

■ INVERCLYDE LOCAL PLAN

Written Statement



2005

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Foreword

As Convener of the Environment and Regeneration Committee, I am delighted to write the Foreword to this Local Plan.

The Plan has taken a while to go through the necessary statutory process but it provides an up to date land use planning and development framework which will assist in promoting regeneration and development in Inverclyde. The Development Strategy sets the planning framework for the next five years within a long-term 10 to 20 year vision.

I think this Local Plan strikes a reasonable balance. It is not too prescriptive, being flexible enough to promote regeneration and development without obstructing it. A significant feature of the Plan is its long-term perspective. However, this does not mean it will remain unaltered. If deemed necessary, updates, alterations or full reviews will be brought forward expeditiously.

The regeneration of Inverclyde is now underway and is gaining momentum. Riverside Inverclyde, the company recently given Urban Regeneration Company status by the Scottish Executive, has a crucial role to play in bringing innovation and flair to the process.

This Local Plan will underpin their work ensuring a sustainable strategy that protects the Green Belt and countryside around our towns and villages, valuing and conserving our environmental resources and built heritage.

Signed:



Councillor Thomas Fyfe
Convener of Environment & Regeneration Committee

Certified Copy of Local Plan

This is a certified true copy of the Inverclyde Local Plan (2005), adopted 31st January 2006, following a decision of Inverclyde Council on 1st December 2005.

The Plan incorporates modifications to the First Review: Final Draft Plan (2002), approved by the Council on 24th February 2005 arising from the Local Plan Inquiry held in April/May 2004, and subsequent decisions of the Council on 6th September 2005.

Signed:



F K Williamson
Head of Planning Service

Note

The base date of the Final Draft of the First Review of the Inverclyde Local Plan was April 2002. This adopted Plan (2005) has a base date of April 2004 which accords with the time of the Local Plan Inquiry and the decisions thereof. The Plan has been updated accordingly with respect to the schedules on housing, business/industry and retailing, etc. In addition, where necessary and appropriate, the Plan has also been brought up to date (to mid 2005), for example in terms of Government policy and advice, and other changes relating to the local policy context.

However, as a consequence of the time that has elapsed since the Inquiry, the references in the Local Plan to the Structure Plan – the approved 2000 Glasgow and the Clyde Valley Joint Structure Plan – are dated in some respects. During 2005, a review of the Structure Plan was undertaken by the Joint Committee and a Final Draft was published in October 2005. The 2006 'Third Alteration' (as the updated Structure Plan will be known) alters in some respects the context within which the Local Plan relates to the Structure Plan. This affects some parts of the Local Plan more than others and in particular, Chapters 6, 7 and 8, paragraphs 6.21 – 27, 7.15 – 7.18 and 8.6 – 8.8.

Acknowledgements

A special thanks is expressed on behalf of the Council and the Planning Service, to Fergus J Macleod (Manager: Policy, Plans & Information) who has led the review of the Inverclyde Local Plan from the outset and overseen the preparation of its several stages through the Local Plan Inquiry to its publication as an adopted plan. Its completion formalises the decisive change that has taken place over the last six years in the Authority's development strategy and the planning policies to implement it.

The most tangible expression of this change is to be seen in the transformation occurring along the Waterfront/A8 Corridor, which with the publication of the Final Draft Plan in late 2002, created the vision and provided the confidence required for the major capital investment that has been underway since. The Local Plan will continue to inform and influence the development of this key area of Inverclyde, and of other special areas designated for development, over the rest of this decade.

My Manager has been assisted throughout the local plan preparation process by an experienced and dedicated team, latterly comprising of Alan Williamson (Supervisory Planner) and two Senior Planners, Lin Jack and Margaret Pickett. Prior to Alan and Lin arriving in late 2001, Jean Hutton, Richard Bravery and Paul Christy (all Senior Planners) each played their parts in delivering this replacement Local Plan.

This Local Plan would not have been produced without the commitment of all the staff of the Policy, Plans & Information team within Planning Services. Thanks are due in particular to Senior Technicians, Claire M Jenkins and Graham McCarey, for the preparation and layout of the Written Statement in its various forms through different stages over the years. The contribution of the Development Control and Conservation Manager, Nicholas McLaren and his Supervisory Planner, David Ashman, was also invaluable.

The original design and preparation of the Written Statement and in particular the Proposals Map, was devised and undertaken by John Essery of the Service (1999 to 2003). Modifications to the Final Draft version of the Map to create this adopted version, was undertaken by Michael Travers (of Beith Printing Co Ltd), without whose input and dedication over the final stages, this Plan would not have been published. A special medal is due to Michael for his efforts!

Acknowledgements for the use of photographs and the illustrations in the Plan are noted at the end on page 266.

Availability of Local Plan and Related Documentation

Copies of the Local Plan (Written Statement & Proposals Map) are available on request, as are copies of the Supplementary Documents, individually or collectively.

The Environmental Constraints Map is also available separately for £20.00 (incl p&p).

Copies of the Local Plan are available separately on CD Rom.

*Note: The Inverclyde Local Plan (2005) can be viewed on the Council's web site at:
'www.inverclyde.gov.uk'*

SECTION A

SECTION A



Purpose, Procedures and Policy Contexts

CHAPTER 1 : INTRODUCTION

1.1 Inverclyde Council was formed in 1996 by the reorganisation of Scottish local government. It is one of the smallest local authorities in Scotland, extending to some 61 square miles and with an estimated 2004 population of 82,430. Since the 1970s the area has experienced a severe decline in its population through the collapse of its traditional industrial base of shipbuilding and marine engineering.

1.2 The Council, in association with public and private partners has, however, been working to arrest this decline and over the past 15 years, substantial progress has been made in attracting new business and industrial investment, supporting the creation and growth of new employment, while improving the skills base and generating new jobs. The Council is committed to making the area one of the best performing local economies in the UK as well as continuing in partnership with major schemes of urban renewal and neighbourhood regeneration to make Inverclyde an area in which people would wish to live, work, invest and visit. The Council aims to continue this progress through the provisions of this first major review of the Inverclyde Local Plan.

PURPOSE AND FUNCTION OF LOCAL PLANS

1.3 The Council is required under the Town and Country Planning (Scotland) Act 1997 and related legislation, to provide full Local Plan coverage for the area within its jurisdiction, the purpose and functions of which are described below. This Plan, in conjunction with the approved Glasgow and the Clyde Valley Joint Structure Plan 2000 (hereafter the Structure Plan), forms the statutory Development Plan for Inverclyde. The Structure Plan provides the wider strategic policy context within which the Local Plan can set out the Council's detailed policies and proposals for the use, development, improvement and protection of land and buildings.

1.4 These policies and proposals will, in conjunction with national policy and advice:

- (i) set out a framework for the development and use of land, to guide most day-to-day decisions;
- (ii) provide a stable and consistent framework within which investment decisions can be made with confidence;
- (iii) provide an adequate amount, quality and choice of effective opportunities for development that are sustainable and which do not compromise the environment; and
- (iv) provide a relevant basis for development control and investment decisions.

1.5 By having an overview of land use throughout the area, the Local Plan can enhance the economic development opportunities within the area whilst having regard to the promotion of social inclusion.

1.6 Government planning advice recommends that local plans should guide investment and development in the area over a period of at least five years. Plans should be regularly reviewed and policies reaffirmed or amended in line with current conditions and expectations. This Local Plan replaces the 1988 adopted Inverclyde Local Plan.

THE NEED FOR A LONGER TERM LOCAL PLAN

1.7 The Council is committed to helping Inverclyde's local economy generate more sustainable employment and income opportunities, and to make the area an attractive, healthy and safe place in which to live, work and play. The primary intent of a local plan, as indicated, is to guide development and investment over the short-term, which in this Plan, is to 2011. Inverclyde Council's stated aim, however, cannot be achieved within such a short timescale. The problems that confront Inverclyde require a longer-term, strategic approach, to their resolution. The scale and continuity of depopulation from the area requires this Local Plan to provide a clearer understanding of what Inverclyde can become, through realising its undoubted assets and opportunities over the medium-to-longer term. By having this perspective, it is hoped that decisions for the short term can be made with greater regard to the longer term and therefore, avoid compromising the potential for further beneficial development in later years.

App A

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1.8 A medium-longer term perspective is required. The remit of this Local Plan, therefore, is to provide an indication of the longer-term strategy for the growth and renewal of Inverclyde and, within that context, to influence and inform decisions that need to be taken now.

1.9 Chapter 3 outlines the Council's Development Strategy for this Local Plan, over a range of time periods, from short, through medium, to long term.

Ch 3, para 3.12

THE PLAN PROCESS AND THIS ADOPTED PLAN

1.10 The key stages in the Local Plan process are shown in Figure 1.2. The first published stage in the process was the Consultative Draft Plan and the final stage is this Adopted Plan.

1.11 Prior to each stage, a period of publicity and consultation is undertaken to ensure that those who live, work or run a business in an area have a say in its future development. In Inverclyde's case, all interested parties have been consulted at these stages, including local residents, community councils and businesses; statutory consultees and consultants representing developer interests; and Elected Members of the Council and Council Services.

1.12 The Consultative Draft of the Local Plan was published in April 1998 and was followed by a six-week period of publicity, consultation and exhibitions. 437 responses were received to the Draft, the majority of which, 342, were received from private individuals. A Statement on Publicity and Consultation was published at the time of the publication of the Final Draft Plan. The Statement provides:

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- (a) details of the initial publicity and consultation undertaken by the Council, indicating its intention to prepare a Local Plan;
- (b) the publicity and consultation undertaken to publicise the Consultative Draft Plan; and
- (c) the representations received to that Draft and the Council's response to these in the production of the Final Draft Plan.

1.13 The Final Draft Local Plan - the Council's endorsed version of the Plan as it would wish it adopted - was published in November 2002. A period of eight weeks was allowed for objections to be lodged. 177 representations were received, raising over 320 separate matters. Over 60 of 140 linked representations/objections were considered to be objections, of which some 30 raised substantive issues of objection.

1.14 In September 2003, the Council endorsed Proposed Draft Modifications to the Final Draft Plan, and subsequently published these in advance of the Local Plan Inquiry (LPI) in January 2004. This publication included three additional amendments made by the Council concerning housing development opportunities. Two further periods were allowed for objection to these amendments and to the proposed draft modifications.

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1.15 In January 2004, the Council was informed of the scale and nature of the objections to the three Council amendments to the Final Draft Plan, and of preparations and final arrangements for the LPI.

1.16 The Local Plan Inquiry was held during April and May 2004. The Scottish Executive appointed Reporter also received further Written Submissions from objectors not wishing to appear at the LPI. The Reporter delivered his Report into objections to the Local Plan to the Council in September 2004. In early October, all objectors/consultees on the Plan were provided with a summary of the Reporter's Recommendations, without prejudice to the Council's consideration of the Reporter's findings.

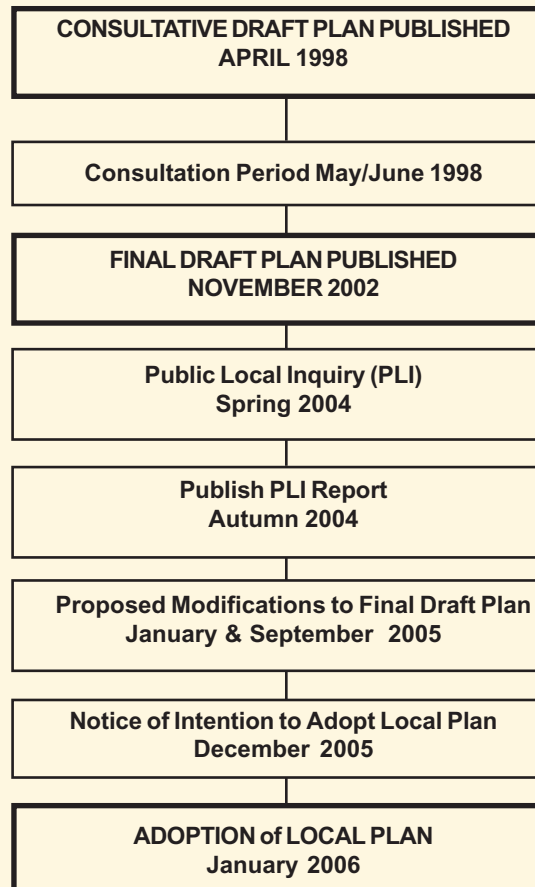
1.17 The Council approved its 'Statement of Responses' to the Reporter's Recommendations and its Proposed Modifications to the Final Draft Plan in January 2005, allowing for a further six-week period for objections. This included two significant changes: the inclusion of Green Belt land at Levan Farm, Gourrock as a housing development opportunity; and the removal of the Inverkip Power Station site as a development opportunity from the Local Plan and its retention as Green Belt.

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1.18 The Council considered the objections to the Proposed Modifications in the spring/summer of 2005, including further representations from objectors concerned with Inverkip Power Station, and Hill Farm, Inverkip. In relation to the former, the Council agreed to re-instate the Special Development Area for the Power Station site into the Plan; and in terms of the latter, together with other outstanding objections/representations, the Council concluded that none constituted a valid and significant material matter which should delay the Plan. The Council then gave notice of its intention to adopt the First Review of the Inverclyde Local Plan in November 2005. This Local Plan now forms part of the statutory Development Plan for Inverclyde, the other Plan being the approved Glasgow and the Clyde Valley Joint Structure Plan (2000).*

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Figure 1.2 : Inverclyde Local Plan: First Review - Timetable to Adoption



Inverclyde's Charter for Local Planning

1.19 The Council's Local Plan Charter sets out the key stages in the preparation of the Local Plan and the procedures, functions and processes involved. The Charter also indicates when and how members of the community, and other interested parties, can become involved in the process. It explains the standard of service which can be expected from the Council during the process and the relevance of the Plan to development once adopted and in place. Copies of the charter are available at Planning Services and at other places, such as public libraries, where the Adopted Local Plan is made available.

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[* Refer to Note on page (iv) of Plan]

HOW TO USE THE LOCAL PLAN

1.20 The Local Plan, as required by statute, consists of a Written Statement and an accompanying Proposals Map. The Written Statement is organised into five sections, A to E, each comprising a number of chapters. Also forming part of this document are five appendices, including a subject policy index. In addition, Supplementary Documents are available from the Planning Service, providing more detailed information on a number of matters either summarised in the Written Statement or where such a level of detail would reduce the legibility of the Proposals Map.

1.21 The Written Statement is organised in the following way. Section A, 'Purpose, Procedures and Policy Contexts' comprises this introductory chapter and chapter 2 which explains the local and wider policy context and other factors which Inverclyde Council has taken into account in preparing the Local Plan. Section B: 'A Planning and Development Framework' outlines the Development Strategy of the Plan and the complementary and equally overarching strategies for the Green Belt and the Countryside and for Transportation and Accessibility. Detailed planning policy guidance is set out in Section C: 'Development Promotion and Protection Policies' (chapters 6 to 11) to assist with the implementation of the Development Strategy while complying with its key overarching policies. In Chapters 6, 7 and 8, a three-fold division of 'Development Strategy Policies'; 'Implementation Policies'; and 'Development Control Policies' is designed to assist understanding and the main purpose and intent of the policies contained in these chapters. A similar, though less rigorous division is also set out in chapters 5, 9, 10 and 11. Section D: 'Special Development Areas' addresses the major development opportunities and the planning prospects for five broad areas within Greenock, Port Glasgow, Gourock and Inverkip. The final section, E: 'Implementation, Monitoring and Review', contains relevant supplementary information to assist in using the Local Plan. Throughout the document, reasoned justifications for the policies, recommendations and proposals are included to assist with understanding the strategy adopted.

1.22 As indicated in paragraph 1.3, the Local Plan should not be read in isolation. It follows national planning policies and addresses local matters within the strategic framework provided by the Structure Plan. Other Council policy documents and Plans, legislation, advice and commissioned studies have also been influential in developing the Plan's Development Strategy. Where appropriate, therefore, reference to these documents and other parts of the Local Plan has been provided. The convention for this referencing, as provided in the right-hand column, serves a dual purpose.

1.23 The *numbering system* refers to the supporting documents used to prepare the Local Plan. A list of these referenced documents is provided at the end of each chapter, where required. Due to the fewer number of such references in Sections D and E of the Plan, these notes are incorporated in the reference column of each of these chapters, with the exception of Chapter 14. The references use an abridged format, based on the abbreviations list in Appendix D. For example, **JSP, SP1, Sch 1(a)** refers to the Joint Structure Plan, Strategic Policy 1, Schedule 1(a); **SPP2**, to Scottish Planning Policy 2 'Economic Development' (see Table 2.1 in Chapter 2); and **IC**, to Inverclyde Council. The *abbreviated references* in the right-hand column are cross-references to other parts of the Local Plan, either within the same chapter, or elsewhere in the Written Statement, or in some cases, the Proposals Map. The abbreviations adopted for this aid to using the Plan are also outlined in Appendix D.

1.24 The Proposals Map shows on an Ordnance Survey base, and where appropriate, the sites and locations to which the policies, proposals and opportunities relate. Not all the policies and proposals in the Local Plan are site-specific since some relate to the Authority as a whole, or parts thereof.

1.25 In addition, the two main parts of the Inverclyde Local Plan - the Written Statement and the Proposals Map - are interrelated and cross-referenced to each other throughout.

PROFILE OF INVERCLYDE

1.26 This chapter concludes with a SWOT analysis of Inverclyde (identifying the strengths, weaknesses, opportunities and threats affecting the Authority), as a preliminary guide to understanding the key issues and problems that have an influence on Inverclyde's development. These factors have been taken into account in devising the land use planning matters of relevance to the Development Strategy and detailed policies of this Local Plan.

1.27 Inverclyde is an area of significant strengths, assets and opportunities. It however faces many challenges to reaching its full potential. Through this Local Plan and other initiatives, the Council intends to build on these strengths, correct the weaknesses and protect against threats whilst realising all the opportunities that will be of benefit to the community.

App E

App B

App D

App A

SWOT Analysis

Strengths

- **Environment** - Inverclyde has the advantage of having its urbanised areas along the coastal reaches of the River Clyde in close proximity and accessible to the relatively undeveloped countryside and upland moors of the Regional Park.
- **Views** - An area of unrivalled scenic beauty, Inverclyde has breathtaking views north to the Argyll Hills and southern Highlands.
- **Built Heritage** - Five Conservation Areas and 235 Listed Buildings indicating the quality and variety in the built environment of Inverclyde, identified for their architectural and/or historic character. These attractions, including museums, galleries, stately homes and castles, celebrate Inverclyde's maritime and industrial past.
- **Proximity to Motorway Network** - The M8 commences just 2.5 km from Inverclyde's eastern boundary giving direct access to Glasgow and the rest of Scotland's transport network, and to England.
- **Proximity to Glasgow International Airport** - Only 20-30 minute's drive from the centre of Inverclyde.
- **Rail and Ferry Connections** – Very good rail connections to Glasgow and beyond to the rest of Scotland and England, and to the North Ayrshire coast, with onward ferry links to Argyll and Bute.
- **Deep-water Port/Container Terminal** - Ocean Terminal in Greenock is a successful road-sea freight interchange of international significance, and a port of call for the world's largest cruise ships.
- **Employment** - Inverclyde remains a major employer for the electronics and computer industries, and has three times as many jobs, relative to the Great Britain average, in the manufacture of optical and electrical equipment, and twice as many in textiles.
- **New Business Growth Rate** - Over the period 1997 to 2003 the company birth rate increased slightly and the death rate decreased marginally. The death rate was below the regional and UK rates.
- **Available Labour Force/Flexibility** - With the exception of Glasgow, Inverclyde has the highest number of locally-based employees in the West of Scotland. Flexible working patterns have increasingly become the norm for large employers and recent figures confirm a gradual move towards short-term and part-time work within Inverclyde, which for some households/individuals is advantageous.
- **Further/Higher Education** - Quality educational and training programmes are available to the entire community regardless of age or stage in life. James Watt College of Further and Higher Education is the largest college in Scotland, offering 1,000 courses.
- **Partnership Working** - Inverclyde has a tradition of successful partnerships and the Council has worked successfully in partnership with other agencies such as The Scottish Executive, Scottish Enterprise Renfrewshire, Communities Scotland and more generally through the Inverclyde Regeneration Partnership/Inverclyde Alliance.

- **House Completions** - A house completion rate of over 300 dwellings per annum over the last 10 years, of which over 70% has been for owner-occupation. Of the owner-occupied sector, over 60% were on brownfield sites, assisting sustainable urban development.
- **Sub Regional Shopping Centre** - Inverclyde has in Greenock a town centre, comprising shopping, commercial and business functions, which attracts people from beyond the Authority's boundary. Two other secondary Town Centres - Port Glasgow and Gourock - have the land to realise new, exciting development opportunities, to raise the profile of these towns, and Inverclyde, as a whole.
- **Indoor and Outdoor Leisure** - Within the built-up area, many parks and facilities provide opportunities for a variety of activities, with the Greenock Waterfront complex providing a prominent and central attraction. There is immediate access to the Clyde Coast and the countryside for pursuits such as walking, cycling, sailing and golf.

Weaknesses

- **Perceived Isolation** - Although on a main trunk route and with immediate access to the motorway network, Inverclyde is beyond the western edge of the Greater Glasgow area. It is also 'out on a limb' from the main routes between Glasgow and the major Ayrshire towns. Access to the north and west is by ferry. The majority of the housing market in Inverclyde is very self-contained and a high percentage of employees are also locally-based.
- **Poor Image** - There are highly visible and very prominent derelict sites at 'gateway' locations, situated close to the town centres and alongside principal transport corridors. Some of the 'rejected' council housing areas also have a stigma attached to them which creates a poor image for Inverclyde, as a whole.
- **Constraints due to Topography** - Development within and expansion of the main urbanised area is restricted by the coastline on one side and, on the other, the steepness of slope, creating severe constraints and costs to further development.
- **A8 Route Delays/Flooding** - The A8 trunk road is the main route through the Authority and delays can occur, especially at peak times. The route is also subject to flooding at a number of locations.
- **Vacant & Derelict Land** - In March 2004 there was over 140 hectares of vacant and derelict land, in 133 sites. Almost 40% of these sites had been in that condition since 1995 and over 20% since before 1990. Moreover, many of these sites are highly visible and prominent, which creates a poor image of the area and undermines potential investment.
- **Business and Industrial Land** - There is an inadequate supply of readily available, quality marketable business and industrial sites. Only three sites were identified as being marketable, of quality and immediately available at March 2004. This undermines the competitiveness of Inverclyde.
- **Reliance on Electronics Sector** - The economic base of Inverclyde is narrowly focused and local employment is heavily dependent upon the electronics sector. Employment in manufacturing is declining. Between 1995 and 2003 employment in that sector declined by 66%.
- **Unemployment** - The unemployment rate has been higher than the UK average since 1996 and higher than the Scottish average since 1998.

- **Rejected Housing Stock** - At June 2004 there were almost 1,700 council houses, representing 17% of the total stock, not let in the Authority area, reflecting the scale of rejection in certain areas of Greenock and Port Glasgow.
- **Demolitions** - Since 1991 over 2,000 Council houses have been demolished, representing 13% of the total stock; this is indicative of the scale and need for area renewal.
- **Deprivation** - Out of the 32 Councils in Scotland, Inverclyde has the second highest percentage of its population, 33%, living in Scotland's 15% most deprived neighbourhoods. These neighbourhoods are concentrated within the nine designated SIP areas.
- **Health Problems** - The ageing population and large areas of deprivation (in nine SIP areas), result in Inverclyde having more than the national average amount of health problems.
- **Car Ownership** - Inverclyde has a car ownership rate lower than the Scottish average: 57% of all households in Inverclyde do not have access to a car compared with 66% for all Scottish authorities.

