	Full Length	Gourock
Tower Drive	Drumshantie Road to Divert Road	Gourock
Wellyard Way	Full Length	Gourock
Bawhirley Road	East Crawford Street to Strone Crescent	Greenock
Cornhaddock Street	Gordon Street to Broomhill Street	Greenock
Dempster Street	Brachelston St to Murdieston St	Greenock
Drumillanhill	Full Length	Greenock
Gateside Avenue	West Footway	Greenock
Grieve Road	Curlew Crescent to Linnet Road	Greenock
Leven Road	Selected Sections	Greenock
Manor Crescent	Burnside Road to Larkfield Road	Greenock
Murdieston Street	Brachelston Street to Dempster Street	Greenock
Newton Street	Forsyth Street to Fox Street	Greenock
Newton Street	Inverkip Road to Nelson Street	Greenock
Patrick Street	Union Street to Houston Street	Greenock
Patrick Street	Finnart Street to Ardgowan Street	Greenock
Prospecthill Street	Murdieston Street to Broomhill Street	Greenock
Tobago Street	Sir Michael Place to Crown Street	Greenock
Main Street	Full Length	Inverkip
Lochwinnoch Road	Castlehill Road to Northfield	Kilmacolm
Ardmore Road	Selected Sections	Port Glasgow
Ardenclutha Drive	Duncan Road to Alderwood Road	Port Glasgow
Auchendores Avenue	Full Length	Port Glasgow
Clune Brae	Selected Sections	Port Glasgow
Dubbs Road	Gareloch Road to Knocknair Street	Port Glasgow
Kelburn Terrace	Selected Lengths	Port Glasgow
Parkhill Avenue	Selected Lengths	Port Glasgow

- ii Footway/Footpath Large Patching at Various Locations (£30,000)
- iii Named Resurfacing/ Reconstruction Reserve

Arran Road	Full Length	Gourock
Cloch Road	Dunvegan Ave to Faulds Park	Gourock
Balmore Road	Full Length	Greenock
Cardross Crescent	Full Length	Greenock
Crisswell Close	Full Length	Greenock
Crisswell Crescent	Full Length	Greenock
Eldon Place	Octavia Terrace to Eldon Street	Greenock
Hillend Drive	Full Length	Greenock
South Street	Cemetery to Caddlehill Street	Greenock
Stafford Crescent	Full Length	Greenock
Stafford Road	Full Length	Greenock
Union Street	Margaret Street to Bedford Street	Greenock
Union Street	Bedford Street to Madiera Street	Greenock
Union Street	Patrick Street to Robertson Street	Greenock
Union Street	Robertson Street to Margaret Street	Greenock
Burnside Avenue	Full Length	Port Glasgow
Birkmyre Avenue	Full Length	Port Glasgow
Moss Road	Quarry Road to Bardrainey Road	Port Glasgow
Quarry Road	Full Length	Port Glasgow

8.0 RAMP STREET LIGHTING PROGRAMME

- 8.1 The delivery of the RAMP street lighting programme continues on from the works carried out in previous years, and concerns lanterns replacement and column replacement on a priority basis.
- 8.2 The proposed priority investment in street lighting infrastructure is noted in the table below.

RAMP Lighting (£750k)		£000
i	Column replacement/Connections – Various Locations (£500k).	750
ii	LED Lantern replacements – Various Locations (£250k)	

9.0 RAMP STRUCTURES PROGRAMME

- 9.1 The proposed programme of works for structures addresses the requirement to replace and/or replenish specific structural elements which in general have become dilapidated due to their age or which have been rendered unfit for purpose due to changes in legislation.

RAMP Structures (£300k)		£000
i	Scour Protection at various locations. To protect against scouring of the bridge and culvert substructures.	300

ii	Parapet Strengthening and other minor bridge/culvert improvements at various locations. Bridges and culverts assessed since a change in the assessment standards have shown deficiencies in the strength of their parapets and copes. Replacements are required to meet current standards.	
iii	Access Manhole - Westburn Street, Greenock. Construction of a new manhole at Westburn Street for access to Hole Burn.	
iv	Waterproofing - Cardwell Road Bridge, Gourock. To protect bridge deck from water/salt ingress.	
v	Low Bridge Signs Review, Various Locations. To ensure low bridge signing meets the requirements of current standards.	

10.0 RESIDUAL NON-RAMP - TRAFFIC MEASURES PROGRAMME (£100,000)

10.1 The proposed programme of works for Traffic Measures is taken from requests from the public and Councillors on their behalf, and prioritised using cost benefit and survey justification techniques to create a priority list to suit the available funds.

Traffic Measures (£100k)		£000
		100
i	Traffic Lights Improvements at Patrick Street, Greenock.	
ii	Traffic Calming Measures at various priority locations.	
iii	Minor Traffic Measures at various locations.	

11.0 CYCLING, WALKING & SAFER STREETS PROGRAMME (£109,000)

11.1 The proposed programme of works for the Cycling, Walking and Safer Streets meets the requirements of the government funding allocation and is prioritised to expand the off-road cycling asset within Inverclyde, improve the walking journey to school and enhance pedestrian safety on the local road network in keeping with national guidance.

Cycling, Walking and Safer Streets (£109k)		£000
		109
i	Lining Improvements - Eldon Street, Greenock	
ii	Buildouts - West End, Greenock	
iii	N753 Cycletrack - Inverkip to Wemyss Bay	
iv	Schools Working Group Requests	
v	Dropped Kerbs - Various Locations	
vi	Portable Vehicle Actuated Signs (x4)	

12.0 IMPLICATIONS

12.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Capital	RAMP	2017/18	4,210	-	CWSS Grant Allocation Projects
Core Programme	Core	2017/18	1,613	-	
Capital	CWSS		109	-	

Annually Recurring Costs/ (Savings)

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

Legal

12.2 Legal Services have been consulted on the content of this report.

Human Resources

12.3 Staff recruitment for the RAMP project is complete.

Equalities

12.4 No implications.

Repopulation

12.5 The improvement in the condition of the road network will assist the encouragement of inward investment.

13.0 CONSULTATIONS

13.1 None.

14.0 LIST OF BACKGROUND PAPERS

14.1 Inverclyde Council's "Road Asset Investment Strategy"; August 2012.

Report To: Environment & Regeneration Committee **Date:** 2 March 2017

Report By: Corporate Director Environment, Regeneration & Resources **Report No:** ERC/ENV/RG/16.301

Contact Officer: Steven Walker **Contact No:** 01475 714828

Subject: Implications of Removal of the Use of Parking Discs in Kilmacolm

1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the implications of enforcing the existing two hour time limit in designated on-street parking locations in Kilmacolm without the requirement to display a parking disc.

2.0 SUMMARY

- 2.1 On 12 January 2017 the Committee considered a report regarding the parking disc zone in Kilmacolm.
- 2.2 It was agreed that Officers would bring a further report to this Committee which would detail the implications of enforcing the existing two hour time limit, without the requirement to display a parking disc. This report describes the statutory process which would require to be followed, the practical implications for enforcement and the relationship of Kilmacolm to the wider parking strategy in the context of limited stay on-street parking.

3.0 RECOMMENDATIONS

- 3.1 That the Committee:-
- 1) note the further investigations that have been carried out into enforcement of on-street 2 hour maximum stay parking in Kilmacolm,
 - 2) approve the drafting and promotion of a variation to the Traffic Regulation Order to remove the requirement to display parking discs,
 - 3) approve that a further report be brought back on the outcome of the consultation process associated with the variation to the Traffic Regulation Order which will inform the Committee of the extent of support for the proposal.

Robert Graham
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 On 12 January 2017 the Committee considered a report regarding the parking disc zone in Kilmacolm which was in response to concerns raised by Kilmacolm Traders who proposed the abolition of the parking disc zone in the village.
- 4.2 One of the outcomes of the above report was that Officers would bring a further report to this Committee which would detail the implications of enforcing the existing two hour time limit, without the requirement to display a parking disc, on a permanent basis.