Opportunities

- **Brownfield Land** - There is an abundance of brownfield land, such as in the Council housing areas being restructured and along the Waterfront, which provide good opportunities for the renewal and regeneration of Inverclyde.
- **Waterfront** - The urban waterfront of Inverclyde offers the greatest potential for significant renewal and regeneration of vacant, derelict and/or underused land, to continue the transformation of the local economy and create sustainable communities.
- **New Business Opportunities** - The successful redevelopment of the Waterfront will provide opportunities for a variety of business, and other, new uses.
- **Port Glasgow Town Centre Development** - Part of the proposed Waterfront redevelopment involves a realignment of the A8 trunk road in order to extend Port Glasgow town centre, and re-connect it to the coast.
- **Reducing Long Term Unemployed** - In June 2004, 70% of claimants in Inverclyde had been unemployed for less than 6 months and only 12% had been out of work for more than 1 year. This is much more favourable than the West of Scotland, and Scotland as a whole.
- **Getting the Unemployed into Employment** - In June 2004, the majority of those coming off the unemployment register to take up employment was higher (at 74%), than the equivalent percentage for the West of Scotland and the UK.
- **Training for Skilled Labour** - Many of the larger companies in Inverclyde are actively involved in vocational training to upgrade the skills of their workforce, in order to remain competitive.
- **Tourism** - One of the potential principal growth sectors of the Inverclyde economy is tourism and this area presents substantial growth opportunities.

Threats

- **Infrastructure and Public Realm** - An ever ageing infrastructure and under-investment in much of the public realm does not present the best image of Inverclyde: these will require substantial increased capital investment and continuing revenue support.

- **Competing Opportunities** - Perception of better development opportunities in neighbouring authorities, which if implemented, could adversely impact on potential developments in Inverclyde.
- **Other Waterfront Redevelopment** - Major regeneration schemes on the River Clyde upstream at Pacific Quay and Glasgow Harbour, Braehead and Clydebank, could be detrimental to generating developer interest in the restructuring and redevelopment of the Inverclyde Waterfront and other key development opportunities in the area.
- **Royal Ordnance Factory at Bishopton** - This site offers a potential extensive development area for the medium term, beyond 2011. This could impact on the regeneration of Inverclyde and the area's ability to attract economic investment and arrest/reverse population decline.
- **Short-term Leases/Contracts** - Competition and change in the global economy is resulting in businesses often preferring to rent property on short-term leases and for the use of established premises to change. Zoning of areas and permitted use of premises, therefore, may need to be more flexible to accommodate different uses. More flexibility is also expected of employees and with a move towards short-term and part-time contracts, continuous, full-time employment is affecting more of the workforce. This has potentially significant implications for disposable incomes, the local economy and even house prices.
- **Population Decline** - The national projection (GRO(S)) is forecasting continuing depopulation with the Authority population falling by 13.6% in the period, 2004-2024.
- **Working Age Population** - The projected working age population is forecast to decline by 3% by 2010 and by 19% by 2024. Also by these dates a higher percentage of the workforce in the 50 to retirement age group will be older, 30% and 40% respectively. These estimates allow for the change in women's state pension age, from 60 to 65, after 2010.

Reference number	Reference Notes	Paragraph number
1	Inverclyde Council (IC) Economic Development Strategy (2003)	1.1
2	IC Corporate Strategy: Mission Statement	1.2
3	Local Government & Planning (Scotland) Act 1982	1.3
4	The Town & Country Planning (Structure and Local Plans) (Scotland) Regulations 1983	1.3
5	Planning and Compensation Act 1991	1.3
6	Joint Structure Plan (approved May 2002)	1.3
7	Scottish Executive: Scottish Planning Policy, National Planning Policy Guidelines & Planning Advice Notes	1.4
8	Planning Advice Note 49 'Local Planning'	1.6
9	IC Economic Development Strategy (2003)	1.7
10	IC Publicity and Consultation Statement, published with Final Draft Local Plan	1.12
11	'Summary of Objections and Representations Received on the Published Local Plan and subsequent Council Amendments, the Council Response, and Proposed Draft Modifications to the Local Plan'	1.14
12	'Summary of Objections and Representations Received on the Published Local Plan and subsequent Council Amendments, the Council Response, and Proposed Draft Modifications to the Local Plan'	1.17
13	Environment and Regeneration Committee (1 Nov 2005) and The Inverclyde Council (1 Dec 2005)	1.18
14	IC (Sept. 1998)	1.19

CHAPTER 2 : PLANNING CONTEXTS

2.1 Scotland is increasingly influenced by decisions and events at a global level with the development of world-wide agreements on matters such as trade and the environment. With the growing influence of the European Union (EU) on UK Government and policy-making and the devolution, in 1999, of power to the Scottish Parliament, there is now a wider than ever range of influences on Scottish planning policy.

THE INTERNATIONAL AND EUROPEAN DIMENSION

2.2 Whilst the globalisation of capital and agreements by organisations such as the World Trade Organisation have implications for Inverclyde's economy, the most direct influence on planning policy is that from international agreements on the environment, particularly regarding sustainable development and climate change.

2.3 The concept of sustainable development was first outlined in 1987 by the World Commission on Environment and Development, which defined sustainability as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The UN Earth Summit, held in Rio de Janeiro in 1992, committed governments to produce national strategies for sustainable development. This involved a commitment to producing local strategies, in a process that is known as Local Agenda 21.

2.4 At the Inter-Government Conference on Climate Change in Kyoto in December 1997, governments committed themselves to reducing emissions of greenhouse gases. The UK Government subsequently adopted a Climate Change Programme which seeks to reduce greenhouse gas emissions through a number of measures, including improving energy efficiency in the business and domestic sector, reducing transport emissions, and increasing energy supply from renewable resources.

2.5 The European planning policy context for the Development Plan is covered in SPP 1, and the Structure Plan.

NATIONAL PLANNING POLICY AND ADVICE

2.6 The statutory framework for land use planning in Scotland is provided by the Town and Country Planning (Scotland) Act 1997. Under the provisions of this Act, the preparation of development plans is governed by the Town and Country Planning (Structure and Local Plans) (Scotland) Regulations 1983.

2.7 The Scottish Executive's policy on nationally important land use and other planning matters is contained in a series of Scottish Planning Policy (SPP) and National Planning Policy Guidelines (NPPG). These provide statements of policy on the factors which should be considered by the Scottish Ministers and planning authorities in development plan policies and in development control decisions. Circulars also provide statements of Executive policy and contain guidance on policy implementation through legislative or procedural change. Planning Advice Notes (PAN) provide advice on good practice and other relevant information. A complete list of SPPs, NPPGs and PANs is included as Table 2.1, at the end of the Chapter. The Local Plan has been prepared in accordance with national planning policy and planning advice notes. Reference is made to SPPs, NPPGs and PANs throughout the Local Plan and copies of the documents are available from Planning Services for inspection if required.

THE STRATEGIC CONTEXT AND THE STRUCTURE PLAN

2.8 The statutory development plan for an area consists of the approved structure plan and the adopted local plan. In the case of Inverclyde the Glasgow and Clyde Valley Joint Structure Plan 2000 is the current approved plan. This supersedes the Strathclyde Structure Plan.

2.9 It is a requirement of the Town and Country Planning (Scotland) Act 1997 that local plans conform to the structure plan covering their area and also that they are kept up to date. The Inverclyde Local Plan, First Review, has been prepared within the context of the Glasgow and the Clyde Valley Joint Structure Plan, which sets out the longer term strategic land use framework. Reference is made to the Structure Plan and its policies throughout the chapters of the Local Plan. The Structure Plan has four main aims:

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App C

Ch 5, para 5.9

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Ch 1, para 1.3

p14 & 15

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1. to increase economic competitiveness;
2. to promote greater social inclusion and integration;
3. to sustain and enhance the natural and built environment; and
4. to integrate land uses and transportation.

These aims are fundamental to the Development Strategy of the Local Plan, outlined in Chapter 3.

THE CORPORATE AND PARTNERSHIP CONTEXT

2.10 The Local Plan is one of several policy documents prepared by Inverclyde Council and its preparation has had to take account of these other documents and strategies.

Inverclyde Council Corporate Strategy

2.11 The Council has a Mission Statement and Corporate Strategy which form the basis for prioritising Service decision-making and policy. The land use planning strategy in the Local Plan is complementary to and supports the aims of the Corporate Strategy, with its key objectives of social, economic and physical regeneration.

Community Plan / Inverclyde Alliance

2.12 The Inverclyde Community Plan has been the subject of wide consultation and was published in 2003. This document provides a framework for the Council and its partner organisations, now formerly established as the Inverclyde Alliance (IA), and includes Communities Scotland (CS), Scottish Enterprise Renfrewshire (SER), the Health Board, James Watt College and Strathclyde Police, all working together to achieve its core objectives and its aim for best value.

2.13 The Council's key partners all have their own strategies and budgets to work to but it is hoped that by working collectively to identify common priorities, better value will be achieved from their joint resources. The Community Plan will play a major role in integrating and matching the expenditure programmes of partner agencies, with the respective Services of the Council. The five key themes of the Community Plan are Education and Lifelong Learning; Health and Wellbeing; Improving Neighbourhoods and Community Inclusion; Community Safety; and Economic Regeneration.

Regeneration (Community Planning) Partnership

2.14 A key element of sustainable development is tackling social exclusion, which refers to the poverty experienced by the most disadvantaged in society and, through this, their exclusion from employment, good housing and other life opportunities which many take for granted. The Council and its partners, including SER and CS, set up the Inverclyde Regeneration Partnership (IRP) in 1996, which was successful in achieving the designation of a Priority Partnership Area, later renamed a Social Inclusion Partnership (SIP). The SIP covered nine separate locations, including central and peripheral housing areas, in Greenock and Port Glasgow, which have severe pockets of unemployment and poor housing, health and educational attainment. The SIP areas - six in Greenock and three in Port Glasgow - remain among the worst 10% of areas in Scotland on the basis of an analysis of the 1991 Census in terms of deprivation indicators. Because some of the SIP's are relatively small, yet extremely disadvantaged, Inverclyde qualified for SIP status on an 'archipelago basis', covering each of these nine areas. The population of the SIPs was 17,600 in 2000, which is approximately one-quarter of the Inverclyde total, demonstrating the scale of deprivation within the Authority.

2.15 The IRP comprised three groupings: the first included Inverclyde Council, CS, SER, the Health Board and James Watt College; the second, the local community; and the third, the business community. All of these partner agencies, through the structures that evolved to oversee and implement the strategy of the Partnership, had as their focus, the comprehensive social, economic and physical regeneration of Inverclyde, as a whole, although the Partnership's primary focus was on the nine areas covered by the designated SIP, agreed with the Scottish Executive for urban programme and other financial assistance. IRP was a major influence and an important forum for the implementation of initiatives and projects, to assist social inclusion in these disadvantaged areas. By 2006, the Regeneration Partnership, along with the Better Neighbourhood Services Fund (BNSF) initiative, will be fully integrated into the Community Planning Partnership structures and the Inverclyde Alliance, with a new scheme - the Community

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Ch 3, Fig 3.3, p30

App A

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Regeneration Fund (CRF) - replacing the SIP and BNSF under the new Regeneration Outcome Agreement. The most important objective of the CRF is to 'regenerate the most disadvantaged neighbourhoods, so that people living there can take advantage of job opportunities and improve their quality of life.'

KEY PARTNERS' PLANS AND POLICIES

2.16 This Local Plan sets the context for land use change within Inverclyde for the next 10-20 years, and a detailed framework for the use of land and buildings for the next five years. The policies and proposals contained in this Local Plan will in many instances require the co-operation of other agencies, and of course, the private sector.

2.17 The partner agencies each have their own corporate plans and strategies and these are outlined below. Among the other key areas of policy, strategy and implementation that will have a bearing upon the scope and discretion this Local Plan Review can take, are the inter-authority and inter-agency groupings and agreements noted below. Featured in most of these collaborative efforts and partnerships, that have been established to progress projects and initiatives of benefit to Inverclyde are SER, CS and Scottish Natural Heritage (SNH). Two of these agencies – SER and CS - are members of the IA, as noted.

Communities Scotland

2.18 Communities Scotland is an Agency of the Scottish Executive Regeneration Department, with a remit covering regeneration; investment and performance; and regulation and inspection. The Housing (Scotland) Act 2001 made it a requirement for all local authorities to prepare a Local Housing Strategy which has to be submitted to Scottish Ministers. Communities Scotland prepared a Housing Market Context Statement which has provided the framework for the Inverclyde Local Housing Strategy. This Statement has also been an important influence in the development of the housing strategy in this Plan.

Scottish Enterprise Renfrewshire

2.19 Inverclyde is within the area covered by SER. An operational plan is produced by SER annually detailing their priorities for investment. In land use planning terms, SER has an important role in the shared understandings with the Council on the area's business land supply requirements and as a part-funder of the much-needed environmental improvements on some of Inverclyde's vacant and derelict land.

Argyll and Clyde Health Board (to become Greater Glasgow and Clyde NHS)

2.20 Inverclyde is to be brought within the area covered by the Greater Glasgow and Clyde NHS. It is a partner in the IA and Inverclyde has on a number of health indicators, particularly acute problems of personal health, which impact upon the area's social conditions and economic performance. These are addressed by the NHS in its strategy and finds expression in the Inverclyde Alliance.

OTHER POLICY DOCUMENTS

2.21 While not formally represented on the range of inter-agency partnerships the Council is involved in, the framing of the Development Strategy of the Local Plan has had regard to other agencies strategies and plans, since they also have an impact, either direct or otherwise, on land use planning in Inverclyde. Among these are Strathclyde Passenger Transport (SPT), the Scottish Environment Protection Agency (SEPA), Scottish Water and all the relevant departments of The Scottish Executive.

2.22 The New Housing Partnerships (now Community Ownership Programme) is a major part of Government policy, its main aim being "to foster close collaboration between local authorities and their partners, including the private sector and tenants, to secure additional investment and to promote and provide good quality housing in the social rented sector". The Scottish Housing Quality Standard, introduced by the Scottish Executive in 2004, will complement and assist in these aims, to raise standards in this sector. While this will not have a major implication for the Local Plan in terms of land use change, the scale of demolition is likely to be significant and will alter the tenure balance. The Council's Local Housing Strategy incorporates the spirit and intent of Government policy on these matters, as does the Council's partnership working with Communities Scotland and the Registered Social Landlords (RSLs), more commonly known as Housing Associations.

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Ch 1, paras 1.7-1.9

Para 2.12

Ch 7, para 7.9-7.11
& App C9
Ch 6, para 6.16;
Sch 6.2;
& Apps D & E

Apps D & E

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2.23 There has been a major change of Government policy towards transport in response to environmental and other considerations. This has changed markedly since the 'Roads to Prosperity' programme of major road building in the 1980s. The Government has since published a UK Transport White Paper and a supplementary Scottish White Paper, the first White Papers on transport for nearly thirty years, with the aim of developing a more integrated transport system. These have been followed, at both a UK and Scottish level, by a number of consultation documents as part of a continuing process of policy development.

Ch 5, para 5.11

2.24 The White Papers introduced the concept of a Local Transport Strategy (LTS), replacing the former Transport Policies and Programmes (TPP). Local Transport Strategies are intended to outline local authorities' objectives, strategies and implementation plans for the development of an integrated transport policy, with a focus on the subsequent three years within an overall ten to twenty year vision. In turn, development plans are intended to provide a complementary land use strategy.

Ch 5, para 5.27
App C

Ch 11, para 11.8

2.25 The Scottish Executive, through its Executive Agency, SEPA, published a National Waste Strategy for Scotland in December 1999, and this has since been followed by Area Waste Strategies. SEPA, together with the local authorities, is also responsible for policy in relation to contaminated land. Among SEPA's duties under the contaminated land regime, is to provide specialist advice to local authorities on contaminated land, to maintain a national register of remediation and report on the national state of the problem.

Para 2.31 & Ch 3,
paras 3.26/27

LLEWELYN-DAVIES STUDY AND AREA RENEWAL PLANS

2.26 In 1999 a major study was commissioned by Inverclyde Council, Scottish Homes and Scottish Enterprise Renfrewshire, through the Inverclyde Regeneration Partnership, to look at the linkages between the performance of the housing market, the local economy and the continuing, long term trend in depopulation from Inverclyde. The final report "Inverclyde: A Strategy for Change" (hereafter 'Strategy for Change') was published in July 2000 and has been endorsed by the Council and partner agencies.

Ch 3, paras 3.18-20
& App C

2.27 Following 'Strategy for Change', detailed studies were commissioned to examine the SIP areas of South & West Greenock, East Greenock and the town of Port Glasgow, as a whole. These Area Renewal Plans (ARP) have been analysed and synthesised in the Council's report, endorsed by its key partners 'Area Renewal - A New Inverclyde: the First Steps', (hereafter 'First Steps'), which constitutes the housing renewal strategy for Inverclyde. It has been used to inform the Development Strategy of the Plan and has provided an insight to the likely rates and location of housebuilding required, for the short, medium and longer term periods in the SIP areas and in the Plan's 'New Neighbourhood' designation. More recently, the Riverside Inverclyde Initiative has been established to promote the development strategy for the Inverclyde Waterfront area. These matters are covered in Chapters 3, 6 and 7.

App C

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OTHER COUNCIL PLANS AND STRATEGIES

2.28 The Planning Service, while having primary responsibility for preparing this Local Plan Review and the Council's principal land use planning framework, enshrined in the Development Strategy of the Plan, does not operate in a vacuum. The Service liaises and has close links with a number of other Services of the Council, each having a land use dimension, most notably:

- (i) Economic Development;
- (ii) Housing;
- (iii) Transportation and Roads;
- (iv) Property;
- (v) Community (including Environmental) Services;
- (vi) Corporate (including Legal)
- (vii) Social Work; and
- (viii) Education.

2.29 In terms of the economy and new employment prospects for Inverclyde residents, SER in liaison with the Economic Development Service, plays an influential role. More generally, it is only with the assistance of the major funding bodies - SER, CS and grant-aid to the Council in partnership with private sector developers - that the opportunities for economic regeneration and urban renewal can be realised throughout

Ch 6, para 6.52-57

Inverclyde. The Economic Development Service has also worked closely with Planning in the preparation of the Joint Derelict Land Strategy (DLS), in which SER and Clydeport plc are key partners. The Economic Development Service produced an updated strategy document in 2003 which details the Service's role in relation to the Council's Mission Statement.

2.30 In relation to housing matters, the Council works in partnership with Communities Scotland and the Housing Associations active in Inverclyde. The Council's Local Housing Strategy (LHS) was published in April 2004, covering the years, 2004 to 2009. The strategic assessment of the Authority's needs focusses on: housing that meets demand; improvement in standards and quality of housing; and a commitment to research and monitoring the housing market. The LHS's principal objectives closely match the planning objectives of this Plan, with key concerns relating to tenure balance and the widening of housing choice in the areas designated for renewal, a commitment to securing housing that is low cost/affordable, and housing that meets the needs of particular groups, including community care and housing for the elderly. Issues such as the low cost home ownership market, Care in the Community, resources for Housing Action Areas (HAAs) and the area renewal initiatives in Port Glasgow and Greenock, are all undertaken through joint working arrangements. A new housing agency - River Clyde Homes - has been established to facilitate the transfer of the Council's housing stock (subject to tenants' ballot) and manage the bulk of the social rented housing sector.

2.31 In relation to environmental matters, councils have a range of responsibilities that impact on the development and use of land. Given the Government's commitment to sustainable development, which is fully reflected in this Local Plan in its preference for development on brownfield sites, the issues surrounding contaminated land have to be addressed. Local authorities have had new duties placed upon them since July 2000, concerning the implementation of the provisions of Part IIA of the Environmental Protection Act 1990 (as inserted by Section 57 of the Environment Act 1995). In Inverclyde, these new powers are vested with Environmental Services. This Service is currently identifying the scale of contaminated land, and if necessary, the most appropriate means of remediation. The role of the planning system in this new regime, in addition to ensuring that land is suitable for its proposed use, is to provide the baseline information from the SVDLS, which Environmental Services used to undertake its initial scoping exercise.

2.32 In terms of recreational and access matters, there are three partnerships of relevance to the Local Plan, as they are concerned with developing strategies to secure resources to implement projects for the natural environmental assets of Inverclyde:

1. Lower Clyde Greenspace, which seeks among other initiatives to develop a common view for the enhancement of environmental assets on both sides of the Lower Clyde Estuary, is a partnership between the Council, Argyll and Bute Council, SNH and the Glasgow and Clyde Valley Greenspace Trust.
2. Clyde Muirshiel Regional Park (CMRP), a partnership between the Councils of Inverclyde, Renfrewshire and North Ayrshire and SNH, SER and Scottish Enterprise Ayrshire.
3. Inverclyde Access Strategy and Local Access Forum, set up under the Land Reform (Scotland) Act 2003, principally to prepare a Core Paths Plan; while the Forum (which brings together all the relevant agencies, landowners/managers, community groups and different users, and the Council, SNH and Paths for All Partnership), will advise the local authority and any other person or body consulting the forum on matters having to do with the exercise of access rights, the existence and delineation of rights of way or drawing up and adoption of a plan for a system of core paths, under Sections 17 and 18 of the Act.

2.33 Each of these strategies has been taken into consideration in formulating the land use planning policies contained in this Local Plan. In some instances there are specific recommendations regarding the funding priorities of other bodies.

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Table 2.1 Relevant Government Planning Policy and Advice

National Planning Framework for Scotland (2004)
A Policy Statement for Scotland: Designing Places (2001)

Scottish Planning Policy

SPP1	The Planning System (2002)
SPP2	Economic Development (2002)
SPP3	Planning for Housing (2003)
NPPG4	Land for Mineral Working (2001)
NPPG5	Archaeology and Planning (1994)
NPPG6	Renewable Energy Developments (revised 2000)
SPP7	Planning and Flooding (2004)
NPPG8	Town Centres and Retailing (revised 1998)
NPPG9	The Provision of Roadside Facilities on Motorways and Other Trunk Roads in Scotland (1996)
NPPG10	Planning and Waste Management (1998)
NPPG11	Sport, Physical Recreation and Open Space (1996)
NPPG13	Coastal Planning (1997)
NPPG14	Natural Heritage (1998)
SPP15	Planning for Rural Development (2005)
NPPG17	Transport and Planning (1999)
Addendum to NPPG17:	Transport and Planning, Maximum Parking Standards (2003)
NPPG18	Planning and the Historic Environment (1998)
NPPG19	Radio Telecommunications (2001)
SPP20	Role of Architecture and Design Scotland (2005)

[Note: The term Scottish Planning Policy (SPP) should be interpreted as including NPPGs which have not yet been replaced. SPPs and NPPGs not relevant to Inverclyde are omitted from the above list]

Planning Advice Notes

PAN33	Development of Contaminated Land (revised 2000)
PAN37	Structure Planning (1996)
PAN38	Housing Land (2003)
PAN39	Farm and Forestry Buildings (1993)
PAN40	Development Control (2001)
PAN41	Development Plan Departures (1997)
PAN42	Archaeology - The Planning Process & Scheduled Monument Procedures (1994)
PAN43	Golf Courses and Associated Developments (1994)
PAN44	Fitting New Housing Development into the Landscape (1994)
PAN45	Renewable Energy Technologies (revised 2002)
PAN46	Planning for Crime Prevention (1994)
PAN47	Community Councils and Planning (1996)
PAN48	Planning Application Forms (1996)
PAN49	Local Planning (1996)
PAN50	Controlling the Environmental Effects of Surface Mineral Workings (1996)
PAN51	Planning and Environmental Protection (1997)
PAN52	Planning and Small Towns (1997)
PAN53	Classifying the Coast for Planning Purposes (1998)
PAN54	Planning Enforcement (1999)
PAN55	The Private Finance Initiative and the Planning Process (1999)
PAN56	Planning and Noise (1999)
PAN57	Transport and Planning (1999)
PAN58	Environmental Impact Assessment (1999)
PAN59	Improving Town Centres (1999)
PAN60	Planning for Natural Heritage (2000)
PAN61	Planning and Sustainable Urban Drainage Systems (2001)

PAN62	Radio Telecommunications (2001)
PAN63	Waste Management Planning (2002)
PAN64	Reclamation of Surface Mineral Workings (2002)
PAN65	Planning and Open Space (2003)
PAN66	Best Practice in Handling Planning Applications Affecting Trunk Roads (2003)
PAN67	Housing Quality (2003)
PAN68	Design Statements (2003)
PAN69	Planning and Building Standards Advice on Flooding (2004)
PAN70	Electronic Planning Service Delivery (2004)
PAN71	Conservation Area Management (2004)
PAN72	Housing in the Countryside (2005)
PAN73	Rural Diversification (2005)
PAN74	Affordable Housing (2005)

[Note: Information correct as at June 2005]



Reference numbers	Reference Notes	Paragraph number
1	'Our Common Future' (The Bruntland Report)	2.3
2	Scottish Planning Policy 1 'The Planning System'	2.5
3	Joint Structure Plan (JSP), pages 4/5	2.5
4	JSP (approved May 2002)	2.8
5	JSP, pages 8/9	2.9
6	Inverclyde Council (IC) Corporate Strategy: Mission Statement	2.11
7	Community Plan 'A Strategy for Change' (June 2003)	2.12
8	The Scottish Executive's Regeneration Statement 'Better Communities in Scotland - Closing the Gap' (2004)	2.15
9	Scottish Enterprise Renfrewshire 'Operational Plan'	2.19
10	Scottish Office, Report of Advisory Group, 1999	2.22
11	IC Economic Development Strategy (2003)	2.29
12	IC 'Contaminated Land:First Level Assessment',Environmental Services (Feb 2000) & 'Contaminated Land Inspection Strategy for Inverclyde (Consultation Draft)', Environmental Services (May 2001)	2.31
13	Planning Advice Note 33, pages 8/9	2.31

SECTION B

SECTION B



A Planning and Development Framework

CHAPTER 3 : THE DEVELOPMENT STRATEGY

INTRODUCTION

3.1 The central aim of this First Review of the Inverclyde Local Plan is to set out the Council's land use planning strategy and policies, and to provide a sound framework for the assessment of planning applications. Taken together with the Council's Corporate Strategy and the individual Service Plans, the Community Plan and the plans and strategies of our key partners, this Local Plan aims to secure the future prosperity of Inverclyde by:

- * promoting its economic competitiveness;
- * assisting the goal of social inclusion;
- * encouraging and supporting regeneration and the renewal of its communities;
- * protecting and enhancing the quality of its natural environment and built heritage; and
- * promoting the sustainable development of its towns and villages through the integration of planning and transport.