5.0 IMPLICATIONS OF THE ABOLITION OF THE PARKING DISC ZONE IN KILMACOLM

- 5.1 With regard to the statutory process associated with the removal of parking discs, it would be necessary to promote a variation to the existing Traffic Regulation Order (TRO). This would involve public consultation on a proposed TRO for a period of at least 21 days, consideration of any objections received and, subject to any objections being resolved and withdrawn, submission of a report to the Environment and Regeneration Committee for consideration and any approval to make the TRO.
- 5.2 In terms of the practical operation of the existing 2 hour maximum stay designated on-street parking in Kilmacolm, it is a requirement that Parking Attendants know the arrival time of the vehicle in order to determine whether the vehicle has parked longer than the restriction allows. The current parking disc requirement readily indicates the arrival time of the vehicle as claimed by the vehicle's driver and the Parking Attendant is able quickly to ascertain whether it is appropriate to issue a Penalty Charge Notice.
- 5.3 In the circumstance where a 2 hour maximum stay restriction required to be enforced without a parking disc, the Parking Attendants would carry out enforcement of yellow line restrictions by noting the registration and tyre valve positions on vehicles in the 2 hour limited waiting area and then would leave the location to carry out enforcement duties in other areas. Approximately two hours later Parking Attendants would then require to return to Kilmacolm, carry out a second sweep of the 2 hour limited waiting area comparing registrations and tyre valve positions, and issue PCNs to those vehicles which have been parked for longer than the 2 hour limited waiting period as indicated by the comparison of tyre valve recording. This is a resource intensive step as proof is required of the duration of the stay as opposed to the time parked as claimed by drivers using parking discs as the basis of enforcement.
- 5.4 Officers understand that this tyre valve practice is carried out in some other local authorities. It has also been applied to a limited extent in a car park in Port Glasgow which currently has a restriction on the length of stay but does not require display of a disc.
- 5.5 Enforcement in this manner does carry some risk however as the position the Parking Adjudicator may take on an Appeal in respect of the evidence on tyre valve positions is not certain. If the use of tyre valve positions to determine excess stays is not sustainable through the Appeal process, the only remaining alternative would be to revert to enforcement through continuous observation. Essentially this would involve Parking Attendants witnessing the continuous parking of a vehicle for more than the two hour maximum.
- 5.6 Further consideration has been given to Kilmacolm in the context of location and the relationship to the wider parking strategy. There are a number of specific factors to consider in relation to parking enforcement in this village:
 - There is clearly continued community concern from traders in connection with the impact on businesses and customers,
 - It is recognised that Kilmacolm is separate from the urban area of Port Glasgow, Greenock and Gourock and its parking provision and usage is necessarily of a different nature,

- Designated on-street parking in the village centre is limited with only 32 spaces,
- The typical length of stay in respect of this parking reflects the mix of shops and in the village centre will typically be shorter than is the case in the urban area.

5.7 There is a justifiable case in these circumstances therefore for a different approach to parking enforcement of on-street 2 hour designated spaces than is the case elsewhere in Inverclyde. In essence, an exception could be made in view of the particular locational circumstances associated with Kilmacolm without compromising the wider strategy across the urban area. It would need to be recognised however that should a different approach be taken in Kilmacolm, enforcement would be less frequent in view of the increased resource requirement as described above.

5.8 As discussed in the previous report to this Committee on 12 January 2017, there are clearly mixed views amongst the community on the manner of on-street limited stay parking enforcement. If a permanent change to the current enforcement regime were to be pursued, this could be progressed through the promotion of a variation to the current Traffic Regulation Order. The process of promoting such a variation involves community consultation and the opportunity to make objections. For such a proposal to be successful, therefore, there would need to be a general consensus of support.

5.9 It is therefore recommended that in view of the circumstances as described above with respect to the ability to enforce the limited number of spaces, combined with the unique locational issues associated with Kilmacolm, that a variation to the Traffic Regulation Order to remove the requirement for discs, be drafted and promoted. Through the 21 day public consultation process, the views of the community will be captured and the outcome considered at a future Committee.

6.0 IMPLICATIONS

6.1 Finance

If the Committee agrees to remove the need to display a parking disc in Kilmacolm then there will be a modest saving in the cost of providing parking discs. At this time it is difficult to quantify the cost implications of the removal of the need for parking discs in Kilmacolm. In practical terms it is likely that the 2 hour maximum stay will be enforced less frequently resulting in a mostly neutral impact on resources.

If the Committee agrees to promote a variation to the existing TRO to accommodate the removal of the use of parking discs then there would be costs associated with the statutory process and the need to change existing signing within Kilmacolm. The removal of the use of parking discs would be achieved by the abolition of the parking disc zone in Kilmacolm.