3.2 The Local Plan is consistent with, and supportive of, international, European, national and strategic policies as they impact upon the use and development of land and buildings. In particular, the Plan is guided by and is in accord with the approved Structure Plan, which together with this adopted Local Plan, forms the statutory Development Plan for this Authority.

Content of Chapter and the Planning and Development Framework

3.3 This Chapter provides an introduction to the Planning and Development Framework of the Plan. The principal aim and objectives of this Framework are outlined on page 17. The Framework is comprised of a number of interrelated and overarching guiding principles and objectives for sustainable development. These are expressed in 'dimensions of strategy', which combine to form the Development Strategy, its primary focus being to secure the optimum use of land within the existing built-up areas of Inverclyde. This will be implemented through the seven Development Strategy policies in this chapter (DS1 to DS7), the Green Belt and Countryside policies of Chapter 4 (DS8 to DS11) and Policies TA1 to TA4 in Chapter 5 'Transportation and Accessibility'.

3.4 This chapter's focus is on the Development Strategy. It provides guidance and policies for the planning of development within the urban areas of Inverclyde, the principal focus for new investment. The Structure Plan and 'Strategy for Change', along with this Plan's principal aims and objectives and Guiding Principles for Sustainability, have informed the four 'Dimensions' of the Development Strategy. These provide an understanding of the strategic goals of this Local Plan. The chapter concludes with a justification for the Development Strategy policies of the Plan. These 'strategic' policies are intended to augment those in the Structure Plan, not duplicate them.

STRATEGIC PLANNING CONTEXT

3.5 The Development Strategy provides a broad land use planning framework within which sit the individual policies and specific development frameworks of the rest of the Plan, and is designed to assist with the assessment of development proposals relevant to the full range of sectoral policies in the Plan. This Strategy is founded on the Aims and Key Themes of the Structure Plan, and the Integrated Strategy for Inverclyde set out in 'Strategy for Change'.

3.6 The aims of the Structure Plan are:

- (1) To Increase Economic Competitiveness
- (2) To Promote Greater Social Inclusion and Integration
- (3) To Sustain and Enhance the Natural and Built Environment
- (4) To Integrate Land Uses and Transportation.

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Paras 3.72 to 3.100

Ch 2 & App C

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3.7 The strategic vision of the Structure Plan is encapsulated in the following three Key Themes:

- (1) **A Corridor of Growth**, for new economic development: this aims to promote new development in locations that are well linked to areas of social need and better related to the transport network.
- (2) **Strengthening Communities**, by focussing new development at appropriate locations within existing urban and rural settlements, and sustaining and enhancing town centres: this aims to not only improve the quality of settlements as places to live but also allow the development of a more inclusive society, maximise the use of existing services and infrastructure, and reduce the pressure for urban expansion.
- (3) **The Green Network**, which enhances not only the amenity and quality of life within and around towns and villages but also strengthens the attractiveness of the area for economic investment: this Network as well as encouraging the recycling of urban brownfield land, aims to promote the creation of a high quality environment as an integral part of urban renewal and rural development.

3.8 Linking to these Key Themes, through the Policies of the Structure Plan, are the three 'Dimensions' of the Local Plan's Development Strategy. These are based on the principal aim and objectives of the Plan's Development Strategy and the Guiding Principles for Sustainability. The three 'Dimensions' are:

- (1) **Economic Regeneration** - to promote investment and assist 'economic competitiveness'.
- (2) **Housing and Community Regeneration** - to sustain communities and assist 'social inclusion'.
- (3) **A Quality Environment** - to sustain and respect the natural and built environment.

Combined, the three 'Dimensions of Strategy', create a fourth 'Spatial Dimension' of:

- (4) **Place Making and Key Locations** - to encourage 'sustainable urban development', engender 'civic pride' and 'promote a new image of Inverclyde'.

3.9 This Spatial Dimension, aligned with the Structure Plan's strategic development locations and influenced by the key recommendations of 'Strategy for Change', is given geographic expression in the form of an Outline Schematic Plan.

3.10 These four 'Dimensions of Strategy' establish the framework under which the other components and policies of the Plan rest. The Dimensions and the Development Strategy Policies (DS1 to DS11 and TA1 to TA4) are intended to provide developers with the required degree of confidence to invest in the future of Inverclyde. Two principal aspects of the planning and development framework are established for this Local Plan: spatial scale and timescale.

Spatial Scale

3.11 It is vital that the Local Plan provides an understanding of how the communities of Inverclyde relate to each other, in functional and land use terms, and how through the policies in the Plan, taken together and cumulatively, it is expected that Inverclyde will develop over the coming years. The successful planning and development of these communities cannot be done in isolation but only as part of an overall strategy so that development in one area will complement, rather than compromise, future changes in another area. What is presented in this Local Plan is a more comprehensive and holistic overview than previously attempted.



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Fig 3.6, p47

Timescale

3.12 It is equally vital that the Local Plan provides an indication of what is planned and can be achieved over a range of time periods, from short, through medium, to long term, and therefore, as clearly as information allows, the phasing of development and change. In detail, this means:

- (a) *Short term*: effective development sites available over the next 5 years (to 2011);
- (b) *Medium term*: where development is proposed, or anticipated, over 5 years but less than 10 years (2011 to 2016); and
- (c) *Long term*: where the Plan sets out the potential for development and what may be possible ('the Vision'), beyond a ten year planning horizon (post 2016).

3.13 This broad scale, long term strategic approach is informed by a number of matters:

- (i) a reversal of the long term trends of de-industrialisation and depopulation cannot be achieved over the conventional timeframe of a local plan, but requires a realistic timescale of at least 10 to 15 years to tackle;
- (ii) the scale of the social, economic and physical problems Inverclyde faces, particularly those with a housing dimension, means that they cannot all be solved over the short term, but as indicated, decisions taken over this timeframe need to have regard to the longer term period required to address them;
- (iii) an informed view of the capacity of the Council and its partners to initiate and deliver new strategies and plans, in terms of the resources to implement the necessary changes; and
- (iv) the constraints on funding in the public sector, that are available for investment to renew and regenerate Inverclyde.

Ch 1, paras 1.7/1.8,
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PLANNING AND DEVELOPMENT FRAMEWORK

Aim * To provide an Authority-wide sustainable land use planning policy context and development framework which informs local development frameworks and policy in the rest of the Plan, that is relevant for the short, medium and longer-term.

Principal Objectives

- * To assist in the economic regeneration of Inverclyde and its continued economic competitiveness
 - * To assist in securing housing and community regeneration in areas requiring renewal, the SIP areas and the 'new neighbourhoods'
 - * To assist in protecting, managing and strengthening the desirable 'areas of choice'
 - * To assist in making the three town centres complementary and each one, vibrant, healthy, attractive and accessible
 - * To assist in minimising the need to travel by seeking to integrate transport and land use planning
 - * To assist in protecting and enhancing the natural environment, including the Green Belt, countryside and coast
 - * To assist in protecting and enhancing the built heritage, including the quality of our maritime resources
 - * To assist in the sustainable development of natural resources
 - * To assist in promoting a new image and perception of Inverclyde, recognised by existing and potential residents, investors and visitors alike as 'a place of choice'
- and, through all these, to achieve the all-embracing corporate objective, of
- * First, arresting and then, reversing population decline and stabilising the communities of Inverclyde on a long term sustainable basis.

GUIDING PRINCIPLES FOR SUSTAINABILITY

(1) RENEW AND REGENERATE THE URBAN AREA

[Urban Sustainability]

6

- Key elements
- re-use of brownfield vacant and derelict sites
 - re-use of vacant buildings through refurbishment and conversions
 - protect zoned, functional and valued amenity open space
 - redevelop the underused and wasted land resource of the Waterfront
 - enhance and improve the public realm.

(2) FOCUS DEVELOPMENT IN DESIGNATED RENEWAL AREAS

[Social Inclusion]

7

- Key elements
- area renewal plans for the 'new neighbourhoods'
 - planned demolition and clearance strategies
 - comprehensive, large-scale site assembly for new housing
 - reserve land for neighbourhood community facilities, including local shops
 - reserve land for new and expanded schools.

(3) SUPPORT FOR DESIGNATED TOWN CENTRES

[Minimise Need to Travel]

8

- Key elements
- clear presumption for 'town centre' uses to locate within centres
 - promote viability and vitality through a mix of uses
 - promote a range of uses (commercial, civic, community and leisure) that enable multi-purpose trips and encourage the use of public transport
 - improve accessibility into and within centres, especially for pedestrians.

(4) PROTECT THE COUNTRYSIDE FROM URBAN GROWTH

[Urban Containment]

9

- Key elements
- presumption against development in the Green Belt
 - policy to control development in the Countryside, ie less restraint so as to encourage farm diversification and promote tourism and recreation, especially in tourism development areas (eg Regional Park and on coast).

(5) PROTECT ENVIRONMENTAL RESOURCES AND BUILT HERITAGE

[Finite Resources & Environmental Quality]

10

- Key elements
- protect and conserve natural resources, including landscape and biodiversity
 - protect townscape of value/quality: Conservation Areas
 - protect buildings of historic/architectural value: Listed Buildings
 - safeguard 'areas of choice' and desired residential areas
 - promote sites for Landmark Buildings and Initiatives.

(6) PROTECT THE COASTLINE

[Safeguard Investment]

11

- Key elements
- ensure adequate sea defences to cope with a 1:200 year storm surge
 - protect the unbuilt coastline (all part of the Green Belt)
 - maximise the potential to retain 'open views' to sea and opposite coastline
 - promote quality in new development within the built-up coastline
 - optimise opportunities to promote 'landmark projects' at key locations.

(7) INTEGRATE TRANSPORT AND LAND USE PLANNING

[Reduce Energy Consumption]

12

- Key elements
- promote integrated transport interchanges in designated centres
 - direct new development to locations accessible by a choice of means of transport
 - define and manage strategic transport corridors
 - assist with the management of travel demands and traffic.

STRATEGIC POLICY FOR SUSTAINABILITY

3.14 The strategic policy context outlined above has been defined and confirmed through the preparation of this Local Plan, and is illustrated in Figure 3.1. These locations and areas provide the necessary broad scale planning framework within which the local, neighbourhood level, relevant to local communities, can be seen to 'fit' in each of the settlements of Inverclyde. Figure 3.1 includes the important indicative boundary of the Inverclyde Housing Market Area (HMA), running through the countryside between Port Glasgow and Kilmacolm. The special circumstances of depopulation facing Inverclyde is recognised in the Structure Plan, and an acceptance that the Local Plan should have the flexibility to increase the housing land supply to help arrest, and reverse this decline. This flexibility however, relates not to the whole of the Authority, but nevertheless does cover the majority of the settlements within the Inverclyde HMA.

3.15 Comment on the strategic policy definitions mapped in Figure 3.1 is relevant at this stage. The predominant focus for new housing in this Development Strategy is to direct it to brownfield sites within existing settlements. This is in accord with national policy and the Structure Plan, which states a preference for brownfield land over greenfield release. To assist this strategy of sustainable urban development, the Green Belt, other than where amendments and releases have been made, continues to be tightly drawn round the existing settlement boundaries.

3.16 To assist the reuse and renewal of land, and particularly in localities within the settlements in the centre and east of the HMA, a policy of restraint will be applied in the western part of the Authority to support and maintain the momentum of the regeneration process. This confirmation of the inner boundary of the Green Belt, to assist the process of urban renewal, applies equally to that part of the Authority outwith the Inverclyde HMA, since there is no strategic requirement for release for housing in this Sub Market Area. As an additional measure, and within this Sub Market, the Green Belt has been reviewed at Quarriers Village. In order to clarify the limits of permitted development for this historic settlement, and provide for long term stability and certainty, Quarriers Village has been removed from the Green Belt and a boundary defined, as with other settlements in the Local Plan.

3.17 In addition to confirming the size and extent of the 'strategic economic locations' in this Plan, the Urban Renewal Areas (URAs) have been drawn extensively to include not only the relevant residential areas within the SIP areas, but also some of the under-performing, low demand industrial estates, within Greenock and Port Glasgow. This is to recognise the prospect, over the medium to longer term period, that restructuring in and/or adjacent to these areas, linked to the 'New Neighbourhood' initiatives, may require more fundamental changes to be made to land use, which would affect these business/industrial areas as well.

DIMENSIONS OF STRATEGY

LOCAL PLAN POLICY AND 'STRATEGY FOR CHANGE'

3.18 'Strategy for Change' has helped to inform the medium-to-longer term land use planning framework of this Development Strategy. The Study's recommendations have provided the Council and its partners with the key elements of an Integrated Strategy, to first, arrest and then stabilise, and if successful, reverse the long term trend of depopulation from Inverclyde. 'Strategy for Change' provides this Local Plan with a wider, holistic perspective and has informed the Plan's Dimensions of Strategy.

3.19 In certain important respects, this Local Plan can only provide a broad outline of preferred land uses and development choices beyond the short term. However, the Development Strategy does anticipate a number of key initiatives and plans that have still to be fully appraised. The Council, and key partners, endorsed in February 2003 'First Steps: A New Inverclyde' as the principal document to implement the recommendations of 'Strategy for Change' and the three subsequent Area Renewal Plan (ARP) studies, focussing on the SIP areas of Greenock and Port Glasgow. 'First Steps' has also taken account of the housing development proposals along the Waterfront.

3.20 Where consideration of matters raised in 'Strategy for Change' and the ARPs has not been fully explored and endorsed, for example in relation to the Robert Street area of Port Glasgow and Upper Bow Farm in Greenock, the Plan has omitted any reference to these areas other than indicating a continuation of current land use zonings, but in relation to the latter, the need for a major scheme of environmental enhancement has been indicated.

Prop Map

13,
Ch 7, Paras 7.34-36
Fig 3.1

Para 3.3

Prop Map &
Ch 4, Tab 4.1

Ch 7, para 7.61
& 7.76-7.79 &
Pol H6

Ch 7, paras 7.15-18
& App C

Prop Map

Ch 6, paras 6.21-27

Fig 3.1

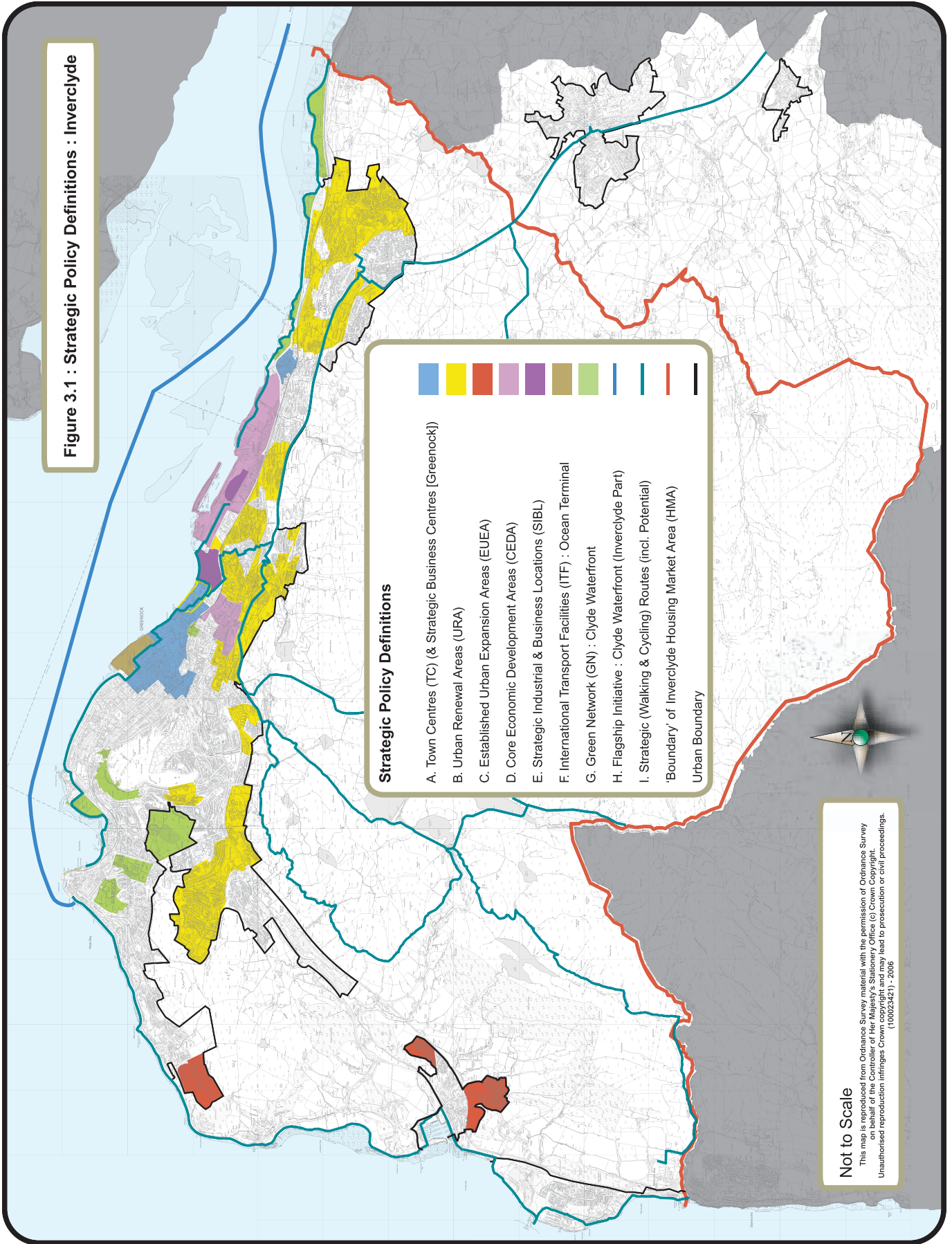
Ch 6, Pol B10

Ch 2 & App C

Ch 2, para 2.27

App C
Ch 12, Sch 12.1

Figure 3.1 : Strategic Policy Definitions : Inverclyde



Not to Scale

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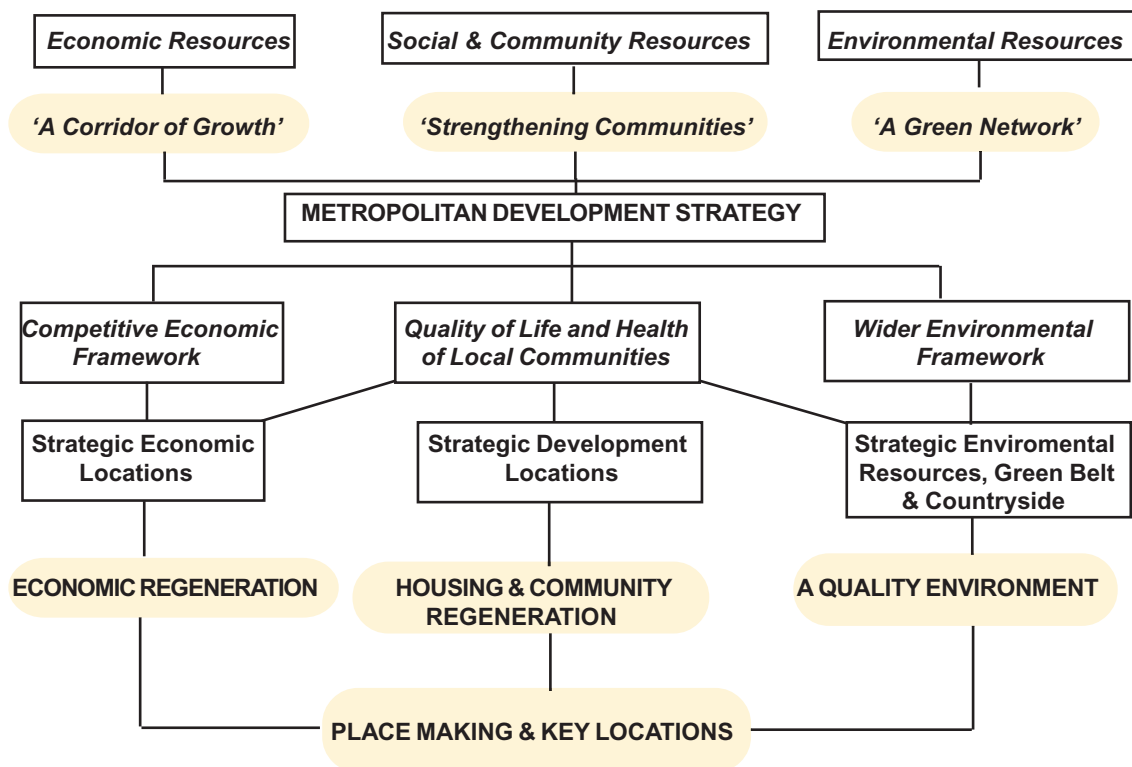
3.21 Linked to these major strategic studies are other Council strategies influencing the direction change may take in Inverclyde. For example, the ballot on the possible transfer of the Council housing stock to new owner(s), and other major initiatives that will influence investment in crucial areas of the community, such as School Re-Provisioning, being pursued by Education Services through a Public-Private Partnership (PPP), will have land use planning implications. The full significance of the transfer of the Council's recreation and leisure assets to a new Leisure Trust also remains uncertain.

3.22 The Development Strategy and therefore the Plan as a whole, has been prepared on the basis of what is currently known and where a degree of certainty attaches to future plans. Where there remain uncertainties, the most informed view has been taken of the likely medium-to-longer term planning and development implications of the major studies completed and/or underway. Aspects of these considerations are incorporated later in the Plan, particularly in the Economy and Employment, Housing and Communities and the Special Area chapters.

FOUR DIMENSIONS OF STRATEGY

3.23 The 'Dimensions' of the Plan are inter-linked and provide, in turn, the means to express in land use planning policy, the aims and objectives of the Development Strategy. Each of the dimensions link to the Structure Plan, in terms of its three key THEMES, based on the underlying resource base of the Glasgow and Clyde Valley area, and its key STRATEGIC POLICIES. This 'meshing' of the strategic and local is outlined in Figure 3.2 below.

Figure 3.2: Key Structure Plan Themes, Metropolitan Development Strategy and the Local Plan's Dimensions of Strategy



3.24 Presenting the 'land use planning framework for development' in the form of Strategic Dimensions in this way stresses the principal intent of this Local Plan: to be an enabling and proactive document which positively influences the future development of Inverclyde. Under the relevant dimension that follows, are the principal requirements for: business and industrial land; housing land and associated community use/facilities; retail, leisure and recreational provision; the required environmental improvements in support of the towns and their individual and collective image; the safeguarding and protection of the environmental resources and built heritage; the protection of the countryside from unnecessary development through a defensible Green Belt; and the transportation infrastructure required to bind each area of the Authority together and support the necessary linkages with surrounding local authorities.