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Parking	Revenue	2017/18	5,000	-	-

6.2 Legal

If the Committee agrees to remove the need to display parking discs in Kilmacolm, Legal Services will require to promote a variation to the existing TRO.

6.3 Human Resources

There are no HR implications arising from this report.

6.4 Equalities

There are no equality issues arising from this report.

6.5 Repopulation

There are no direct repopulation implications arising from this report. The consideration of this item has arisen from local representations and the Council is considering its approach in the light of the relevant material factors.

7.0 CONSULTATIONS

7.1 The Head of Legal and Property Services, Head of Safer & Inclusive Communities and the Chief Financial Officer have been consulted on this report.

8.0 LIST OF BACKGROUND PAPERS

8.1 None.

Report To:	ENVIRONMENT & REGENERATION COMMITTEE	Date: 2 March 2017
Report By:	CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES	Report No: ERC/ENV/RG/16.302
Contact Officer:	STEVEN WALKER	Contact No: 01475 714800
Subject:	RESIDENTS' PARKING PERMIT SCHEME EXPANSION	

1.0 PURPOSE

- 1.1 The purpose of the report is to seek Committee approval to extend the Residents' Parking Permit Scheme into two areas adjacent to Greenock Town Centre and on a small section of Shore Road in Wemyss Bay.

2.0 SUMMARY

- 2.1 Following the introduction of decriminalised parking enforcement (DPE) in October 2014 the Council was asked to implement a Residents' Parking Permit Scheme. A study was undertaken in early 2015 to consider the need for such a scheme and the physical extent of the scheme.
- 2.2 Residents' Parking Permits were introduced in Inverclyde on 25 April 2016. The scheme was introduced in Greenock Town Centre and in two areas adjacent to the Town Centre.
- 2.3 The Permit Scheme appears to have "bedded in" well, providing exemptions to parking restrictions for permit holders. It also allows others road users to park in accordance with their needs but subject to the Residents' Parking Permit Scheme.
- 2.4 The 2015 study considered the potential for expanding the permit scheme should the need arise. Following the introduction of the initial Residents' Parking Permit Scheme representation was received from residents of the Shaw Place and East Shaw Street areas requesting that their streets be included in the permit scheme.
- 2.5 Representation has been received from residents of Shore Road in Wemyss Bay requesting Residents' Parking Permits to allow them to park adjacent to their homes. Consideration was given to this request and consent received from Transport Scotland in their capacity as Trunk Road authority. As residents have nowhere else to park within a reasonable distance of their properties it is proposed to offer them Residents' Parking Permits.
- 2.6 This committee report considers the need to expand the scheme and seeks Committee approval to progress the promotion of Traffic Regulation Order (TRO) variations to introduce Residents' Parking Permits on East Shaw Street, Bearhope Street, Duncan Street (between East Shaw Street and Roxburgh Street), Shaw Place, Trafalgar Street (between Shaw Place and Regent Street) and Mearns Street (between Shaw Place and Regent Street), all Greenock and Shore Road in Wemyss Bay.
- 2.7 It is also proposed to include Bank Street and the north side of Regent Street within the parking permit zone for the Shaw Place area. This is in recognition of the fact that many the residents of these two streets already park within these zones.

3.0 RECOMMENDATIONS

- 3.1 That the Committee agree to (i) the extension to the GR2 Residents' Parking Permit Zone to include East Shaw Street, Bearhope Street and Duncan Street, Greenock and (ii) the creation of two new Parking Permit Zones to include all of Shaw Place and Trafalgar Street and Mearns Street (between Shaw Place and Regent Street), Greenock and Shore Road in Wemyss Bay.
- 3.2 That it be remitted to the Head of Environmental and Commercial Services and the Head of Legal and Property Services to prepare and promote TROs to progress and enforce the proposed extension to the Residents' Parking Permit Scheme.