14

15

16

Ch 6, 7 & 13 to 17

Paras 3.5 to 3.7

17

18

(1) ECONOMIC REGENERATION

Link to STRUCTURE PLAN *THEME/POLICY* - 'Corridor of Growth' & 'Economic Competitiveness'

- Strategic Economic Locations
- Locally Important Industrial and Business Areas
- Strategic Central Transportation Corridor & Network

19
20
21

INVERCLYDE DIMENSION - What needs to be done ?

- Need an adequate marketable land supply - concern for 'quality' and focus on the reclamation of well-located brownfield sites
- Need to safeguard Strategic Employment Locations, including Ocean Terminal
- Need to secure more land for indigenous business expansion and re-locations.
- * Promote Greenock as a Strategic Business Centre
- * Promote Tourism, including Clyde Muirshiel Regional Park and Ocean Terminal, as a Cruise Liner Port
- * Promote the use of rail for freight, to assist the export and import of goods.

IN SUMMARY

- * Need improved transport links/accessibility and more marketable, quality land supply to be a competitive location.

Commentary

3.25 The Local Plan has an important role in promoting the economic competitiveness of Inverclyde. The policies in the 'Economy and Employment' chapter are designed to assist in the continued restructuring of the local economy. The sites identified in the Plan make available an adequate supply of land for business and industrial purposes, in order to encourage the growth of indigenous business and the attraction of new employers into the area, in accordance with the Council's Corporate Plan and Economic Development Strategy.

Ch 6

3.26 However, the issue of the quality and marketability of the business and industrial land supply remains a major impediment to the promotion of Inverclyde as a place for business investment. This applies equally to the need to make available a 'quality' supply for:

Ch 6, para 6.52-57

(a) New Inward Investment, for business, commerce and industry, in the Strategic Economic Locations, such as the Strategic Business Centre (SBC) of Greenock and the two Strategic Industrial and Business Locations (SIBL) on the Waterfront, which itself comprises the bulk of Inverclyde's Core Economic Development Area (CEDA); and

Ch 6, para 6.21

(b) Local Business Expansion, focussing on the established business and industrial areas and addressing the Structure Plan requirement for an increase in the 'Locally Important' supply of brownfield business and industrial sites in Port Glasgow, accessible to the local job market, and in particular the SIP areas.

Ch 6, paras 6.28/29

3.27 The reversal of Inverclyde's economic fortunes and the transformation that has occurred over the last fifteen years - not least along the Greenock Waterfront - has been through an at times difficult economic restructuring and maturing regeneration. A primary concern of the Development Strategy, through the auspices of the Derelict Land Strategy (now Inverclyde Waterfront Development Group), is to raise the quality of the land supply through a rolling programme of land reclamation and environmental improvement on identified priority sites, and to make the area more competitive and marketable for investors.

Ch 6, paras 6.54-57

3.28 Taken together, these development opportunities have the potential to transform the most prominent and visible manifestation of Inverclyde's industrial inheritance - the dereliction along the Waterfront/A8 Corridor - by both making land available for employment and through a comprehensive approach to environmental improvement. The latter of these initiatives will have to address the poor quality of many existing industrial premises, which tend to have a negative impact on potential investors, residents and visitors, alike. This inevitably, contributes to the perception of Inverclyde as being an area of continuing decline and a poor investment.

22

(2) HOUSING AND COMMUNITY REGENERATION

Link to STRUCTURE PLAN *THEME/POLICY* – ‘Strengthening Communities’ & ‘Social Inclusion’

- Urban Renewal Areas (URAs)
- Inverclyde Housing Market Area (HMA)
- Flexibility in Land Supply, for a medium-to-long term planning strategy

23
24
25

INVERCLYDE DIMENSION - What needs to be done ?

- Need an adequate effective land supply - concern for ‘desirable’ housing sites
- Need a wide range, choice and distribution of sites - focus on brownfield sites
- Need a wide range of house/flat types (size/price range) – concern for all market sectors including, ‘affordable housing’ and different locations.
- * Promote the Town and Local Centres (including for housing and community facilities)
- * Promote ‘New Neighbourhoods’ and other major development opportunities (to stimulate ‘area renewal’)
- * Promote the Waterfront, in key sites/locations.

IN SUMMARY

- * Need to outline a longer-term view and plan on a larger, more comprehensive scale for the ‘New Neighbourhoods’, and secure improvements in both the quality of urban design and better public transport and accessibility.

Commentary

3.29 Planning policies are required to promote what has become known as ‘social inclusion’ or ‘social justice’. The Local Plan can assist social inclusion by its influence over the use of land and by other indirect means. Directing new development to those areas that would benefit most from it is the most direct effect planning can make to the promotion of social inclusion. Where this cannot be achieved, inclusion can equally be assisted by ensuring new development – whether that be for affordable housing (social rented or low cost home ownership); new employment opportunities; shopping and other services; or leisure, sport and recreational facilities – is located within easy access of individuals and families who are more socially disadvantaged than others.

26

3.30 The Development Strategy will assist in this promotion of social inclusion by taking a long term view of the needs and requirements for land for a range of land uses in the SIP areas, and in particular, the ‘New Neighbourhood’ initiative areas. This long term perspective is encouraged by the Structure Plan and a recognition at this strategic level of the special circumstances Inverclyde faces if it is to arrest and reverse population decline.

Ch 7, paras 7.51-53
27

3.31 ‘Strategy for Change’ and the three subsequent Area Renewal Plan (ARP) studies provide the Council, and its partners, with the means to look afresh at the scale of rejection in many neighbourhoods of Council housing stock. The recommended Integrated Strategy, based on a detailed analysis of Council housing areas and the private sector owner-occupied market throughout Inverclyde - summarised in a ‘Continuum of Neighbourhoods’ - is one of looking long term and on a larger scale than hitherto. Central to this approach is a comprehensive, planned demolition and re-building strategy in the least sustainable neighbourhoods, and of equal importance, the safeguarding and enhancement of the ‘areas of choice’ – the desirable housing areas.

Ch 7, para 7.50

Ch 7, paras 7.65-68

App C

3.32 This strategy needs to be implemented on the basis of the opportunities that will follow from the removal of the worst stock, rather than an ad hoc, expedient approach, which deals only with the immediate problems of rejected stock. This should create the conditions to encourage new developer interest and the establishment of the necessary joint public-private partnerships to package sites on a scale large enough to create a residential environment equal to that available on competing greenfield sites. This is the basis for identifying the ‘New Neighbourhoods’, to focus the scale of change required and help create the conditions which will make more of Inverclyde a ‘place of choice’ rather than ‘rejection’ and thereby, channel demand to the area.

Ch 7 Paras 7.30 &
7.77-7.78
28

(3) A QUALITY ENVIRONMENT

Link to STRUCTURE PLAN *THEME/POLICY* – ‘A Green Network’ & ‘Sustain & Respect the Environment’

- Green Belt & Countryside (incl Regional Park)
- ‘Clyde Waterfront’, Lower Clyde & Firth of Clyde
- Inner Clyde Estuary SPA/Ramsar Site
- Strategic Walkways/Cycleways
- Built Heritage and Public Realm

29
30
31
32
33

INVERCLYDE DIMENSION - What needs to be done ?

- Need to prevent unnecessary development in the Green Belt
- Need to control development in the Countryside, and protect the coast/scenic settings
- Need to protect, conserve and enhance environmental resources and built heritage
- Need to safeguard, plant and manage trees and woodlands
- Need to improve all forms of access, especially for the socially excluded
- Need to safeguard and improve existing areas of quality - concern for residential ‘areas of choice’
- Need to protect the built heritage - concern for conservation areas, the maritime resources and improve the public realm.
- * Promote Quality in New Building Design and Townscape
- * Promote Quality Environments in the ‘New Neighbourhoods’
- * Promote Quality in the three Town Centres, and a mix of uses, for retail, commercial, housing and other services/community uses
- * Promote Urban Design Quality in the Special Development Areas.

IN SUMMARY

- * Need to safeguard and enhance our environmental assets, both natural and built; the ‘areas of choice’, and maintain a rolling programme of environmental improvements, especially of the public realm; and protect and secure better public transport links and access routes, to encourage sustainable forms of transport.

Commentary

3.33 The third dimension of the Development Strategy concerns the vital, yet often subjective issue, of quality. Quality in all its aspects must be at the forefront of the Development Strategy. While quality is integral to all aspects of planning, it is often overlooked and therefore is considered sufficiently important in its own right to justify separate treatment in this Plan.

34

3.34 A positive and enlightened approach to raise standards of urban design and landscape improvements through development control is vital in all major new development in an area undergoing major economic restructuring and social change like Inverclyde. Quality needs to be a central consideration of policy with regard to the existing built heritage and the natural environment, since it is an integral component to improving the image and therefore, the competitiveness and attractiveness of the area.

35

3.35 The legacy of blighted sites and derelict land in Inverclyde is still considerable, especially in its prominence and concentration along the main route corridor into, and through, the Authority from the east. This broad area - collectively known as the ‘Inverclyde Waterfront’ - is one of the area’s most valued assets. It comprises a riverside heritage infrastructure of docks and harbours, and the coastline itself, which is of international significance. These natural and built heritage resources are vital to selling a ‘unique product’ to inward investors and potential new households.

Ch 9, paras 9.14/15

3.36 The Development Strategy includes a holistic, strategic overview of the role that land use planning can play in improving the environmental quality of this strategic asset in Inverclyde. Through such an approach, planning can have a direct and positive contribution to make to the improvement of the built environment and therefore, the image and perceptions of the area.

Ch 14

3.37 The key themes enshrined in the Development Strategy that require 'quality' to be at the forefront in planning policy, and which would make more of the area's assets, include:

- *'Competitive Place'* - in terms of a Quality business land supply, especially along the Waterfront.
- *'Channelling Demand'* - a concern for Quality to create 'desirable housing sites' in the 'New Neighbourhoods' and on key Waterfront sites and other Special Areas.
- *'Making Attractive Places'* - maximising the potential of the area's assets - the coastline, built heritage of conservation areas/listed buildings and marketing Inverclyde as an 'Alternative Gateway to the Highlands'.
- *'Landmark Projects'* - maximising the potential of key gateway sites and buildings at main entry points to the Authority and to the town centres.

Paras 3.47-54 &
Ch 6, paras 6.52-55

Paras 3.61-67 &
Ch 7, paras 7.37-41

Ch 4, 9 & 10

Paras 3.55-58 &
Ch 8, 13, 14 & 16

Environmental Resources and the Countryside

3.38 It is inevitable in an area like Inverclyde, where the majority of people live in the three towns of Greenock, Port Glasgow and Gourock, that the principle planning issues should concern the safeguarding, protection and enhancement, often through development, of these areas – be they residential, business/industrial or other urban land uses. Planning policy however, is concerned with the whole Authority, including the Green Belt, wider countryside and in Inverclyde, the particular circumstances presented by the coast and Clyde Muirshiel Regional Park. This wider environmental setting is a crucial dimension in promoting Inverclyde as a place where people – be they prospective householders or investors, or potential tourists – are looking to live, work or visit.

Ch 4

3.39 The Local Plan combines aspects of policy and geography in its approach to the area's natural environment, and includes the Green Belt, including the urban fringe, the Countryside beyond, and the Coast. The Plan's Development Strategy aims to protect, conserve and enhance these resources, and in particular, promote the 'greening' of the Urban Fringe and the tourist potential of these assets.

The Built Heritage of the Urban Areas

3.40 The Plan seeks to safeguard and enhance the area's built heritage, and to maintain and improve its intrinsic historic and architectural character. Development proposals for new buildings, whether in or adjacent to conservation areas and more generally, in terms of streetscape and townscape, should pay particular attention to quality in urban design. The Development Strategy's aims for Inverclyde's built heritage are:

Ch 9, Pol HR11

- * to recognise and promote Inverclyde's cultural assets; and
- * to protect, conserve and enhance the built heritage, with particular regard to the five designated conservation areas and the 230 listed buildings.

3.41 Regarding townscape quality and the role of good urban design in the promotion of Inverclyde as a place to live, work and visit, this Local Plan has an additional important aim:

Ch 9, Pol HR17

- * to improve the public realm, particularly in and around the town centres and in high-profile, prominent sites, including the town squares and parks.

3.42 Translating these three Dimensions of Strategy into a local geography for Inverclyde provides the Local Plan with an overall Spatial Dimension, summarised below. As above, under each dimension the critical planning issues for Inverclyde are established and the most pressing priorities noted, to assist the translation of the strategic into the local, and strategy into implementation.



(4) PLACE-MAKING AND KEY LOCATIONS

*'Sustainable Urban Development'
'Civic Pride' & 'Promoting a New Image'*

INVERCLYDE DIMENSIONS – What needs to be done ?

- Need to safeguard 'desirable' residential areas – the 'areas of choice'
- Need to improve the environmental quality of business areas and protect strategic employment locations
- Need to support the vitality and viability of town centres - concern for their environment, the public realm and access
- Need to have a long term vision and integrated plans for the Special Areas
- Need to create the conditions for long term investment by planning on a large comprehensive scale for the 'New Neighbourhoods' and other renewal areas
- Need to promote a viable mix of uses on 'landmark sites' - a concern for 'early wins'.
- * Pursue an Integrated Development Framework for 'Inverclyde Waterfront/A8 Corridor' (and the promotion of key sites/locations for 'early action' landmark buildings)
- * Promote the three Town Centres as complementary - for retail, commercial, services, civic, leisure, housing and community uses
- * Implement the Development Frameworks for the five Special Development Areas
- * Promote and implement the plans for the 'New Neighbourhoods'.

IN SUMMARY

- * Need to be concerned with 'Making Attractive Places', with more attention given to:
 - the quality of the environment of the public realm;
 - the quality of business areas to assist the creation of a 'competitive place';
 - the creation of larger brownfield (including Waterfront) housing development opportunities, to encourage public agency and developer interest in joint private-public partnerships, so as to 'channel demand' to Inverclyde; and
 - securing improvements to the transportation infrastructure, to improve linkages and access, especially for public transport and pedestrians.

Commentary

3.43 Place Making, or in the words of 'Strategy for Change' – 'Making Attractive Places' - will be pursued by Inverclyde Council, as Planning Authority, through the legislative resources at its disposal under four headings:

- (1) **Safeguarding - Areas of Quality**, ie. 'areas of choice', particularly 'desirable residential areas', to encourage:
 - * demand for property in the sustainable housing neighbourhoods, from the perspective of households' wishing to buy, and developers' interest in investing in well-located, quality sites;
 - * demand from businesses looking to invest in well-located, serviced 'quality' business areas, in towns with attractive, sustainable residential areas;
 - * demand for, and investment in, the valued built heritage.
- (2) **Improving – Areas of Attraction**, eg. town centres and waterfront sites, to support:
 - * under-performing, low demand business and commercial areas;
 - * the promotion of key gateway and 'landmark' sites/buildings;
 - * the extension of the 'green network' of informal open spaces/'green corridors', and land on the urban fringe to provide a landscape setting for settlements.

36

37

- (3) **Protecting – Valued Resources**, ie. the countryside, coastline and environmental heritage, through:
- * Green Belt policy, to maintain a preference for brownfield sites over greenfield release; and
 - * the Sequential Approach for Town Centre Uses, to encourage the most beneficial locations to be selected on sites readily accessible to the largest number of people.
- (4) **Investing – in New Development**, ie. identifying key locations for major development opportunities and 'place making, to promote a 'new' C21st Inverclyde in partnership, through:
- * 5 Special Development Areas
 - * 6 Major Housing Development Opportunity Sites
 - * 5 'New Neighbourhood' Initiatives, and the
 - * 3 Town Centres.

Ch 4, Pol DS8
Ch 8, Pol R10

Ch 12-17
Ch 7
Ch 7
CH 8

3.44 This fourth Spatial Dimension outlines the way the Council expects the area to develop over the short, medium and longer term, through the implementation of the Development Strategy. The focus here is on the twin themes of '*place making*' and '*key locations*', summarised and illustrated in Figure 3.3. These key locations are central to the Development Strategy since their successful development should help to realise the Council's central aims and objectives. By focussing investment and development on these key locations it is expected that the necessary changes required in Inverclyde's image will have a multiplier effect upon increasing developer interest in the area and thereby increase the overall medium-to-long term demand for housing and business land.

3.45 The Key Locations are the *five* Special Development Areas, the *five* 'New Neighbourhoods' and the *three* Town Centres, the latter all overlapping with the designated Special Areas. Due to the scale of renewal required, and the timescale over which restructuring will take shape, the Plan also identifies *six* Major Housing Development Opportunity Sites, to act as potential catalysts for area renewal. The majority of these sites have the potential to be developed over the short term (some indeed have planning consent), the remaining ones identified in order to maintain the momentum of change over the medium to longer term. All of these opportunity sites are vital to the success of the 'New Neighbourhood' initiatives. Because of the significance of the urban waterfront to the future prosperity of the area, particularly between the town centres of Greenock and Port Glasgow, this area is singled out in the Plan for special attention. To appreciate the planning issues facing the Waterfront, the developments planned for the edge of these two centres are considered central to shaping and influencing new development along the Waterfront.

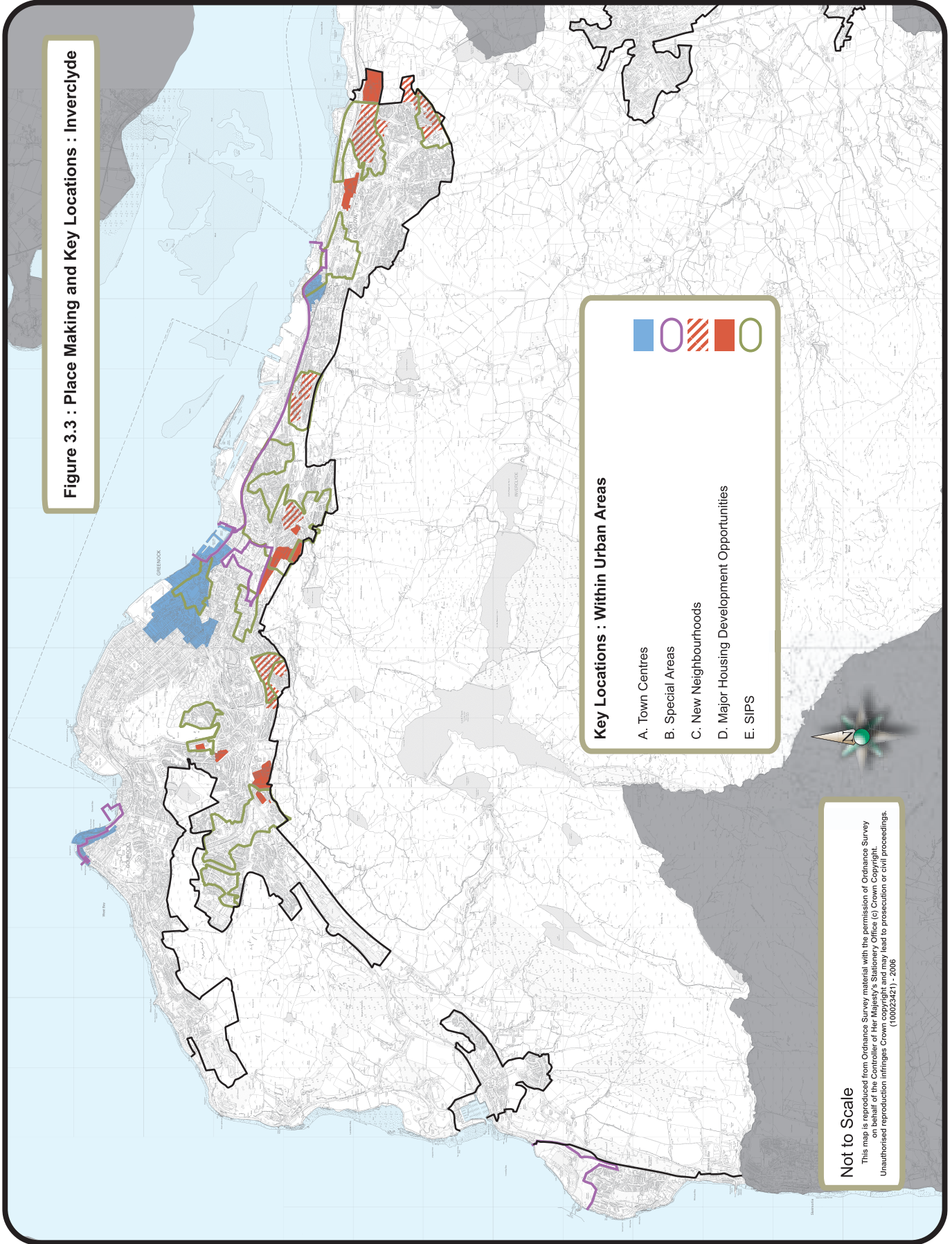
Prop Map

Fig 3.5 (a) to (d),
p 36/37

3.46 A further important element of 'place-making' and the successful development of the key locations is the integration of land use planning and transportation. This is necessary to create a more sustainable Inverclyde, while at the same time making the town centres and other important employment nodes accessible to the widest range of people, from all communities within Inverclyde, and from beyond. It should also be taken as a given that a principal component of 'place-making' and the promotion of Inverclyde as 'a place of choice', is the full integration of the neighbourhoods and communities being 'rejected', as part of the two main settlements of Greenock and Port Glasgow.



Figure 3.3 : Place Making and Key Locations : Inverclyde



Planning the Inverclyde Waterfront

3.47 The Structure Plan contains a Joint Policy Commitment on 'Metropolitan Flagship Initiatives', which includes the 'Clyde Waterfront', incorporating the waterfront of Inverclyde. The primary aim of this initiative is to realise the full potential of the Clyde Waterfront, which has been neglected for sometime, and to reclaim the Waterfront for the communities that live alongside it. An overall aim is stated:

'to restore the reputation of the Clyde as a centre of economic activity and high-tech quality economic productivity' through a range of actions.

38

3.48 The Inverclyde Waterfront is also part of the Structure Plan's 'Corridor of Growth', providing the Local Plan and its Development Strategy with the necessary confidence and strategic context to promote development in this key area for the benefit of all Inverclyde. Its aims, in terms of what it means for Inverclyde, are to:

Para 3.7, 39

- (i) promote key renewal opportunities within or related to the Corridor, the latter would include the adjoining SIP areas;
- (ii) enhance the key centres of business, education and commerce within the Corridor, relevant to the town centres, especially Greenock;
- (iii) improve public transport access along, across and into the Corridor;
- (iv) safeguard and expand the international terminals within the Corridor, this would include Ocean Terminal;
- (v) safeguard and enhance the environmental resources along the Corridor, particularly through the Green Network and the protection of the Green Belt, the Inner Clyde Estuary SPA/Ramsar site being a particularly important resource; and
- (vi) use of the established infrastructure, particularly water services, within the Corridor.

3.49 In terms of the perception and reality of existing environmental conditions, and particularly the blight caused by derelict land and buildings, the Waterfront/A8 Corridor, between Greenock and Port Glasgow town centres, presents the biggest challenge for the Council and its partners. Bold thinking is still required to find new uses for the land left vacant and derelict from the years of decline in the traditional shipbuilding and marine engineering industries. In terms of 'place-making', the Waterfront is as important as the major developments planned for two of the town centres and the restructuring and renewal required in the Council housing areas being rejected.

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A Vision for the Waterfront

3.50 To realise the key aims and objectives of regeneration for the Inverclyde Waterfront, integrated planning and development are necessary, preferably based on an agreed vision that is both realistic and achievable. The Vision is a central part of the Development Strategy of the Local Plan, and can be expressed as follows:

Ch 14, para 14.10/11

- * *To transform the Waterfront from its current largely poor, neglected and degraded post-industrial condition, disconnected from surrounding local communities to one that is a valued, strategic asset, providing a range of employment opportunities in well designed and landscaped business parks; mixed (marine-based) leisure, recreation and tourism developments; and through quality housing developments and the provision of public access to the riverbank, 'reclaim and re-connect the waterfront' for local communities.*

3.51 This Vision applies to all the key locations identified within 'Inverclyde Waterfront/A8 Corridor' and 'The Harbours' Special Area.

Ch 14
Ch 13

3.52 The Waterfront's strategic role in terms of the Development Strategy is to:

- (i) capitalise on the unique riverside/coastal assets, respect the coastline through environmental improvements, and safeguard the maritime heritage of harbours, docks and listed buildings;
- (ii) develop confirmed marketable sites and identify and safeguard additional strategic and local employment opportunities;

- (iii) optimise mixed use development opportunities, including for housing-led regeneration, especially in key 'landmark' buildings and projects;
- (iv) maximise the location's tourism and leisure/recreational potential and safeguard the 'coastal route' for walking and cycling; and
- (v) maximise the use of inherited transportation infrastructure, especially the railway and create better linkages between the rest of the urban areas of Greenock and Port Glasgow, particularly the town centres, and the Waterfront.

Maximising the Town Centres' Influence on the Waterfront

3.53 The Inverclyde Waterfront needs to be viewed in relation to the existing role and potential expanded influence of the town centres of Greenock and Port Glasgow. While each is different in size and therefore its sphere of influence, these centres can be viewed as two complementary nodes of employment and service activity, out of which their respective adjoining areas can be planned to achieve successful regeneration. This is expressed through a number of land use planning principles for the future development of the Waterfront.

3.54 This concern to maximise the influence of the town centres by building on the quality of recent business/office and mixed use developments - already underway on the edge of Greenock town centre - informs the development framework for this Special Area. The 'Inverclyde Town Centres Study' sets out some practical design principles for realising these links and integrating the Waterfront with the town centres (refer to 'Place-Making' below and Figure 3.4). The successful regeneration of the Inverclyde Waterfront, and indeed much else in Greenock and Port Glasgow, is dependent upon getting this part of the Development Strategy right.

'Place-Making' - Maximising the Influence of the Town Centres on the Waterfront and Re-connecting it to the Wider Community

- (1) Securing the Town Centres of Greenock and Port Glasgow as the primary locations for retailing, business and commercial services, commercial leisure, relevant community uses, and a fuller range of house/flat types and sizes.
- (2) Spreading the influence of the Town Centres by improving the links between the Centres and the Riverside, and in particular accessibility for those travelling on foot, or by cycle and public transport.
- (3) Promoting more mixed use developments within and/or if necessary, on the edge of the Town Centres, with an agreed higher density of development and a policy of maximum parking standards tailored to each.
- (4) Pursuing a policy of optimising the number of sites for 'quality' housing opportunities adjacent to both Town Centres and on other appropriate riverbank, harbour or dock-side sites.
- (5) Consolidating the mixed-use educational, heritage and leisure focus at the Greenock Waterfront through its extension to 'The Harbours Area'.
- (6) Assisting with the development of a Town Centre Extension Masterplan at Port Glasgow, comprising of sites for retailing, commercial leisure and community uses, and also sites for housing and business, together with public open space (incorporating a new town square), to link and integrate the town centre with the River.



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Ch 13, Pol SA1

Ch 14, Pol SA2(j)(2)

Three Complementary Town Centres

3.55 This aspect of 'Place Making' is concerned to secure the role and function of each of the three town centres – Greenock, Port Glasgow and Gourock - and, to promote a form, scale and type of development appropriate to each centre. This approach to safeguarding and consolidating the existing centres and the promotion of new investment in each of them, will seek to avoid any duplication of their primary functions but rather, seek to complement them. Each centre is seen as having the potential capacity, in terms of sites or buildings, to accommodate any requirement for future development.

3.56 This complementarity can be assisted through:

- (1) giving appropriate recognition to the role the three town centres play in their respective communities and to the positive identity they can give to each of their separate towns;
- (2) encouraging the development of new town centre uses which are appropriate to the scale and function of each centre, retaining and promoting the complementarity between the three centres;
- (3) improving the quality and attractiveness of their environments and public realm by seeking to secure quality design in new development, and by having regard to the distinctiveness of each centre; and
- (4) creating better access and linkages into, around and between each of the centres, including improvements to transport interchanges between rail, bus, ferry and taxi, and especially for pedestrians.

3.57 In relation to major changes, land is identified, adjacent to Port Glasgow town centre, for a retail-led mixed-use development that seeks to achieve a better distribution of retail floorspace within Inverclyde, and also assist in the regeneration of Port Glasgow and the Inverclyde Waterfront area, as a whole. In Gourock, an opportunity is identified in the Pierhead area for the development of a modern foodstore in order to address a convenience floorspace deficiency in the town. No major opportunities are specifically identified within Greenock town centre. However, the town centre boundary of Greenock has been extended to include a broader 'outer mixed/commercial area', in recognition of its sub regional role and influence. This is divided into a series of functional sub-areas, some of which offer the opportunity for either comprehensive or incremental redevelopment.

3.58 If each of these schemes is implemented, and the changes envisaged in Greenock town centre materialise, it is envisaged that these developments will strengthen not only each individual town centre, but also the network of town centres within Inverclyde. In primarily seeking to meet the convenience shopping needs of the residents of each town within their respective centres, each centre should fulfil this aim of complementarity between them.

Planning the New Neighbourhoods

3.59 Much of Inverclyde functions well as a housing market with a relatively stable level of house sales and purchases, in well defined and localised sub markets, catering for all market sectors. The owner-occupied sector comprises the full range of house price levels with perhaps an over-representation in the lower-to-middle market. This is particularly the case in much of Greenock and Port Glasgow. The middle-to-upper price market is over-represented in the west – in the west end of Greenock, much of Gourock, Inverkip and Wemyss Bay – while concentrations of the most expensive properties are found in the Conservation Area of Greenock's west end and in particular, in Kilmacolm and Quarriers Village. These latter two settlements are not part of the Inverclyde HMA, but form part of the Renfrewshire Sub Market Area of the Central Conurbation housing market (more commonly referred to as the Greater Glasgow HMA).

3.60 In the Council housing sector there are clear preferences expressed for different house types and neighbourhoods and these reflect, broadly, the areas considered desirable for house purchase through 'Right-to-Buy'. The main exception to this is in the town centres where many social renting tenants request a property, especially the elderly, so as to be close to shops, services and other amenities. In contrast to these 'desirable' places are neighbourhoods where the nature and scale of deprivation and therefore, *rejection* of the housing, is such that a strategic approach is required to give these areas a new future. While not confined to Council housing, this rejection is particularly acute in this sector, with an identified

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Ch 14, Pol SA2(j)(2)

Ch 16, Pol SA4

Ch 8, Pol R5

Ch 7 & Fig 3.1

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surplus in the stock on the evidence of voids and difficult-to-let houses of some 20% of the total. This suggests a more comprehensive and long-term partnership approach is required to deal with the problems of these estates.

A Strategy for the Unsustainable Neighbourhoods

3.61 'Strategy for Change' classified all the housing areas of Inverclyde according to their future sustainability, to assist an understanding of the planning and development requirements of each. This 'continuum of neighbourhoods' has since been developed and refined by the Council and its partners, in 'First Steps'. The remit of the ARPs were to focus on the SIP areas and those areas experiencing the most problems and 'rejection', ie. the 'unsustainable' and 'sustainable, but with problems'. The conclusions of the ARPs and 'First Steps' report have been used to inform the housing strategy of the Local Plan.

3.62 What is clear from these studies, and emphasised in 'Strategy for Change', is that a long term vision and strategy is required, addressing "what these 'rejected' areas can become" rather than a short term approach which seeks simply to deal with their current problems. These neighbourhoods need to be seen in terms of their potential for community capacity-building and what it would take to make them more viable and attractive to developers, and to potential households. The areas that are failing through loss of population need to be restructured, however, not just as new residential areas, but as new opportunities for community regeneration.

3.63 There is scope for such action in Port Glasgow (East) and in Greenock (South/East) and (South West), through the promotion of the 'New Neighbourhood' initiatives in this Plan. These areas have the added merit of being located where the current imbalances in tenure and in the distribution of housing opportunities within the Inverclyde HMA, between the west and centre/east, can be addressed. In addition, in several of these localities, a number of major housing development opportunity sites have the capacity to act as significant catalysts, to stimulate and encourage developer interest in the 'new neighbourhoods'. This is important since the timescales involved in the restructuring of some of these 'new neighbourhoods' is medium and/or long term, so confirmation of the effectiveness of these major opportunities, to unlock this initiative, is vital over the short-to-medium terms.

Strategic Context and the Inverclyde HMA

3.64 The Structure Plan includes within its housing demand and supply assessment, an additional degree of flexibility for Inverclyde in terms of the amount and scale of land release permissible. It recognises the special circumstances facing Inverclyde, of long term population decline, and provides the Council with the scope to combine the comprehensive restructuring of parts of Greenock and Port Glasgow with a selective, or contingent approach, to greenfield release. This is expressed as follows: "because much of the rejected housing stock in Inverclyde is in peripheral urban locations, an element of Green Belt adjustment might be appropriate rather than restricting the planned redevelopment to the inherited configuration of the urban area". This adjustment needs to be linked to the indicative areas identified for neighbourhood renewal.

3.65 The Council, through this Local Plan, will undertake with its key partners a long-term planned approach to housing and community regeneration, which should provide a land supply to meet the full range of housing demands in the Inverclyde HMA over the next 10-15 years. This approach to housing provision is a prerequisite to 'arrest and reverse' the depopulation from Inverclyde. The rationale behind the 'New Neighbourhood' approach, and the key locations for housing development on the Waterfront, is similar to other Authorities' attempts to deal with population loss, for example in Glasgow and Dundee. The residential environment of such brownfield sites can be made comparable with the desirable and marketable sites in the 'areas of choice'. An aim of the Development Strategy is to not only cater for demands generated internally in Inverclyde but also to 'channel demand' from a wider market area, including the Greater Glasgow area and Ayrshire. It is from this wider area that Inverclyde must be seen as a 'residential destination' of choice, in order to recapture some of its 'lost' households and reverse the longstanding trend of population loss.

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Fig 3.5(a) to (d)

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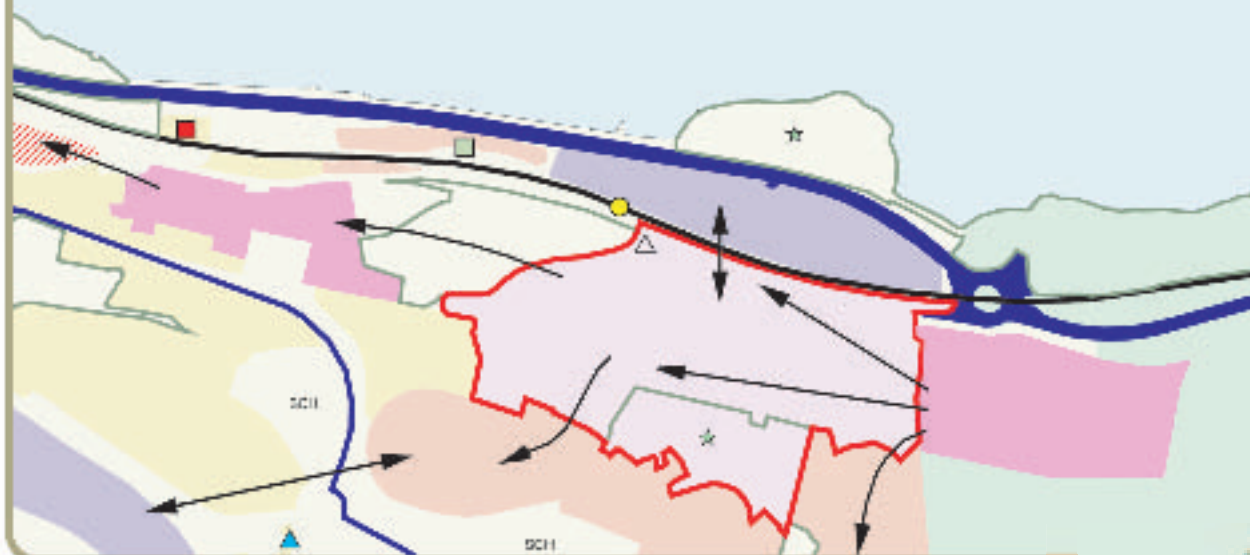
Fig 3.5

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Para 3.52

(A) Port Glasgow East (Woodhall) : Short-Medium Time Period



(B) Port Glasgow East (Park Farm/Oronsay) : Long-term Time Period

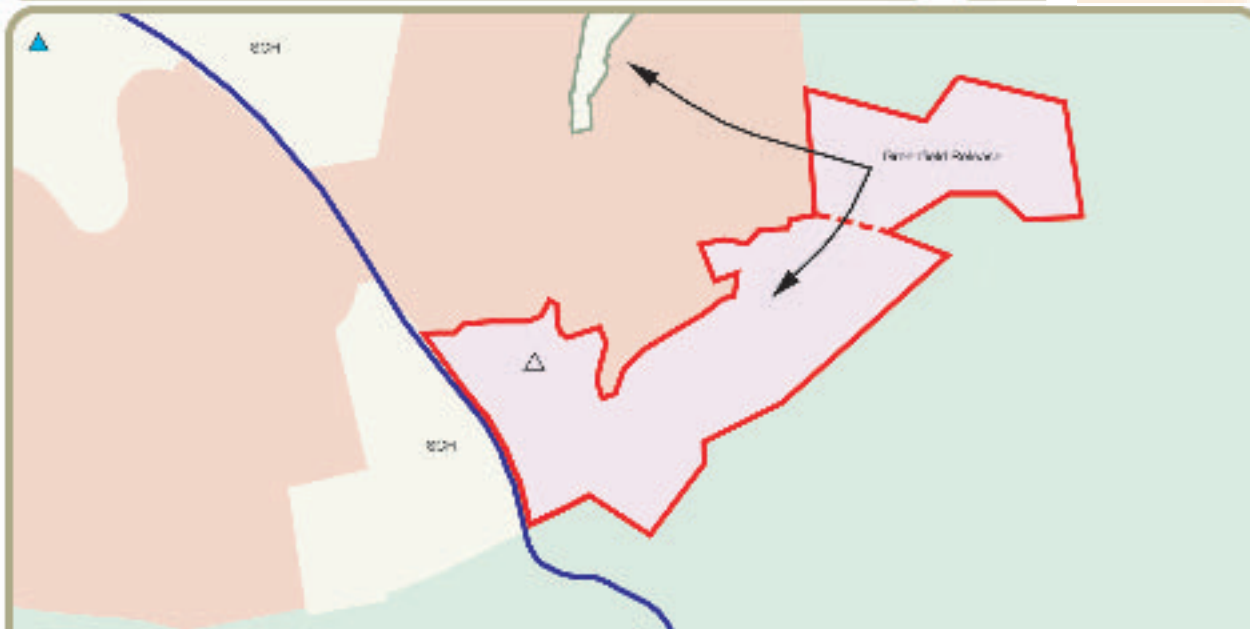
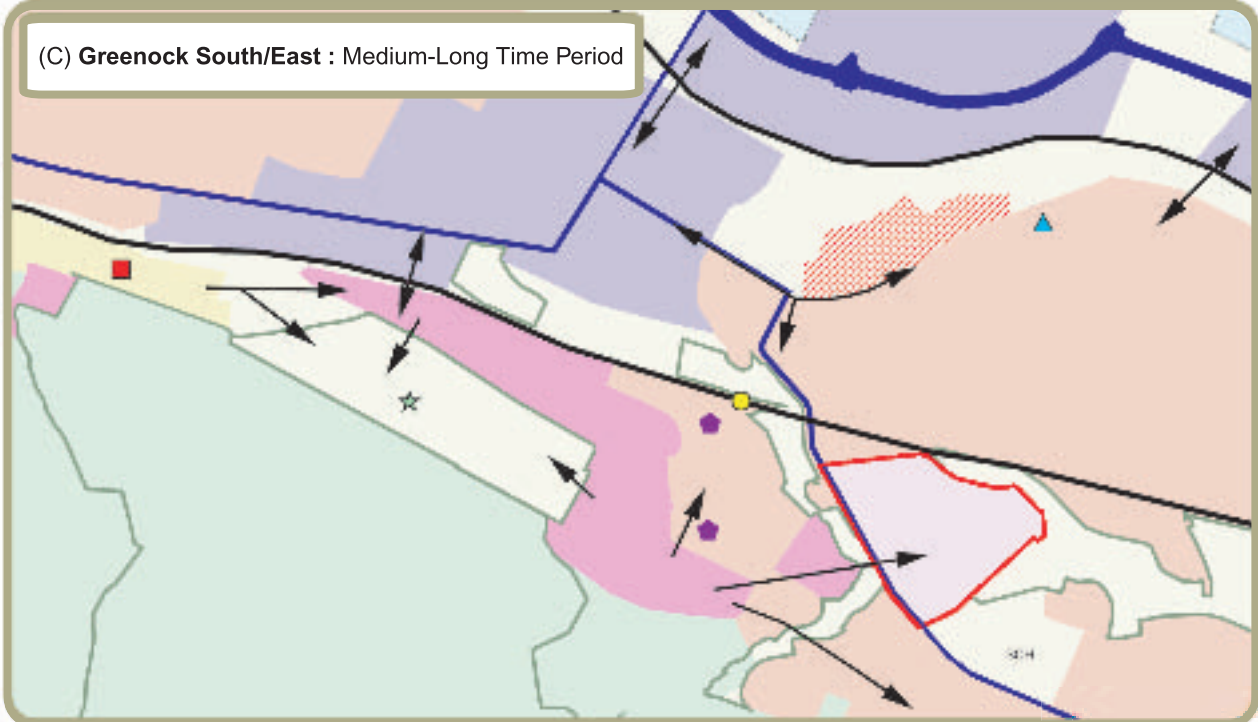


Figure 3.5 : Catalysts for Change - Major Housing Development Opportunities and the 'New Neighbourhood' Initiatives

(C) Greenock South/East : Medium-Long Time Period



Not to Scale



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(D) Greenock South West : Long-term Time Period

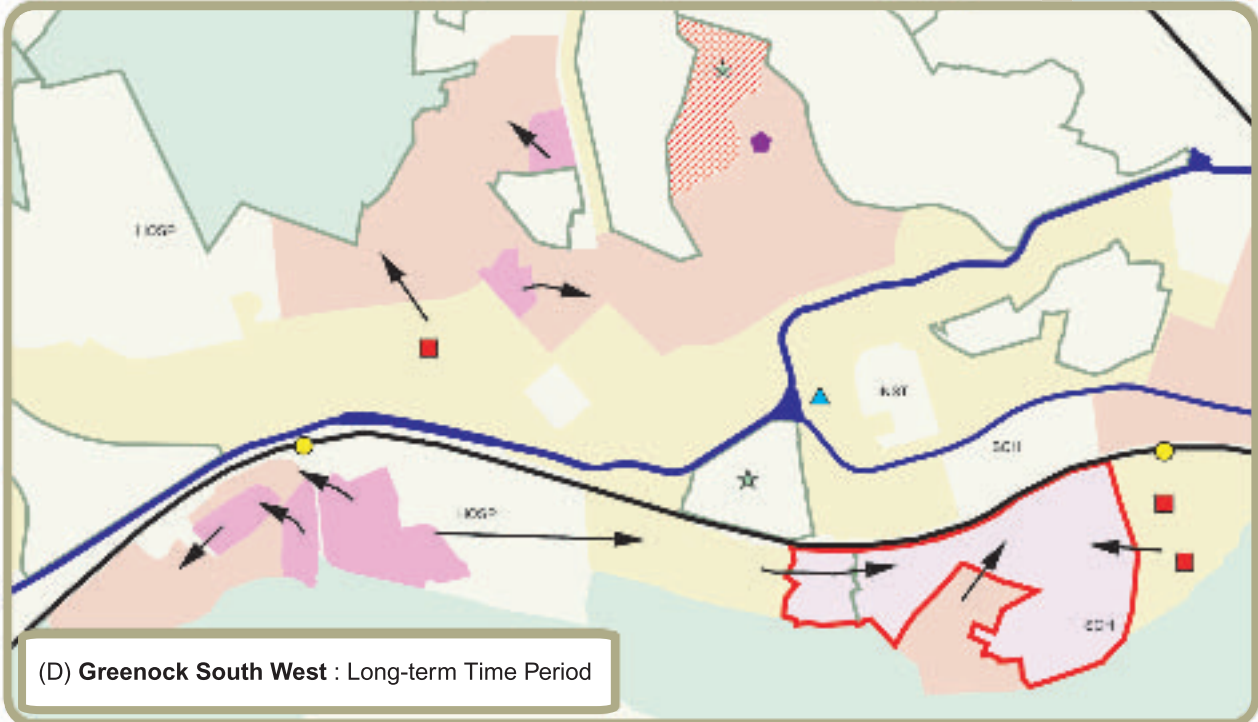


Figure 3.5 : Catalysts for Change - Major Housing Development Opportunities and the 'New Neighbourhood' Initiatives

3.66 The Development Strategy required to deliver this 'desirable housing' must therefore, include the full range, size, location and distribution of sites in the land supply to meet these desires. Currently, this is well-provided for in the west of Inverclyde but in the centre and east of the Inverclyde HMA, the majority of new building has been concentrated in the lower owner-occupied market and the social rented sector. The housing associations have been very active in the inner urban areas of Greenock and Port Glasgow, helping to maintain and support local businesses in these areas, and in the town centres. A land use planning and development framework is presented in this Plan that deals with the whole range of housing and community needs that should be attractive to the funding agencies and the housebuilders, providing the necessary joint partnerships are put in place with long term adequate funding. This latter requirement is essential to create the 'New Neighbourhoods' over a medium-to-long term timeframe.

3.67 Taking the 'new neighbourhoods' and the housing development opportunities on the waterfront together, there is the potential to establish a scale and capacity of housing opportunities to encompass the full price range to include lower, middle and in some localities, upper market housing. The assembly and marketing of such large sites in the Council housing areas already cleared, and in those planned to be demolished, will enable a comprehensive approach to be taken to the development of a residential environment that compares well with the 'desirable housing areas' in the western half of the Authority. The Waterfront, similarly, has the potential to plan residential areas on a scale which will enable a quality environment to be created, which should compare favourably with housing developments elsewhere on the Clyde Coast.

Inverclyde's Development Strategy: A Schematic Urban Structure

3.68 The three key Dimensions and the Spatial Dimension of the Development Strategy are now combined to illustrate how Inverclyde, as a whole, and its separate but related areas, will develop over the next 15-20 years. The scale of past investment (for example in Greenock town centre and the former Enterprise Zone sites) and the opportunities presented from the fall-out of industrial and marine-related land along the Waterfront over the past 15 years, requires a broad scale and locational-based land use planning and development perspective for Inverclyde. This schematic urban structure is presented to give a sense of place and connectedness for the future development of Inverclyde. Table 3.1 summarises the key components:

Table 3.1 Place Making and Key Locations for Sustainable Urban Development – An Indicative Plan for Inverclyde

(A)	<p>Established Residential Areas <i>Sustainable 'Areas of Choice' -</i></p> <ul style="list-style-type: none"> - Greenock West End (including Conservation Area) - West end of Port Glasgow - Gourock - Inverkip - Wemyss Bay - Kilmacolm - Quarriers Village <p><i>Sustainable, but with Problems</i> [refer (E) and (F) below] <i>Unsustainable 'Areas of Rejection'</i> [refer (F) below]</p>
(B)	<p>Established Business and Industrial Areas –</p> <ul style="list-style-type: none"> * Strategic Employment Locations * General/Local, with: <ul style="list-style-type: none"> High levels of occupancy/investor confidence Low demand and much vacant property/land
(C)	<p>Three Complementary Town Centres –</p> <p>Greenock (Sub-regional Centre), including 'The Harbours' Special Area (SA1)</p> <p>Port Glasgow, including the planned 'Port Glasgow Riverside' mixed-use retail/leisure expansion into the 'Waterfront/A8 Corridor' Special Area (SA2(j)(2))</p> <p>Gourock, including the planned mixed-use Pierhead development in the 'Central Coastal Gourock' Special Area (SA4).</p>

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Ch 6, para 6.53

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(D) Five Special Development Areas –

- * The Harbours, Greenock (SA1)
- * Inverclyde Waterfront/A8 Corridor (SA2), including:
 - Cartsburn SIBL and planned extension at Cartsdryke (East)
 - Proposed SIBL at Pottery Street (North)/Port Glasgow Road
 - James Watt Dock (Sugar Warehouses)/A8 Corridor (West) Mixed Use Area
 - potential housing opportunities at James Watt Dock/Garvel Island
 - Strategic Maritime Resources at Inchgreen/Great Harbour
 - Kingston Basin and Environs 'major area of potential change', with potential for major residential development opportunities
 - Potential Mixed Use of former Gourock Ropeworks, Newark.
- * Greenock East Business Area (SA3)
- * Central Coastal Gourock (SA4)
- * Inverkip Power Station, Wemyss Bay (SA5).