Robert Graham
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 Following the introduction of decriminalised parking enforcement (DPE) in October 2014 the Council was asked to implement a Residents' Parking Permit Scheme. A study was undertaken in early 2015 to consider the need for such a scheme and the physical extent of the scheme.
- 4.2 Residents' Parking Permits were introduced in Inverclyde on 25 April 2016. The scheme was introduced in Greenock Town Centre and in two areas adjacent to the Town Centre.
- 4.3 The Permit Scheme appears to have "bedded in" well, providing exemptions to parking restrictions for permit holders. It also allows others road users to park in accordance with their needs, but subject to the Residents' Parking Permit Scheme.
- 4.4 After the permit scheme was introduced residents from the Shaw Place and East Shaw Street areas asked for permits for their areas as they felt they experienced similar problems to the original permit zones. They also felt that the parking situation had deteriorated since the introduction of the permit scheme.
- 4.5 Due to the proximity of these areas to the town centre and the demand for free parking by commuters, it is recommended that the permit scheme be extended as shown in Appendix 1 for Shaw Place and East Shaw Street.
- 4.6 It is recognised that the residents of the north side of Regent Street between Bank Street and Sir Michael Street and residents of Bank Street may park within an existing or proposed permit zone. It is not proposed that Regent Street and Bank Street have resident only restrictions applied to them. Instead residents would be given the benefit of being able to park in the resident only zone adjacent to their property.
- 4.7 It is proposed that the existing GR2 permit zone be extended to include East Shaw Street, Bearhope Street and Duncan Street. Residents on the north side of Regent Street between Ann Street and Sir Michael Street would be able to apply for permits for this zone as they may currently park at this location.
- 4.8 It is proposed to create a new permit zone, GR4, which would include the whole of Shaw Place, as well as the lengths of Trafalgar Street and Mearns Street (between Shaw Place and Regent Street). Residents on the north side of Regent Street between Bank Street and Ann Street and residents on Bank Street would be able to apply for permits for this zone as they may currently park at this location.
- 4.9 Within the proposed extension to the permit scheme area, there are 370 eligible properties. These properties would be eligible for a maximum of 2 permits per property i.e. 740 potential permits. Within the current permit scheme areas a total of 26% of eligible permits have been applied for. For estimating purposes it is assumed that 30% of the new permits will be applied for, which represents a total of 220 permits.
- 4.10 In 2015 residents of Shore Road in Wemyss Bay asked for parking permits to allow them to park close to their home without violating any regulations. Prior to the introduction of DPE it would appear that residents did not receive PCNs for parking on Shore Road, however, following the introduction of DPE residents found it difficult to park without being penalised. Due to their surroundings many of these residents have no alternative parking.
- 4.11 This road is part of the Trunk Road network and is therefore not within the Council's remit. Discussions have taken place with Transport Scotland to seek their approval to introduce a residents' parking permit scheme on this road. Permission has been granted by Transport Scotland for the introduction of a residents' permit parking zone at this location.

- 4.12 Within the proposed new permit zone there are 18 eligible properties. These properties would be eligible for a maximum of 2 permits per property i.e. 36 potential permits. For estimating purposes and based on the location of this site and from experience of the existing permit scheme, it is assumed that 50% of the new permits will be applied for, a total of 10 permits. Properties with off-street parking will not qualify for all or any of the permits as set out in the Terms and Conditions of the Residents' Parking Permit Scheme.
- 4.13 To allow these permit schemes to be introduced it is necessary to vary the existing TROs. These TROs will be promoted in accordance with the terms of the Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999.

5.0 IMPLICATIONS

Finance

- 5.1 There will be a cost for amending the signs and road markings new and extended permit zones. There will also be an ongoing revenue cost for the issuing of permits on an annual basis as well as cancellations, variations, etc of permits.

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02506	Parking Strategy Revenue	Annually	£1,200		Residents' parking permits
02506	Parking Strategy Revenue	17/18	£5,000		New signs and lines
82426	Parking Strategy Capital	17/18	£20,000		New signs and lines

Legal

- 5.2 Variations to two separate TROs, namely "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013" and "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013", will both be promoted in accordance with the terms of the Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999.
- 5.3 The Committee is asked to note that, if approved, the Orders may not be implemented until the making of the Orders has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Orders in terms of the Road Traffic Regulation Act 1984.

Human Resources

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

Equalities

- 5.5 There are no equality issues arising from this report.