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(E) Six Major Housing Development Opportunities -

- * Port Glasgow (East): Former Broadfield Hospital and Nether Auchinleck
- * Greenock (South/East): Strone Farm and Wellington Park
- * Greenock (South West): Grieve Road/Wren Road and Ravenscraig/Branchton.

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Ch 7, Sch 7.1

(F) Five 'New Neighbourhoods' –

- * Port Glasgow (East), including Woodhall (The Avenues) and Oronsay/Park Farm
- * Greenock (South/East), including Strone/Maukinhill and Gibshill
- * Greenock (South West), including Peat Rd/Holefarm Rd.

Ch 7, Sch 7.1

(G) Green Belt, including:

- Urban Fringe
- Coves Local Nature Reserve
- Structural Corridor and Sensitive Wedges

Ch 4

(H) Countryside, including:

- Clyde Muirshiel Regional Park
- West Renfrew Hills Scenic Area

Ch 4

(I) The Coast, including

- Inner Clyde Estuary SPA/Ramsar Site
- Lower Clyde/Firth of Clyde Strategic Environmental & Scenic (Tourism) Resources

Ch 4 & 9

3.69 These components are illustrated on the annotated Figure 3.6 to provide a broad scale schematic representation of the land use planning and development framework, to inform the rest of the components and policies of the Local Plan.

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IMPLEMENTING THE DEVELOPMENT STRATEGY

3.70 This Chapter concludes by setting down seven 'strategic' policies that express the core aims of the Development Strategy and translates them into planning principles to define and implement the urban elements of the 'Planning and Development Framework' for Inverclyde. Each of these policies is prefaced by a reasoned justification to summarise their intent.

3.71 As indicated, the development framework also includes the 'DS' policies in Chapter 4 relating to areas outwith the built-up area, and Policies TA1 to TA4, in Chapter 5. Taken together, these 15 policies comprise the Development Framework of the Local Plan. These policies are intended to provide an overarching and robust land use planning and development framework for the rest of the Plan, and its suite of topic-based policies, and by so doing, should promote the necessary degree of confidence for investors by providing greater certainty for the short, medium and long term development of Inverclyde.

A PLANNING AND DEVELOPMENT FRAMEWORK

Transportation and
Accessibility
Policies TA1 to TA4

Development Strategy
Policies DS1 to DS7

Green Belt and
Countryside
Policies DS8 to DS11

URBAN SUSTAINABILITY

3.72 A sustainable settlement strategy will be assisted by having a preference for all new development to be located on brownfield land in order to contain the spread of the built up area into the countryside. Maximising development opportunities through the re-use of vacant and derelict sites brings this wasted and underused land resource back into productive use and capitalises upon the existing infrastructure of utilities and services and the inherited transportation network within the urban area. This focus on the renewal and regeneration of land for business and commercial uses, and residential and community uses, will help to protect the Green Belt and the countryside from unnecessary development, thereby contributing to the sustainable approach to development incorporated throughout the Plan.

3.73 The maximisation of development opportunities on brownfield sites should not be at the expense of open space and recreational and leisure assets. All categories of open space, be they formal parks or informal 'green wedges', require protection, since the over-development of land within urban Inverclyde would not contribute to other important aims of the Plan, concerning environmental quality and amenity and the well-being and health of residents.

3.74 A sustainable settlement strategy also requires good transport linkages and accessibility, between the different functional areas of the Authority, be that links between residential and employment areas and the town centres, or access to parks and other open space for recreation, including the urban fringe and wider countryside.

3.75 **Policy DS1** expresses this preference for all types of development to be on brownfield sites within the urban area, where accessibility is an important criterion.

Policy DS1 Preference for Development on Brownfield Sites

A sustainable settlement strategy will be encouraged by having a clear preference for all new development to be located on brownfield land within the urban areas of existing towns and smaller settlements. [cross refer to key policies – B1 to B5; H1,H2 and H5; R1 and R6; LR1; UT1]

SOCIAL INCLUSION

3.76 The long term trend in population loss from Inverclyde has not been even in its impact. A number of significant areas of Council housing have been affected most in this loss of population, with problems of 'difficult-to-let' dwellings, voids and demolitions being the outcome of this rejection of these neighbourhoods. These areas of 'rejection' coincide broadly with the SIP areas in Greenock and Port Glasgow and in particular, in three broad areas in South West Greenock, South and East Greenock, and the east end of Port Glasgow.

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Ch 5 & 10

Ch 6, 7, 8, 10 & 11

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3.77 The Structure Plan and 'Strategy for Change' have both laid the foundations in strategic and local master-planning, respectively, to address these indicative areas in a comprehensive manner. The flexibility required by the Council to bring forward the necessary land supply and to plan long term, through this Local Plan, is provided by the Structure Plan, while the rationale to create development opportunities on a sufficiently large scale to plan long term and comprehensively, to 'channel demand' to the 'new neighbourhoods', is endorsed in the Integrated Strategy of 'Strategy for Change'.

3.78 Social inclusion or justice, is a key priority of Government and is embraced by the Council and its partners. It includes within its concerns a wide range of issues that are beyond the remit of land use planning. However, the Local Plan provides the Council with a statutory document to set out an indicative framework to identify area renewal priorities for housing and community regeneration. **Policy DS2** is designed to focus the considerable resources and partnership effort that is working in Inverclyde to greatest effect and direct the next phases of regeneration activity to these areas. **Policies DS1 and DS2** together illustrate the particular set of circumstances facing Inverclyde, which requires a sustainable approach to the re-use of brownfield sites, combined with a focus on many of those areas containing the most disadvantaged and excluded residents in the Authority.

Policy DS2 Promotion of Housing and Community Regeneration in Renewal Areas

Social inclusion will be assisted by directing all appropriate new development to the designated Renewal Areas of Greenock and Port Glasgow. [cross refer to key policies H3 & H10]

A WATERFRONT FLAGSHIP INITIATIVE

3.79 The Inverclyde Waterfront/A8 Corridor Special Area identified in this Plan comprises some 60 hectares of vacant and derelict land, approximately half of the Authority total. This scale of dereliction and blight remains despite much of the Waterfront being designated an Enterprise Zone (EZ) in 1989 and, the advantages of this status being retained in the form of 'Golden Contracts' for the next four years. Major restructuring has been undertaken over the last 15 years as the local economy has undergone considerable change, with much of the new development located along the wider Inverclyde Waterfront, for example the retail warehouse park extension to Greenock town centre and the business area of Cartsburn. Other major land renewal schemes assisted by EZ status have provided Inverclyde with quality business areas at Kelburn, Kingston, Ingleston and the high amenity site at Faulds Park. These new business areas have been complemented by significant investment in Greenock's shopping centre and a number of successful area renewal initiatives in Strone Farm, Gibshill and Bow Farm, in Greenock.

3.80 However successful and significant these and other regeneration initiatives have been, Inverclyde is still faced with a problem of declining population and a pervading image that perceives the area to be somewhat peripheral. This clearly has an impact upon demand, for both business and industrial investment and, as a 'place of choice' for households. The current derelict condition of much of the Waterfront and the reality of blight along the A8 trunk road, presents an image that does not assist the Council and its partners to reverse this outflow of population and the continuing depressed demand for locating in the area.

3.81 The Waterfront's prominent location in the Authority on both the River Clyde itself and bisected by the principal strategic transportation corridor (both trunk road and railway), has within it the most significant range of development opportunities available in Inverclyde. Due to the scale of dereliction and under use of land, the social, economic and physical regeneration of Inverclyde cannot be achieved without this being at the top of the Council's strategic priorities. The scale of the task however, requires a comprehensive, integrated and planned approach to its overall development.

3.82 This aspiration should be assisted through the Waterfront being recognised as a strategic asset, from the European down to the sub-regional level. At the European level, it has long been recognised as a 'strategic employment location' and in the Structure Plan, the 'Clyde Waterfront' is identified as a Metropolitan Flagship Initiative (extending from the centre of Glasgow down river to the 'Tale of the Bank', at Gourrock), with an expressed aim "to reclaim the Waterfront for the communities that live alongside it".

Para 3.29

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Ch 14, Pol SA2

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Ch 6 & 7

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3.83 **Policy DS3** expresses the Council's aims and objectives for this strategic location.

Policy DS3 Promotion of the Inverclyde Waterfront

The social, economic and physical regeneration of Inverclyde requires the strategic role of the Waterfront to be recognised as part of the 'Clyde Waterfront Metropolitan Flagship Initiative' and priority in new investment and development to be directed to this location in accordance with the respective development frameworks of Special Areas, SA1, SA2 and SA4, identified on the Proposals Map. [cross refer to key policies B1 to B5; H2 & H5; SA1, SA2 and SA4]

Ch 6, 7, 13, 14 & 16

SUPPORT FOR TOWN CENTRES

3.84 Town centres provide the focus for many service, commercial, business and community uses and of course, retailing. Sustainable development will be encouraged by maximising the potential for appropriate town centre uses to be located in the three designated town centres and by so doing, optimise the use of the transport network that radiates to/from these centres. National and Structure Plan policy promotes the location of mixed uses within town centres to encourage multiple trips and to maximise the use of public transport, which similarly terminates in town centres. In this way, the viability and vitality of centres will be encouraged through the multiple reasons people have for visiting centres. In view of its size and the range of its catchment population, extending beyond Inverclyde's boundaries, Greenock is identified in the Structure Plan as one of several 'strategic business centres' in the Glasgow and Clyde Valley area.

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3.85 The attractiveness of the town centres in Inverclyde could be enhanced by implementing improvements to their environment, particularly in relation to the public realm and the pedestrian linkages into and around the centres. The issue of quality in terms of urban design and townscape was identified by EDAAW. The location and ease of accessibility of public transportation nodes and measures to enhance the environment is of particular importance to improving the attractiveness of the centres. This would also encourage fewer trips to be made by private car, which in many respects is detrimental to the environment of the centres, not least in terms of pedestrian safety, noise and air quality.

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3.86 The three town centres each have their intrinsic characteristics which determine the scale, form and type of development that can be implemented and, their respective prospects for further expansion. The planning policy guidance in the Plan for the centres is designed to optimise the complementarity between the centres and to promote development that generally retains this feature and is in keeping with the size of their respective population catchments. The town centres of Port Glasgow and Gourrock are the preferred locations for major new development, the former recognised by the Structure Plan, the latter not but requiring much-needed investment to remove a long-term derelict site in the centre and to realise its full potential. **Policy DS4** encapsulates this aspect of the Development Strategy.

Paras 3.55-58 & Ch 8

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Policy DS4 Presumption in Favour of Appropriate Development In Town Centres

The vitality and viability of the three town centres will be safeguarded and promoted by having a clear presumption in favour of new retailing and other 'town centre' uses located in, or failing that, on the edge of, the existing designated centres. [cross refer to key policies R1 to R6]

Ch 8

A QUALITY ENVIRONMENT

3.87 'Strategy for Change' perceptively described much of the older inner urban areas of Greenock and Port Glasgow as 'a battered ex-industrial environment' where blight still mars many of the improvements made to the redeveloped business areas and adversely affects many of the housing areas. The significance of the principal strategic transport route (both road and rail) running through much of Inverclyde's derelict and underutilised land cannot be emphasised enough for the negative image it must present to prospective investors, residents and visitors.

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Paras 3.79 - 82

3.88 Within this fractured and underused urban landscape are many valued heritage assets and townscapes of real quality, which require to be protected and enhanced. It is vital that these heritage resources, many of which are associated with Inverclyde's maritime and shipbuilding past, are safeguarded, where appropriate and practicable, since this heritage provides the catalyst around which new development can take shape. A consistent and enlightened approach to promoting quality of design in terms of materials and landscaping, especially in public areas, is therefore vital to creating a revitalised community and competitive place for investment.

3.89 This concern for environmental quality stresses the built heritage and the urban dimension, since this is where the Plan's priorities must focus, to encourage new investment and change the perceived image of Inverclyde as being 'a traditional, declining industrial area'. This urban focus is not to downgrade the natural environment of the Green Belt and countryside, which equally requires safeguarding and protection from inappropriate and unnecessary development. The proximity of the countryside to the urban areas in Inverclyde is one of its assets, along with the extensive and varied coastline. An improvement in the quality of the environment and therefore attractiveness of Inverclyde requires attention to be given in particular, to the urban fringe, where the familiar problems of underuse of land through expectations of development create unrealistic 'hope values' and consequent neglect of this land, compounded often by illegal tipping and other abuses.

3.90 **Policy DS5** summarises the Council's concern to have quality at the forefront of planning in Inverclyde to engender civic pride and promote a more accurate image for the benefit of the area.

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

The urban environment and built heritage of Inverclyde will be protected and enhanced through controls on development that would have an unacceptable impact on the quality of this resource. Quality in new building design and landscaping will be encouraged to enhance Inverclyde's townscapes.

[cross refer to key policies H8, HR1, HR11, HR12, HR17, LR1]

RESPECT FOR THE COAST

3.91 Inverclyde has a unique asset in its coastal location with unparalleled scenic views out over the Clyde Estuary along its entire 23 miles (37 km). This asset has not been sufficiently acknowledged or exploited since extensive river frontages have become available through the decline of the quays, docks and harbours, and the closure of traditional marine engineering and shipbuilding industries. Over recent years, this opportunity has begun to be realised and the blight and neglect of considerable areas associated with Inverclyde's former maritime industries and trading past is being tackled through the re-use of vacant and derelict land for new development and environmental improvements.

3.92 It is essential that planning addresses the major opportunities that have arisen alongside the River Clyde, since at key locations, 'landmark buildings' would signal a new and revitalised Inverclyde. These would focus on both mixed-use tourist and leisure related developments with a maritime theme, and desirable housing-led regeneration around key waterside features, which together would forge better links between the riverside and the towns behind.

3.93 The recognition in this Plan that the River Clyde is now a major geographical and physical asset to be the focus of new development, rather than an area that has turned its back on the towns, requires policy guidance. This needs to make the most of the opportunities and exploit the potential of the different key locations alongside the coast. This recognition has several dimensions, from ensuring the heritage assets of the docks and harbours that remain are protected and enhanced, to ensuring that new developments have regard to the existing maritime vernacular, and have a quality of design that will enhance and not detract from, the river-front settings. Many prominent parts of the urban coastal zone are in need of environmental improvement and attention given to matters of personal safety.

3.94 Sufficient controls and adequate safeguards are in this Plan to ensure that the future redevelopment of Inverclyde's built coast and unique waterfront settings are made a greater asset than has hitherto been possible. The development potential of Inverclyde's coastal zone is indicated by four of the five Special Areas in the Plan being on the coast. **Policy DS6** summarises the Council's concern that the coast be respected for the asset it is for Inverclyde's future development.

Ch 9

Ch 4, Pol DS8
& Pol DS10

Ch 7, 9 & 10

App A

Pol DS3

App C
56

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

The riparian environment and scenic setting of Inverclyde's developed and undeveloped coastline will be safeguarded by promoting development only where adequate and sustainable sea defences are included in the proposal and where it will enhance, and not detract from, this unique asset.

[cross ref to key policies DS8, SA1, SA2, SA4, SA5; HR1 and HR3 ; UT4]

Ch 4, 11,13,14,
16 &17

INTEGRATION OF TRANSPORT AND PLANNING

3.95 National policy and the Structure Plan are concerned with creating more sustainable patterns of development through integrating more fully the requirements of transport into development. Integrating transport and land use planning would help to reduce the need to travel by directing complementary developments to locate in close proximity, for example, in town centres and, by requiring new development to locate where it can be accessed by a choice of means of transport.

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3.96 This will be achieved in Inverclyde through the re-use of vacant and derelict brownfield land, including as indicated, along the Waterfront. Similar considerations should apply within residential areas, where more sustainable urban development can be achieved by siting new community facilities, including schools, centrally so as to minimise the travel needs of the majority who use the facility.

Ch 6 & 7

3.97 Central to achieving more sustainable forms of transport are the policies to promote and encourage alternatives to the private car. These alternative modes of transport require provision in terms of land for public transport and for cycling and walking. The fuller use of these modes of transport would assist in the wider environmental objectives of reducing CO₂ emissions, through reducing travel demand on the road network, and thereby improving air quality. The Plan seeks to encourage all developers to make major new developments accessible by a range of modes of transport.

Ch 5

3.98 However, the efficient and effective movement of people and freight is vital to the area's economic competitiveness. New investment in the road infrastructure of the area, particularly the two trunk roads (A8 and A78), is still necessary to support the sustainable and efficient movement of people and freight. In relation to freight movement, a sustainable development strategy requires more use to be made of the inherited rail and water-based infrastructure, where possible.

Ch 5, Pol TA1, TA11
& TA12

Ch 5, Pol TA3 & TA10

3.99 Inverclyde is very well served by past investment in rail infrastructure. It is currently underutilised in terms of its potential to carry more freight. Transferring more freight from road to rail would reduce some of the traffic conflicts on the strategic network and would also contribute to less air pollution and targets for energy reduction. Inverclyde's coastal location is also under-utilised for transportation, with the River Clyde offering considerable scope to become a transportation corridor for both people and freight. This unique feature of Inverclyde is doubly relevant given the scale of development opportunities along its waterfront, from Central Gourock to Port Glasgow, and potentially in the west, at Wemyss Bay.

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3.100 **Policy DS7** gives effect to the Council's wish to see more investment in sustainable forms of transport and increased integration of land use planning with transportation.

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

The integration of transport and land use planning will assist the sustainable settlement strategy through: assessing the transportation implications of proposed developments; directing new developments to locations accessible by a choice of means of transport; and protecting and promoting the development of transport infrastructure which supports the sustainable movement of people and freight.

[cross ref to key policies TA1, TA2, TA3 and TA4]

Ch 5

Reference
number

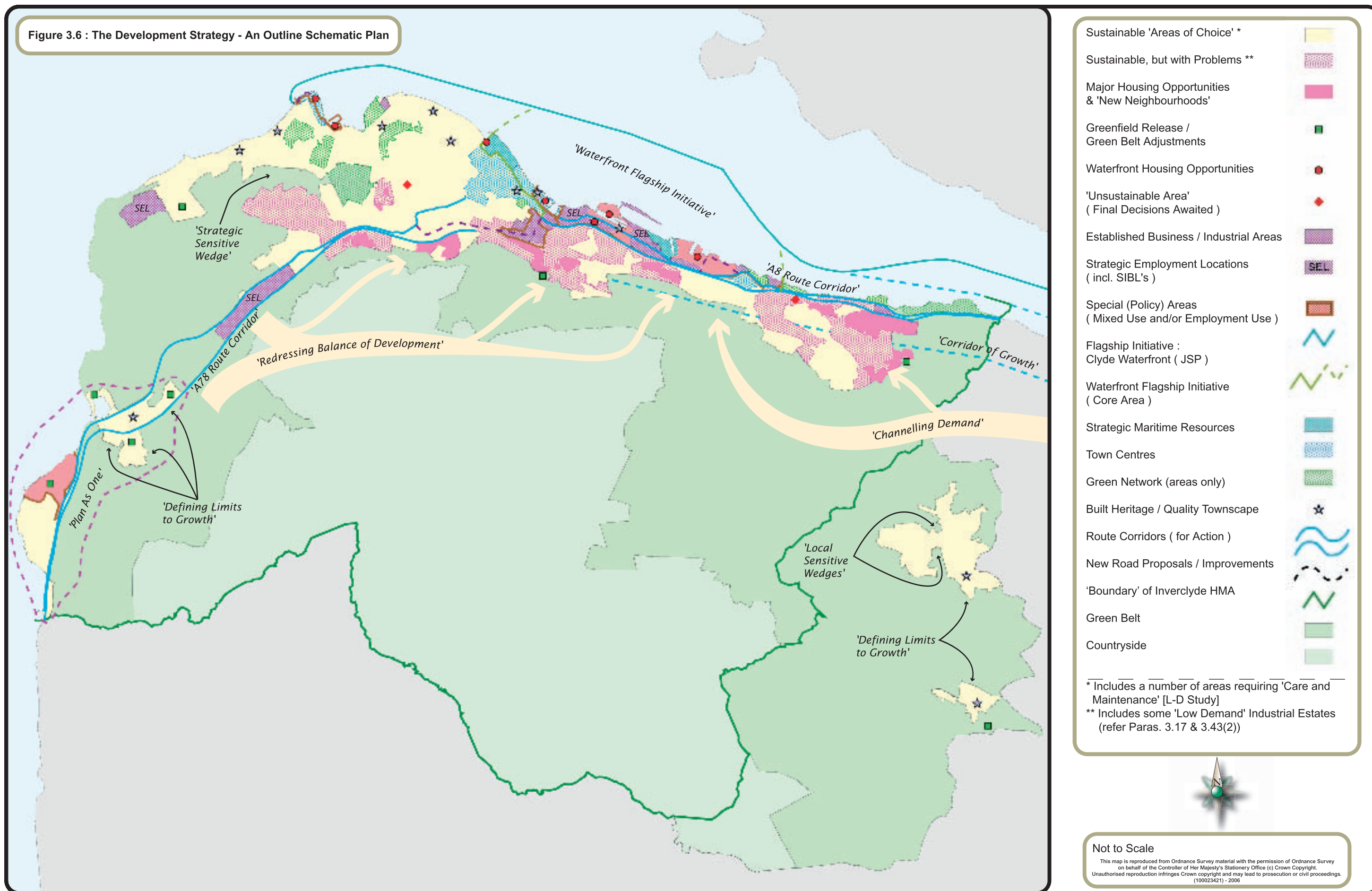
Reference Notes

Paragraph
number

1	JSP (approved May 2002)	3.2
2	JSP, pages 8/9	3.6
3	JSP, pages 10-13	3.7
4	Related to JSP timescales, page 14	3.12
5	L-D Study	3.13
6	JSP, SP1, Sch1(b), SP5 & SP6	p20
7	JSP, SP1, Sch1(b) & SP6	p20
8	JSP, SP1, Sch1(a), SP3, Sch3(c), SP5 & SP6, Sch6(c)	p20
9	JSP, SP1(GB), SP1 & SP7	p20
10	JSP, SP7 & SP8	p20
11	JSP, SP5, Sch5(e) & SP7	p20
12	JSP, SP3 & SP4	p20
13	JSP, SP6, pages 60/61; Tech Report No. 5 'A Housing Market Area Framework'	3.14
14	Programmed 2005/2006	3.21
15	Report -Director of Education Services (IC Council), Nov 1999	3.21
16	IC Leisure Trust, formed, 1 Oct, 2001	3.21
17	JSP, page 10, para 5.3	3.23
18	JSP, pages 16/17	3.23
19	JSP, SP5, Sch5(a) to 5(f)	p24
20	JSP, SP6, Sch6(a)	p24
21	JSP, SP3 & SP4, Sch4(b) & 4(c)	p24
22	L-D Study	3.28
23	JSP, SP1, Sch1(b)	p25
24	JSP, SP6, Sch6(b)	p25
25	JSP, para 11.20	p25
26	'Scotland : Where Everyone Matters' (Nov 1999), introduces the Social Inclusion Strategy	3.29
27	JSP, para 7.11	3.30
28	L-D Study, page 76 - 82	3.32
29	JSP, SP1, Sch1(e) & SP7, Sch7(b) & (c)	p26
30	JPC1 - MFI (CW) & SP5, Sch5(e)	p26
31	SP7, Sch7(a)	p26
32	SP4, Sch4(a) & (b) & SP7, Sch7(c)	p26
33	SP7, Sch7(d)	p26
34	'Designing Places - A Policy Statement for Scotland', SEDD Nov 2001 & PAN68 'Design Statements'	3.33
35	L-D Study, page 89	3.34
36	L-D Study, page 84	3.43
37	JSP, SP1, Sch 1(e) & para 10.23	3.43
38	JSP, JPC1, MFI(f), page 32	3.47
39	JSP, para 7.32(A)	3.48
40	EDAW Study, 2000	3.54
41	EDAW Study	p32
42	EDAW Study	3.56
43	L-D Study, page 81	3.60
44	L-D Study, page 76	3.61
45	L-D Study, page 84	3.62
46	JSP, para 11.20	3.64
47	JSP, para 7.11	3.64
48	L-D Study & ARPs	3.66
49	L-D Study	3.76
50	JSP, SP3, Sch3(b)(i)	3.81
51	SEP & JSP, pages 30-32	3.82
52	JSP, SP5, Sch 5(a)	3.84
53	EDAW Study	3.85
54	JSP, SP6, Sch 6(c)(iv)	3.86
55	L-D Study, page 79	3.87
56	PAN46 'Planning for Crime Prevention'	3.93
57	NPPG17 & JSP, SP3 & SP4	3.95
58	JSP, page 32 & 'ClydeReBuilt', Clyde Waterfront Working Group, (June 2002)	3.99



Figure 3.6 : The Development Strategy - An Outline Schematic Plan



CHAPTER 4 : GREEN BELT AND THE COUNTRYSIDE

INTRODUCTION

4.1 The primary objective of this Local Plan - to maximise development on brownfield land in preference to greenfield sites - is assisted by the strategic Green Belt policy of the Structure Plan. One of the objectives of the Structure Plan specifically states that the continued designation and protection of the Green Belt should be to assist the regeneration of the urban areas.