Repopulation

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

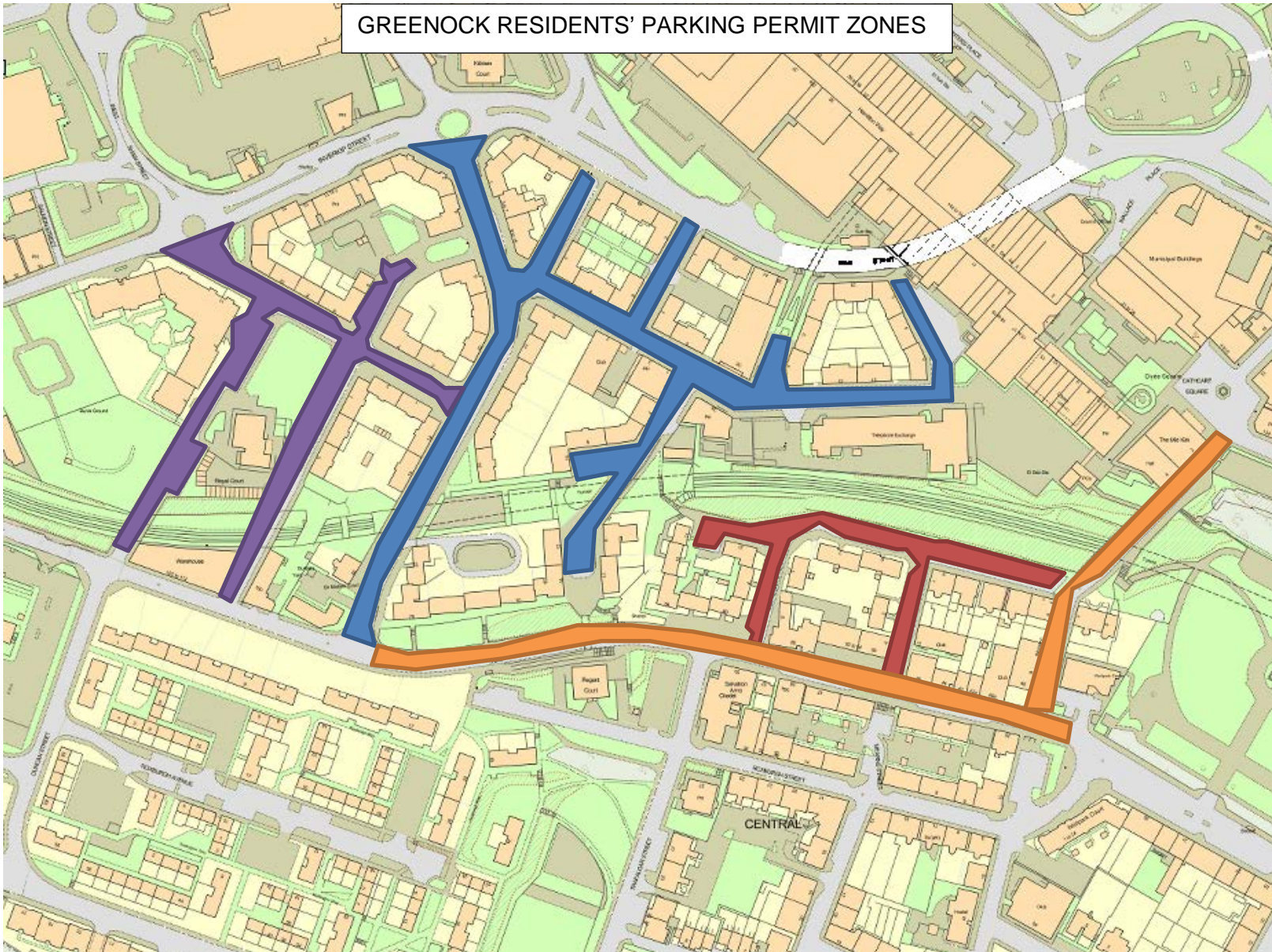
6.0 CONSULTATIONS

6.1 The Head of Legal and Property Services, Head of Safer & Inclusive Communities and the Chief Financial Officer have been consulted on this report.