4.2 Previously, all land outwith the urban area in Inverclyde was designated Green Belt. However, in this Plan a distinction is now made between land designated as Green Belt and the countryside beyond. This has been done in order to clarify the role and purposes of the Green Belt and establish the most appropriate planning policy guidance for each designation.

4.3 The Green Belt comprises the area immediately outwith the existing urban area and its outer boundary is now re-drawn closer to the urban edge, as identified on the Proposals Map. Development pressure, especially for housing, is at its greatest in this area and it is therefore important that the principal roles and purposes of Green Belt are in place to assist the Development Strategy of renewal and regeneration of the urban areas. The same development pressure does not apply in the more rural area, which lies beyond the outer edge of the Green Belt, in the new designated 'Countryside'. The emphasis in planning policy within the Green Belt is on *preventing* development while within the designated Countryside, the emphasis is on *controlling* development.

STRATEGIC POLICY CONTEXT

NATIONAL POLICY

4.4 The most current source of national policy guidance on Green Belts is Scottish Development Department Circular 24/1985 – 'Developments in the Countryside and Green Belts', which states that local plans are responsible for defining the precise boundaries and securing the continuity of Green Belts, with towns and villages not allowed to expand beyond the established boundary limits.

4.5 The main reason for more land being made available for development over the last fifteen years has been to meet housing requirements. Scottish Planning Policy (SPP) 3 'Planning for Housing' deals with issues relating to the release of land in the Green Belt for housing and this is covered in Chapter 7, 'Housing and Communities'.

THE STRUCTURE PLAN

4.6 The Metropolitan Development Strategy of the Structure Plan requires the continued designation and safeguarding of the Green Belt within which there is a presumption against the spread of built up areas and the encroachment of development into the countryside. Local Plans are required through Strategic Policy SP1 to define the detailed boundaries and any additional policies through which the Green Belt is safeguarded.

4.7 In order to accord with the Structure Plan, development proposals will also have to conform to Strategic Policy SP 9B(v), to avoid isolated and sporadic development in the Green Belt and in the countryside beyond.

Green Network

4.8 The Local Plan supports the concept of the Green Network detailed in the Structure Plan. The Structure Plan requires that a Green Network be created through integrating urban and rural areas that will complement the Green Belt, much of the focus of activity being in those areas termed the 'urban fringe'.

4.9 The aim of the Green Network is to create high quality environmental corridors and resources, open spaces and recreational assets to assist in the social and economic regeneration and the physical improvement of the external image of the area. Initiatives will be implemented through joint action programmes with key public sector agencies, in particular Scottish Natural Heritage (SNH).

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p 50

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Tab 4.1, p 54

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Pol DS9, p 52

4.10 Earlier strategic projects, including ‘Greening the Conurbation’ and the ‘Countryside Around Towns’ initiative, have been superseded by the Glasgow and Clyde Valley Greenspace Trust. The Glasgow and the Clyde Valley Landscape Assessment (GCVLA) provides appropriate planning guidance, supported by SNH. This is being used by local authorities in their local plans to assist their interpretation of landscape characteristics. Re-using and improving vacant and derelict land, particularly within the urban fringe, also has the potential to contribute to the Green Network.

4.11 Clyde Muirshiel Regional Park and the ‘Clyde Waterfront’ regeneration initiative within the built-up area of Inverclyde are identified as priorities for investment, promotion and management under the Green Network policy. The projects in place and the policies to protect and enhance these areas, along with other routes and outdoor leisure facilities, can be found in the other relevant chapters of the Local Plan.

LOCAL PLAN STRATEGY

GREEN BELT

4.12 The area designated Green Belt within Inverclyde forms part of the Glasgow and Clyde Valley Green Belt. As specified in national policy, the broad extent and existing boundaries have been established and assessed through the Structure Plan. The role and purposes of the Green Belt are set out below.

The Role and Purposes of the Green Belt

- (a) To maintain the identity of towns by establishing a clear definition of their physical boundaries and preventing them merging;
- (b) To control the growth of built up areas and support the process of urban renewal through preventing the spread of development in the Green Belt;
- (c) To safeguard countryside for recreation or institutional purposes of various kinds;
- (d) To preserve the special character of towns, including their landscape setting;
- (e) To protect and, where appropriate, enhance landscape character and biodiversity;
- (f) To protect agricultural land from inappropriate development and create the necessary stability for its productive use for appropriate countryside uses; and
- (g) To support the development of the Green Network.

Broad Framework and Settlement Structure

4.13 To assist the strategic planning of the Glasgow and Clyde Valley area, the Structure Plan has in its Key Diagram (Inset A), a broad framework to guide any future release of land from the Green Belt. Two designations inform this strategic planning: the Inner Green Belt, including Sensitive Wedges; and Structural Corridors (countryside that separates major settlements in the Conurbation). In Inverclyde the former designation applies to the Green Belt separating Gourock from south-west Greenock, in the area east of Gourock Golf Course, including Coves Reservoir LNR. The latter designation covers the countryside separating Kilmacolm from Port Glasgow. In light of these designations, there should be an absolute presumption against development in these areas of the Green Belt.

4.14 In relation to this Local Plan Review and the Development Strategy, a similar approach to differentiation of the Green Belt has been adopted. Figure 3.6 highlights those parts of the Green Belt in Inverclyde where particular local sensitivities exist and where there is a need to define the limits of settlement growth. This requirement of local plans, to define the inner Green Belt boundary and have policies to safeguard it for the longer term, in accordance with SDD24/1985 and the Structure Plan, has regard to but is distinct from the Structure Plan designations noted above.

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Ch 3, 9, 10 & 14

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Prop Map D
Prop Map A, C & F

Ch 3, p 47

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4.15 The long term planning of settlements within Inverclyde is assisted therefore, in addition to the Structure Plan designations, by recognizing locally significant sensitive wedges around Kilmacolm; and establishing long term 'limits to growth' for Kilmacolm and Quarriers Village in the east, and Inverkip and Wemyss Bay in the west. In relation to Inverkip, these limits are set having made provision for the established urban expansion areas identified in the Structure Plan, and at Wemyss Bay, having identified the long term potential for development at the Power Station. Elsewhere, and predominantly around the major urban areas of Gourrock, Greenock and Port Glasgow, topography and environmental factors determine limits to settlement growth.

Inner Edge

4.16 In terms of the inner Green Belt boundary, with the emphasis on urban renewal, extensions to the built-up area are limited. Given the extent of urban brownfield land and the adequacy of this land resource to meet the medium-long term development needs of the area, the Structure Plan states that no strategic adjustments are required to the Green Belt in Inverclyde.

4.17 Within Inverclyde however, as part of this Local Plan Review, the inner Green Belt boundary has been re-assessed and a number of adjustments have been made. These have been made for one of four reasons:

- (a) land has been removed to reflect the growth and development of settlements, due to the time that has elapsed since the 1988 Plan's adoption;
- (b) land has been removed in anticipation of the proposals in this Plan being implemented, and to make the Green Belt boundary more permanent for the longer term;
- (c) land has been added to the Green Belt to protect it from development; or
- (d) where minor adjustments were required to remove anomalies.

The changes made to the Green Belt Inner Edge since the 1988 adopted Plan are contained in Table 4.1.

Outer Boundary

4.18 The Structure Plan suggests that some detailed adjustments of the outer boundary might be appropriate, particularly in the moorland parts of the Renfrew Hills due to the protection offered by the Regional Park designation. There is concern that while the Green Belt designation affords the Park protection over its vast area, this is not its main purpose.

4.19 The Park extends beyond Inverclyde's boundary into both Renfrewshire and North Ayrshire with each of these authorities represented on the Park Authority Joint Committee. Discussions took place with Renfrewshire Council and the Park Authority regarding the Green Belt designation. Renfrewshire Council has decided not to make changes in its 2002 Finalised Plan, while North Ayrshire does not have this distinction, having no Green Belt.

4.20 Inverclyde Council has decided to amend the outer Green Belt boundary for reasons of topography, landform, landscape character and because other more appropriate policy measures are in place, in particular for those areas covered by the Regional Park. The topography and steepness of slope behind the main urban areas is an important constraint preventing any development pressure, even close to Greenock and Port Glasgow. As a result, wherever possible, the Green Belt boundary has been re-drawn to coincide with the Clyde Muirshiel Regional Park boundary.

4.21 In areas where there is likely to be longer-term development pressures - along the western edge of the Park, around Wemyss Bay, Inverkip and Lunderston Bay, and east to around the built up area of Gourrock/West Greenock and, south of Strone Farm, where the visibility and prominence of any development would be a consideration - the outer edge boundary has been left at a distance from the urban edge, to provide the necessary protection of the countryside. In these areas, the Green Belt overlaps the Park, with the outer boundary re-drawn as far as possible to accord with significant topographical features and other important landscape distinctions, such as prominent field boundaries, forested areas and the perimeter of designated natural heritage areas.

Fig 3.6
13 & Ch 7, Pol H6

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p 54

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4.22 As a consequence of these changes, the Green Belt **Policy DS8** is primarily concerned with the principle of preventing development, other than in exceptional circumstances. A new criteria-based policy (**Policy DS10**) is introduced, which is applicable to the entire countryside, namely the designated 'Countryside' and to those areas covered by the Green Belt. Development proposals in the Green Belt will only be considered acceptable in exceptional or mitigating circumstances, where they accord with the requirements of **Policy DS10**.

Policy DS8 Green Belt

There is a presumption against development in the designated Green Belt, as identified on the Proposals Map. Proposals will only be considered favourably in exceptional or mitigating circumstances and where the criteria for development in Policy DS10 for the 'Countryside' can be satisfied.

[cross ref to key policies DS10; H4 & LR5]

4.23 Proposals for housing development involving one or more dwellings in the Green Belt is covered by Policy H4. **Policy H4** identifies the exceptional circumstances where a departure from Green Belt policy may be considered appropriate, this being generally where the proposal is for either an isolated or small group of dwellings, falling into a number of categories. For larger or strategic releases for housing development, the relevant policy considerations are found in the Structure Plan.

URBAN FRINGE

4.24 Some land within the Green Belt is degraded and underused, particularly in the area along the edge of the built-up area known as the urban fringe. Greening measures and improved access are required to ensure that the environment of these areas is enhanced and improved.

4.25 So far these improvements have been carried out through a number of initiatives and projects at a local level. They have had the additional benefit of focusing development activity on existing urban areas, thereby assisting urban regeneration and protecting the Green Belt from unwarranted development. They have also taken account of the guidance in the GCVLA.

4.26 The Council has endorsed the Inverclyde Access Strategy as a framework for the future planning, development and management of access within the Authority. This strategy will consolidate previous work on access by developing a more coherent and complete access network. Links from existing urban fringe routes to urban networks will be a key part of this strategy.

4.27 Through the 'Glasgow and Clyde Valley Greenspace Trust', existing local greenspace project teams have been brought together to adopt a co-ordinated approach to bring about an improved environment, in and around settlements. Within Inverclyde, Lower Clyde Greenspace operates through this Trust. The broad planning policy framework for the urban fringe is provided under **Policy DS9**.

4.28 Access and greening measures are also covered in this Plan in Chapters 5 and 10, respectively.

Policy DS9 Urban Fringe

The urban fringe will be enhanced and improved by actively promoting a range of 'greening' and access initiatives on the degraded and underused land in the Green Belt through, in particular:

- (a) *the Lower Clyde Greenspace partnership ;*
- (b) *the Joint Authority for Clyde Muirshiel Regional Park; and*
- (c) *the Inverclyde Access Strategy.*

COUNTRYSIDE

4.29 The remaining more extensive area of largely upland moors has been removed from the Green Belt and classed as 'Countryside'. The Structure Plan identifies a wider countryside area as either Rural Investment Areas (RIAs) or Tourism Development Areas (TDAs). Within Inverclyde, the designation RIA does not apply, while there are two TDAs covering the countryside policy area and parts of the Green Belt. These are Clyde Muirshiel Regional Park and the Lower Clyde Estuary and Firth of Clyde.

Ch 7, p 100

17

Para 4.10

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Ch 5, para 5.39 &
Ch 10, para 10.30

App C

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4.30 Tourism is a growth area with future potential related to four main destinations or areas of interest – industrial heritage, beautiful scenery, arts and cultural attractions and sport and leisure facilities. The Local Plan aims to protect and enhance those resources that will contribute to tourism growth, through the policies in the relevant chapters of the Plan: these provide support and criteria for the determination of tourism development proposals.

4.31 Most of the authority outwith the urban area will also continue to be protected by the Regional Park designation (**Policy DS11**), and the assessment of all development proposals outwith the urban area, including the Green Belt, will require to be justified against the criteria in **Policy DS10**.

Policy DS10 Countryside

Development within the countryside (including the Green Belt) will be permitted only where it can be supported with reference to the following criteria:

- (a) *it is required for the purposes of agriculture and forestry;*
- (b) *it is a recreation, leisure or tourism proposal which is appropriate for the countryside and contributes to the social and economic development of the area;*
- (c) *there is a specific locational requirement for the use and it cannot be accommodated on an alternative site;*
- (d) *it entails appropriate re-use of vacant buildings which it would be desirable to retain for their historic or architectural character; or*
- (e) *it forms part of an establishment or institution standing in extensive grounds; and*
- (f) *it does not adversely impact on the landscape character;*
- (g) *it does not adversely impact on the natural heritage resource;*
- (h) *it does not adversely affect the visual amenity of the area and is capable of satisfactory mitigation;*
- (i) *there is a need for additional land for development purposes, provided it takes account of the requirements of the Structure Plan; and*
- (j) *it complies with other relevant Local Plan policies.*

[cross ref to key policies DS8, DS9, DS11;B11, B13; H4 & H17 to H19 & LR5]

CLYDE MUIRSHIEL REGIONAL PARK

4.32 In order to promote a consistent approach in the Regional Park in relation to development, the Park Authority has produced an Integrated Land Use Strategy that is broadly compatible with the policies in this Local Plan and the Structure Plan.

4.33 In relation to development proposals, Planning Practice Advice Notes have been prepared by the Council, two of which – No.5 'Design and Siting of Houses in the Countryside' and No.6 'Design Guidelines for Farm Buildings in the Countryside' – are particularly relevant to the Park. **Policy DS11** summarises the Council's approach to planning in the Regional Park.

Policy DS11 Clyde Muirshiel Regional Park

Clyde Muirshiel Regional Park will be safeguarded by having regard to Local Plan policies DS8 and/or DS10 and in accordance with the Planning Practice Advice Notes Nos. 5 and 6, under Policy DC1.

Ch 6, paras 6.33/39
Ch 10,
paras 10.47/48
& Pol LR10

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**Table 4.1 : Significant Changes to the Green Belt Boundary (Inner Edge)
(amendments from adopted 1988 Local Plan)**

WEMYSS BAY

1 - The Meadows [site ref ho70] (deletion from GB)

Area to east of A78, south of railway bridge, identified as a housing opportunity.

2 - Inverkip Power Station [SA5] [site refs- ho71; ei9; ro3](deletion from GB)

The Power Station is identified as a Special Decelopment Area (Policy SA5). Removal of Green Belt status allows for the comprehensive planning of the area for a mix of housing and community uses, including leisure development.

3 - Land Adjacent to Mount Stewart Drive [SA5] [site ref ho71](deletion from GB)

Land reserved as part of a Special Development Area (SA5), to provide direct access from Wemyss Bay to the Inverkip Power Station, to assist with its redevelopment: potential new use of area would include a housing development opportunity.

INVERKIP

4 - Hill Farm [site ref ho67] (deletion from GB)

A large area was identified in the 1988 Local Plan as a housing development opportunity, having been granted planning permission in 1974. House building has been underway since the early 1990s and a new area of land, to replace the original permission, has now been released from the Green Belt to allow for the completion of this historic housing consent. This release is being made in return for the revocation of planning permission and the return to Green Belt of a considerably larger area of countryside to the south onto Leapmoor.

5 - Bogside Farm [site ref ho64] (deletion from GB)

This area was originally granted planning permission for housing in 1976 and release made under the 1988 Local Plan. The final phases of Swallow Brae are currently under construction, following detailed consents over the late 1980's.

6 - The Glebe [site ref ho68] (deletion from GB)

This area is now within the built-up area of the village and can no longer be considered to function as part of the Green Belt. The Plan identifies this site, adjacent to Langhouse Road, as a potential housing opportunity.

7 - Inverkip Marina [site ref ho63] (deletion from GB)

This development is based on the grant of planning permission for housing in 1997 and is currently being developed.

GOUROCK

8 - Faulds Park [site ref bi1] (deletion from GB)

This area forms part of the former Enterprise Zone (designated in 1989) and identified as part of Inverclyde's strategic business locations for high amenity uses. One of the three platforms remains to be developed.

9 - Levan Farm (Phases I & II) [site ref ho54] (deletion from GB)

The buffer zone between Faulds Park and the existing built-up area of housing was granted planning permission for housing by the Scottish Ministers in 1998, following a called-in planning inquiry.

Ch 7, Sch 7.1(a)

Ch 17

Ch 17

Ch 7, Pol H6 &
Sch 7.1(a)

Ch 7, Sch 7.1(a)

Ch 7, Sch 7.1(a)

Ch 7, Sch 7.1(a)

Ch 6, Pol B3

Sch 6.1, p 87

Ch 7, Sch 7.1(a)

10 - Levan Farm (Phase III) [site ref ho 57] (deletion from GB)

A large 22 hectare site immediately to the south of Levan Farm (Phases I & II), on the south west edge of Gourrock, sloping gently upwards from north to south, with open countryside to the south and west. The site was recommended for release by the Reporter following the Local Plan Inquiry, and endorsed by the Council in February 2005.

GREENOCK

11 - Ravenscraig Hospital [adj to site ref ho50] (addition to GB)

Part of the hospital is likely to become surplus to NHS requirements and safeguards have been put in place to protect the trees/woodland within the curtilage of the hospital grounds, through the designation of a TPO and, the drawing of a Green Belt boundary closer-in to the edge of the potential redevelopment of the hospital. This is expected to comprise conversion and refurbishment of the main hospital building, together with new build housing on part of the hospital grounds.

12 - Strone Farm [site ref ho23] (deletion from GB)

Identified as a housing release to assist the regeneration programme being implemented in this area renewal scheme, but conditional on the completion of development on the brownfield sites identified within the adjoining urban area.

PORT GLASGOW

13 - Midhill Plantation, Parkhill [site ref ho11] (deletion from GB)

The site has a long established planning permission for housing. It is now incorporated as part of the wider indicative area of the 'New Neighbourhood' of Park Farm/Oronsay (site ref ho10), and is identified as a long-term opportunity in the Plan. In addition to this adjustment to the Green Belt boundary are other minor 'urban edge' adjustments to the Green Belt boundary in this neighbourhood, in accordance with the Structure Plan.

QUARRIERS VILLAGE

14 - Entire Village (deletion from GB)

Quarriers Village has been removed from the Green Belt by defining a settlement boundary, in order to provide greater clarity and certainty in planning policy and to define the limits to further expansion of the village. In this respect, the defining of the settlement is intended to secure the current size of the village of Quarriers for the longer term.

Ch 7, Sch 7.1(a)

Ch 7, Sch 7.1(a)

Ch 9, Tab 9.2 & Pol HR9

Ch 3, p29 & Fig 3.5(C) & Ch 7, Pol H3 & Sch 7.1(a)

Ch 7, Pol H3, Pol H5, Sch 7.1(a)

21

Ch 3, Para 3.16



Reference Notes

Reference number

- 1 Joint Structure Plan (JSP), SP1
- 2 Scottish Development Department (SDD) Circular 24/1985, para 6 & Annex 1, para 4(iii)
- 3 Scottish Planning Policy 3, paras 44-46
- 4 JSP, SP1 & pages 28-29
- 5 JSP, page 86
- 6 JSP, SP1, Sch1(e)
- 7 Strathclyde Structure Plan (1995)
- 8 Report by Land Use Consultants for SNH, G&CV LAs and GCVJSPC (September 1998)
- 9 JSP, SP6, Sch6(d)
- 10 JSP, SP1, Sch1(e)
- 11 JSP, SPI & Key Diagram Inset A
- 12 SDD Circular 24/1985
- 13 JSP, SPI, Sch 1(c)
- 14 JSP, SPI, Sch 1(e)
- 15 JSP, para 7.24
- 16 Renfrewshire Council Local Plan: Final Draft (2002)
- 17 JSP, paras 11.28-11.31
- 18 'Routes to Regeneration' (Inverclyde Council (IC) Access Strategy), Jan 2002
- 19 JSP, SP1, Sch1(d) & SP5, Sch5(e)
- 20 Clyde Muirshiel Regional Park (1996)
- 21 JSP, SP1, Sch1(b)

Paragraph number

- 4.1
- 4.4
- 4.5
- 4.6
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- Tab 4.1



CHAPTER 5 : TRANSPORTATION AND ACCESSIBILITY

INTRODUCTION

5.1 A sustainable transport system is one that supports the economy, tackles social exclusion and improves the quality of life for all, but does so without damaging the environment or the health of the people it serves. The creation of such a system is a key aim of the UK national government and the Scottish Executive. Land use planning is about development, and as most developments have a transport implication it is vitally important that every land use planning document is set within a framework that has a sustainable transport policy as an overarching principle.

5.2 Both the UK national government and the Scottish Executive have set out their vision of a future sustainable integrated transport system, and legislation and guidance has now been issued to help implement this vision. The aim is to create transport policies which seek to achieve better integration:

- within and between different modes of transport, so that people can move easily between modes;
- with environmental aims and policies, so that transport choices support a better quality of environment;
- with land use planning, so that the two work together to reduce the need to travel and support more sustainable transport choices; and
- with government policies on education, health, economic growth and the objective of a fairer more inclusive society.

5.3 This fundamental shift in government transport policy is driven by transport trends over recent decades that have resulted in society becoming ever more reliant on road travel, and particularly the private car; a trend that has contributed significantly to increased environmental pollution, road congestion and social exclusion.

5.4 Exhaust emissions from transport are the most significant environmental concern, and have a global and local impact. Emissions from road transport are the fastest growing UK source of carbon dioxide emissions, a greenhouse gas which causes global warming. On a more local scale, road traffic is the biggest single contributor to urban air pollution. Transport infrastructure also leaves its mark on the environment, with new roads particularly guilty of scarring the landscape and damaging the built and natural environment.

5.5 Road congestion is costly and frustrating for both business and individuals. In an ever more competitive global marketplace a key factor in investment decisions is the quality of the local transport systems. Businesses do not want their goods and personnel to be caught in traffic jams, and expect a system that allows them to operate efficiently and effectively. Individuals want to be able to reach their place of work, retail and leisure facilities and their homes easily, and do not want their quality of life adversely affected by an ineffective public transport system or having to queue in traffic jams.

5.6 As car ownership levels have risen, society as a whole has become more car orientated. However, there are many in society who still do not have access to a car and have been left isolated from every day facilities, such as shops and surgeries, and places of employment. Transport infrastructure itself can often physically split communities and separate facilities from those who need to use them.

5.7 The integration of transport and land use planning is a fundamental component of the Government's overall integrated transport policy. Land use planning can play a key role in influencing travel choices, most significantly through directing development to locations that are easily and safely accessible by a range of means of transport, and particularly by more sustainable forms of transport such as walking, cycling and public transport. Local plans can also safeguard land and facilities capable of being developed to allow the improvement or expansion of the public transport, walking and cycling networks. They also offer a means of highlighting projects that can make sustainable forms of transport more attractive, with pedestrianisation schemes being an example. Where transport infrastructure, particularly railway lines and trunk roads, physically and psychologically, separate communities from facilities or detach one part of a town from another, local plans can promote projects which would rectify such circumstances.