7.0 LIST OF BACKGROUND PAPERS

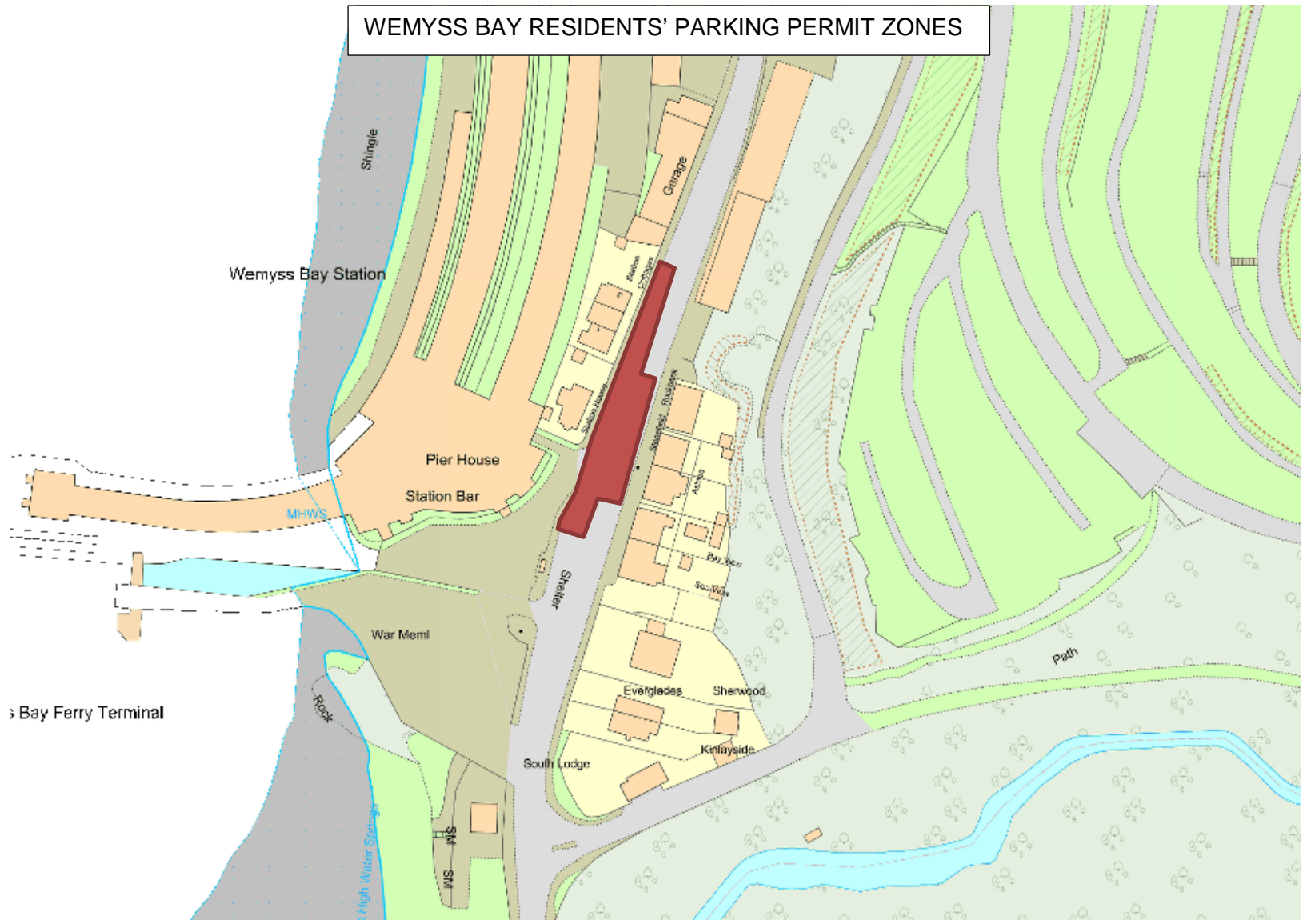
7.1 None

GREENOCK RESIDENTS' PARKING PERMIT ZONES



- Existing GR2 Residents' Parking Permit Zone
- Proposed extension to GR2 Residents' Parking Permit Zone
- New Permit Zone GR4 Residents' Parking Permit Zone
- Areas where properties on northside can apply for a permit

WEMYSS BAY RESIDENTS' PARKING PERMIT ZONES



 New Permit Zone WB1 Residents' Parking Permit Zone