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App A

Ch 3, Pol DS7

Ch 14 & Ch 3
Fig 3.4

NATIONAL AND STRATEGIC POLICY CONTEXT

5.8 The move towards a more sustainable transport system is driven by a range of policies at the international, national and regional level.

Climate Change

5.9 The UK Government is a signatory to the Kyoto Protocol, an international, legally binding agreement requiring the majority of the world's developed countries to reduce greenhouse gas emissions. In order to meet its reduction targets, the UK Government has adopted a Climate Change Programme, which identifies the reduction of carbon dioxide emissions from road-based transport as a key objective.

Air Quality

5.10 Vehicle emissions are the single biggest cause of poor urban air quality. The UK National Air Quality Strategy sets standards for air quality. Local Authorities are required by Part IV of the 1995 Environment Act to review and assess air quality in their areas, and meet the standards set out in the National Air Quality Strategy. National planning policy advises that planning authorities should have regard to air quality when preparing development plans.

Transport White Papers

5.11 Reducing vehicle emissions, along with the aforementioned aims of tackling congestion and social exclusion, has led to the production of two complementary White Papers on transport, produced by the UK National Government and the Scottish Office respectively. These documents envisage a future sustainable transport system in which walking, cycling and public transport will be more attractive options and there will be less reliance on the private car. These two White Papers and the UK Climate Change Programme each refer to the role that land use planning has in helping to reduce the need to travel, and in encouraging more sustainable transport choices.

NATIONAL POLICY AND ADVICE

5.12 SPP1 on The Planning System (2002) succinctly explains that the planning system can encourage more sustainable travel patterns by:

- allocating land for development and selecting priorities for regeneration to maximise the scope for access by foot, cycle and public transport;
- ensuring an efficient transport network for the movement of freight and goods distribution, including where possible the use of rail and water;
- providing direct and safe access to local facilities by a range of transport choices;
- supporting mixed use, increased tenure choice and local service provision;
- ensuring that the layout and design of development gives priority to walking and cycling where appropriate;
- identifying priorities for investment in transport and safeguarding land for longer-term possibilities; and
- relating the level of car parking to the location and type of the development through maximum parking standards.

5.13 The interaction between transport and land use planning is more directly addressed by NPPG 17 and PAN 57, both of which are entitled 'Transport and Planning'. NPPG17 sets out a framework for delivering better integration of transport and land use planning consisting of:

- location policy, ensuring specified development takes place in locations which support sustainable (transport) mode share;

- maximum parking standards for specified uses;
- requiring Transport Assessments covering all modes of transport; and
- the use of Green Transport Plans and planning agreements to promote sustainable transport solutions.

App C

5.14 The key issue highlighted by NPPG17 is that through the allocation of land for development, the land use planning system has an important role to play in reducing the need to travel and developing a more sustainable transport system. PAN 57 supports NPPG17 by providing good practice advice on how to integrate land use and transport planning responsibilities in a sustainable manner.

THE STRUCTURE PLAN

5.15 At the regional level, the Glasgow and Clyde Valley Joint Structure Plan considers the ease of movement of people and goods as essential to the implementation of the Metropolitan Development Strategy. To achieve this the Plan includes policies requiring:

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- (i) the strategic management of travel demands; and
- (ii) investment in the strategic transport network.

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5.16 Strategic Policy SP3 requires local plans and local transport strategies to:

- (a) select sustainable locations for development;
- (b) include management plans for identified Strategic Transportation Corridors;
- (c) establish Town Centre Transport Action Plans; and
- (d) set maximum parking standards, and develop Park-and-Ride facilities and parking control zones.

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5.17 The selection of sustainable locations for development, and ensuring that major developments are accessible by a range of means of transport has been adopted as an overarching principle of this Plan.

5.18 The Greenock-Port Glasgow-Glasgow section of the A8/M8 is recognised in the Structure Plan as part of the *Central Corridor* within a network of Strategic Transportation Corridors in the Glasgow and Clyde Valley area. This Central Corridor is also identified within the plan as a *Corridor of Growth*, owing to its already established transportation links and the development opportunities that lie within it. Within Inverclyde, the development of land between the A8(T) and the waterfront is a key aim of this local plan, and the route will require to be properly managed and developed to allow this land to be developed to its full potential, and thus aid the regeneration of Inverclyde.

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Ch 3 & 14

5.19 Greenock, designated as a Town Centre and Strategic Business Centre, by the Structure Plan, is also identified as requiring a Town Centre Transport Action Plan. Such a plan should seek to improve the accessibility and environment of the town centre. A particular aim of the plan to be prepared for Greenock town centre will be to reduce any conflict that exists between pedestrians and road users.

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5.20 The Inverclyde Local Transport Strategy has already committed the Council to developing town centre parking strategies and maximum parking standards, and developing and promoting Park and Ride schemes. This Local Plan will offer support to these commitments.

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5.21 Strategic Policy SP4 requires the development of the region's Strategic Transport Network. Within Inverclyde the following investment priorities are recognised:

- (i) Glasgow to Inverclyde Cycleway
- (ii) Rail link from Glasgow Central - Paisley to Bridge of Weir and Kilmacolm
- (iii) Clyde Ferry Facilities
- (iv) Safeguarding the rail link to Ocean Terminal, Greenock.

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5.22 Strategic Policy SP5 identifies Ocean Terminal as a Strategic Economic Location, in recognition of its role as an international transport facility.

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Ch 6, para 6.27

West Central Scotland Joint Transport Strategy

5.23 A Joint Transport Strategy (JTS), covering the Glasgow and Clyde Valley area, Ayrshire and Argyll and Bute, is also being developed by the West of Scotland Transport Partnership (WESTRANS) and Strathclyde Passenger Transport (SPT). The purpose of this is to develop a sustainable integrated transport system for West Central Scotland. The JTS aims to provide a strategic context for Local Transport Strategies and Public Transport Strategies, and develop long-term solutions to complex cross-boundary transport issues.

5.24 This Strategy is in the early stages of its development, but has already identified priorities, including some of specific interest to Inverclyde. These are:

- (i) Promoting proposals to enhance the accessibility of the main towns and Strategic Development Locations including the Clyde Waterfront;
- (ii) Developing a more integrated approach to port access and development;
- (iii) Evaluating the possibility of rapid passenger transport along the River Clyde; and
- (iv) Identification of the A8/M8 as a Priority Corridor.

5.25 Other general priorities include developing the public transport network and promoting transport interchanges and intermodality.

THE LOCAL PLAN STRATEGY

5.26 The Local Plan's Development Strategy seeks to achieve the integration of transport and land use planning. The Development Strategy policies, through directing new development to brownfield sites (**Policy DS1**) and to town centres (**Policy DS4**), complement this key policy by directing development to urban areas and, especially, town centres, where public transport services are already established, and access by walking and cycling can be more easily achieved.

5.27 Through its Local Transport Strategy (LTS), the Council has set out how it would like to see the local transport network developed over the next twenty years. This strategy considers all modes of transport, and concentrates on restricting the growth in private car use and promoting the use of alternative forms of transport. The policies of this Local Plan seek to complement, support and integrate with the policies of the LTS, particularly where these have a land use implication.

5.28 Inverclyde Council has responsibilities, through the 1995 Environment Act, to review and assess air quality within its boundaries. A first stage and second stage review and assessment, undertaken in 1998 and 2000 respectively, concluded that the air quality standards set for 2005 would be met. Stricter standards for 2010, introduced by the Air Quality (Scotland) Amendment Regulations 2002, are also likely to be met. With vehicle emissions being the major contributor to urban air pollution, the policies set out in this chapter, which seek to reduce reliance on road-based transport, are an important means of meeting air quality standards.

DEVELOPMENT STRATEGY POLICIES

SUSTAINABLE TRANSPORT

5.29 Transport trends over recent decades have resulted in individuals and businesses becoming ever more reliant on travel by private car and the movement of freight by road. Whilst for personal mobility the more sustainable forms of transport, such as buses, trains, walking and cycling, remain the first or only choice of many, others perceive these options as inconvenient or lack confidence in them. For freight, movement by road is often the only practical choice, owing to the lack of infrastructure and facilities associated with more sustainable movement methods such as rail or sea. It is important, therefore, for Inverclyde Council, through the policies of this Plan, to support and set out the ways by which it will use the planning system to encourage the provision of, and investment in, infrastructure and facilities that will make public transport, walking and cycling more attractive to the public, and the movement of freight by rail and sea attractive to business. This aim is expressed in **Policy TA1**.

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Ch 3, p 40
Ch 3, p 42

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Policy TA1 Promotion of Sustainable Transport

Inverclyde Council, through the policies of this Plan, will support the development of an integrated transport system and encourage the use of sustainable forms of transport to help reduce the use of the private car and the movement of freight by road.

ACCESSIBILITY OF MAJOR DEVELOPMENTS

5.30 The principal responsibility of the planning system with regard to encouraging people and businesses to make more sustainable transport choices is to direct development to locations where access by a range of means of transport, and particularly walking, cycling and public transport, is available.

5.31 In order to allow planning authorities to assess the transportation impacts of new developments, NPPG 17 requires Transport Assessments to be submitted with all applications for major travel-generating developments. PAN 57 offers advice on the matters that Transport Assessments should cover.

5.32 The owners or operators of existing or proposed major travel-generating developments can demonstrate how they intend to encourage patrons of said development to use sustainable means of transport to access it by preparing Green Transport Plans, demonstrating and promoting how the location can be reached by means other than the private car. In appropriate circumstances, when a Green Transport Plan has been prepared for a proposed development, a planning agreement may be entered into to ensure it is adequately implemented. **Policy TA2** summarises these matters.

Policy TA2 Accessibility of Major Developments

Inverclyde Council, as Planning Authority, will seek to reduce the need to travel by private car by directing new major travel-generating developments to locations accessible by walking, cycling and public transport. Developers may be required to submit Transport Assessments and Green Transport Plans demonstrating that such developments will be easily accessed by means other than the private car.

SUSTAINABLE TRANSPORTATION OF FREIGHT

5.33 Despite changes in the local economy, the manufacturing sector remains important within Inverclyde. Goods are manufactured within the area for markets throughout the world. Although there is little information available about how these goods are transported out of Inverclyde, it is assumed that the majority are moved by road for at least part of their journey. A reduction in the movement of freight by road could therefore remove a significant amount of traffic from local roads. **Policy TA3** expresses this objective of the Plan.

Policy TA3 Promotion of Sustainable Transportation of Freight

Inverclyde Council, as Planning Authority, will encourage developments and initiatives that will result in the movement of freight by rail and sea, in preference to movement by road.

THE STRATEGIC ROAD NETWORK

5.34 Within Inverclyde, the, A8(T), A78(T), A770/771 and A761 are considered to be of strategic importance as they link the main centres of population and, in the case of the trunk roads, provide key external links. Whilst the principal role of the land use planning system with regard to transport is to encourage more sustainable transport choices and reduce the need to travel by road-based transport, some journeys by road are essential for both businesses and the public. It is therefore important to ensure that essential road journeys can be undertaken efficiently. To ensure this happens, it is essential to manage not only the development of the strategic road network, but also development that would affect the efficient flow of traffic on these roads. **Policy TA4** expresses this objective of the Plan.

Policy TA4 Managing the Strategic Road Network

Inverclyde Council, as Planning Authority, will seek to manage development that would affect traffic flow on the strategic road network within Inverclyde, so as to allow essential road traffic to undertake journeys as efficiently as possible.

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IMPLEMENTING THE DEVELOPMENT STRATEGY

The Local Transport Strategy

5.35 This Local Plan and the Council's Local Transport Strategy both seek to reduce the need to travel by private car and promote the use of alternative forms of transport. The LTS sets out in detail the policies adopted by the Council to achieve this and the actions it will take to implement these. These policies and actions, some of which will have land use implications, have the support of the Local Plan, and this is expressed in **Policy TA5**.

Policy TA5 Local Transport Strategy

Inverclyde Council, as Planning Authority, will support proposals to implement the Policies and Actions of the Council's Local Transport Strategy, where these are in accord with other development plan policies.

Public Transport

5.36 Inverclyde Council has a well-developed public transport network with good rail links between Glasgow and both Gourock and Wemyss Bay. Buses are well-used and run throughout the authority area. There are also regular ferry services running between Wemyss Bay and Rothesay and between Gourock and Dunoon, operated by Caledonian MacBrayne; between McInroy's Point, west of Gourock and Hunter's Quay, operated by Western Ferries; and between Gourock and Helensburgh/Kilcreggan, operated by Clyde Marine.

5.37 Developing and maintaining a reliable and efficient public transport service is an essential requirement if an overall reduction in private car use is to be achieved. The planning system has a role to play in this through controlling development that could have an adverse impact on the public transport network, and safeguarding land and infrastructure that could be used for the future development of the network. Within Inverclyde, consideration is being given to a number of improvements to the public transport network that would have land use planning implications. There is a disused railway line running from Kilmacolm, via Bridge of Weir, to its connecting point with the Ayrshire-Glasgow line just outside Johnstone. The re-opening of this line for passenger services would provide much needed public transport improvements between Kilmacolm and Glasgow, and it is therefore important to protect this line from any development that could prevent its future re-opening. Should a decision be taken to re-open this railway line, consideration will then be given to the location of associated infrastructure such as a station, car park and access road. The Council envisages that as part of a wider redevelopment of Gourock Town Centre, a public transport interchange linking rail, ferry, bus and taxi services, will be developed. Further details of this are provided in Chapter 16. The Local Transport Strategy commits the Council to investigating the feasibility of introducing bus priority measures on the Port Glasgow-Greenock-Gourock and Wemyss Bay-Greenock road corridors. Should such measures prove feasible, it is important that any land use implications have the support of the Planning Service. All of these matters are covered under **Policy TA6**.

Policy TA6 Safeguarding the Public Transport Network

In order to safeguard and develop the area's public transport network, Inverclyde Council, as Planning Authority, will:

- (a) *consider the impact of development that could adversely affect the efficiency and effectiveness of the existing network;*
- (b) *support proposals that will result in an improved or extended public transport service; and*
- (c) *safeguard land and infrastructure required for:*
 - (i) *the re-opening of the Glasgow Central-Bridge of Weir-Kilmacolm railway line; and*
 - (ii) *a public transport interchange in Gourock town centre.*

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Ch 3, Fig 3.6

Walking and Cycling

5.38 Walking and cycling are the most sustainable forms of transport as neither make direct use of any non-renewable resources or directly pollute the environment. Whilst both are frequently undertaken as leisure activities, increasing their attractiveness as an actual means of transport could help to reduce reliance on the private car. They need not be used as a solitary means of getting from one place to another. It is often the journey between home and accessing public transport that is unattractive to the public. If walking or cycling this leg of the journey could be made more attractive, then public transport patronage may increase. However, the needs of pedestrians and cyclists are often neglected, and within Inverclyde, the climate and topography also reduces the attractiveness of walking and cycling as a transport option. It is necessary therefore to recognise and promote walking and cycling as a transport choice, both in the eyes of the public and developers, and **Policy TA7** expresses this objective of the Plan.

Policy TA7 Promotion of Walking and Cycling

In order to increase the use of walking and cycling as a means of transport, Inverclyde Council will require that :

- (a) major destinations, including town and local centres, educational establishments, centres of employment and public transport nodes, are accessible and linked by clearly signposted, and well lit and direct footpaths and cycle routes; and*
- (b) the needs of cyclists and pedestrians are recognised in new developments and considered in Green Transport Plans.*

ROUTES TO REGENERATION – INVERCLYDE ACCESS STRATEGY

5.39 In January 2002, Inverclyde Council approved and adopted 'Routes to Regeneration - Inverclyde Access Strategy'. This Strategy provides a framework for the future planning, development and management of access within Inverclyde, and seeks to consolidate the existing piecemeal urban and rural access network into a more coherent and complete network. Whilst recognising the leisure value of the access network, the Strategy strongly promotes the importance of walking and cycling as transport choices, and the role that the access network has in improving the economic competitiveness and environmental quality of Inverclyde and the health of its residents, and in contributing to the overall regeneration of the area. In order to promote and facilitate walking and cycling, the Council will give particular priority to the routes forming the 'core path network', as defined in the Inverclyde Access Strategy.

Ch 10, paras
10.30-35 & Pol LR6

5.40 Through the Access Strategy the Council will endeavour to promote a safe and attractive environment for walking by:

- (a) supporting and encouraging the implementation of measures designed to improve pedestrian safety;
- (b) ensuring that development proposals make positive provision for pedestrian access, safety and security; and
- (c) promoting the use of paths and access routes for recreation and commuting through the development, promotion and protection of the 'core path network'.

App C

5.41 The Council will also endeavour to support the provision of 'on-road' and 'off-road' routes for cyclists by:

- (a) supporting and encouraging the development of strategic cycle routes as part of the 'core path network';
- (b) promoting the development of secondary routes linking into the 'core path network', providing links with civic, commercial, residential, recreation, employment and education areas and also public transport; and
- (c) promoting the development of cycle facilities as an integral part of new developments.

Ch 10, Pol LR7 & 8

Ch 10, Pol LR9

Improving Accessibility

5.42 In preparing this Local Plan the Council has undertaken a public transport accessibility study in order to identify populated areas within Inverclyde that are poorly served by public transport, and in the case of residential areas, remote from shopping facilities. It is the Council's intention to update and finalise this study. The initial study identified the residential areas of upper Port Glasgow, Larkfield/Braeside in Greenock, west Gourock, parts of Inverkip and Wemyss Bay, and Kilmacoll and Quarriers Village as being poorly served by public transport. The Port Glasgow, Larkfield and Faulds Park industrial estates were also identified as having poor public transport links. In order to ensure that residents or employees of new developments in these areas, or other areas identified in later studies, are not entirely dependent upon the private car, the Council, through **Policy TA8**, will expect developers who propose major trip-generating uses in these areas to introduce and sustain public transport services within that area.

Policy TA8 Improving Accessibility

Inverclyde Council, as Planning Authority, will require proposals for major trip-generating developments in areas difficult to access by public transport to be accompanied by a commitment by the developer to introduce and sustain public transport improvements within that area.

Funding of Transport Improvements

5.43 Major trip-generating developments often require significant investment in transport infrastructure. This could take the form of a new road or junction improvements, a rail halt or park and ride facility, or improved pathways and cycle parking facilities. In such circumstances the Council, having regard to SODD Circular 12/1996: Planning Agreements, will seek a contribution from the developer to fund improvements that have been deemed as necessary through a Transport Assessment. Any developer contributions sought through planning agreements will acknowledge Government Circular 12/1996, which states that such contributions should be of a scale and kind proportionate to the impact of the development concerned. This is established through **Policy TA9**.

Policy TA9 Developer Contributions

Inverclyde Council, as Planning Authority, will, for major trip-generating developments, seek contributions from the developer towards pedestrian, cycle, public transport and highway improvements, which have been identified as necessary through an associated transport assessment.

Safeguarding Infrastructure for Freight

5.44 Although the majority of freight moving into or out of Inverclyde is currently transported by road, the potential exists to develop freight transfer infrastructure to enable a significant amount of freight to be moved by sea and rail. Ocean Terminal in Greenock is an already successful road-sea freight interchange of international significance. Its role could be further enhanced by use being made of the rail freight line, which runs into the site and connects with the main Wemyss Bay to Glasgow rail line. A rail freight line also runs into the Great Harbour/Inchgreen area from the Gourock to Glasgow rail line, and it also should be safeguarded and developed to enable the rail movement of freight associated with any future commercial operations in this area. **Policy TA10** summarises these two matters.

Policy TA10 Safeguarding Infrastructure for Freight Movement

In order to promote freight movement by sea and rail, Inverclyde Council will safeguard and support the development of:

- (i) *Ocean Terminal, Greenock; and*
- (ii) *Rail freight links to Ocean Terminal and the Great Harbour/Inchgreen area.*



Ch 6 & Prop Map B

Trunk Road Network

5.45 The trunk road network in Inverclyde consists of the A8(T), which connects Greenock and Glasgow (becoming the M8 just east of Langbank), and the A78(T), which runs between Greenock and Ayrshire. The purpose of these roads, as with all trunk roads, is to enable fast and efficient journeys between principal destinations. However, increasing car ownership and usage has resulted in congestion at peak times on certain stretches of both roads within Inverclyde. Delays caused by this congestion are frustrating for both businesses and commuters, and if the situation is allowed to worsen, there could be an adverse impact on the economy of the area. The Council also has concerns with regard to road safety on both roads.

5.46 The Scottish Executive are responsible for the maintenance and development of the trunk road network throughout Scotland and their agreement and funding will be required in order to implement **Policy TA11** and those proposals listed in **Schedule 5.1**, including the dualling of sections of the A78(T), with the priority likely to be between Cloch Road and Wemyss Bay.

5.47 However, as planning authority for the area, Inverclyde Council does have an important role in managing traffic flow on both trunk roads. In allocating land for development and assessing planning applications, the Council, through **Policy TA12** will ensure that new developments do not adversely affect the carrying capacity of the roads, particularly on stretches that are already at or near capacity.

Policy TA11 Trunk Road Proposals

Inverclyde Council will work with the Scottish Executive to make progress on the proposals identified for the A8(T) and A78(T), as listed in Schedule 5.1 and will safeguard any land required to undertake such improvements, subject to there being no significant adverse environmental impacts.

Policy TA12 Impacts on Capacity of Trunk Roads

Where the travel generated by a proposed development results in a significant impact on the flow or safety of traffic on a trunk road, the developer will be expected to mitigate this impact. Such mitigation should initially focus on reducing the private car travel demand of the development, and only after all practicable measures to achieve this have been taken will infrastructure improvements to cope with the additional traffic be considered. Infrastructure improvements to the trunk road will be required to provide 'no net detriment' to flow and safety. Direct access onto the A8(T) or A78(T) from a new development will only be acceptable where:

- (a) it is necessary for a development of major economic benefit to Inverclyde, and where the Scottish Executive and the Council are satisfied that the road will continue to function effectively; or*
- (b) it would result in a net improvement to the functioning of the trunk road.*

Local Road Network

5.48 The Council's Local Transport Strategy recognises that targeted road network improvements can bring wider benefits to all road users, and identifies two specific road projects that would improve Inverclyde's road network and bring wider benefits. The Greenock Town Centre Relief Road, if implemented, would remove some through traffic from Greenock town centre. At present, traffic travelling between destinations reached by the A8(T) and A78(T) has to pass through Greenock town centre, where the two roads connect at the Bullring Roundabout. This, therefore brings traffic into the town centre that has no need to be there, adding to congestion and having an adverse impact on the town centre environment. The Greenock Town Centre Relief Road will remove traffic from both roads before it reaches the town centre and divert it along Baker Street, Drumfrochar Road, Cornhaddock Street and Dunlop Street. Junction improvements, traffic calming measures and the re-alignment of some of these roads will be necessary. A similar situation currently exists in Gourock where a stretch of the main route through the town, the A770, forms the main shopping street, Kempock Street. This introduces through traffic to Gourock town centre, causing pedestrian/vehicle conflict and reducing the attractiveness of the town centre. The Kempock Street Relief Road would run to the north of Kempock Street and would be an integral part of the strategy for the Central Coastal Gourock Special Development Area, which is further described in Chapter 16.

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Sch 5.1, tp 15

Sch 5.1, tp 16

5.49 Additional improvements to the local road network should not be implemented solely for the purpose of increasing road carrying capacity. Improvements should be justified in terms of opening up employment or development opportunities, removing congestion from sensitive locations, contributing to road safety or enabling public transport improvements. **Policies TA13 and TA14** summarise these issues.

Policy TA13 Safeguarding Land for New Road Proposals

Inverclyde Council, as Planning Authority, will support the development of, and safeguard the land necessary for, the following road schemes:

- (i) *Greenock Town Centre Relief Road; and*
- (ii) *Gourock (Kempock Street) Relief Road.*

Policy TA14 Local Road Improvements

Inverclyde Council as Planning Authority, will require improvements to the road network to:

- (a) *assist urban regeneration by attracting new investment through the opening-up of employment and development opportunities;*
- (b) *secure environmental improvements by removing extraneous traffic from congested areas and other sensitive locations, particularly residential and shopping areas;*
- (c) *improve road safety, particularly for vulnerable road users; or*
- (d) *enable public transport to operate more efficiently; and*
- (e) *comply with any road development guidelines in effect at the time of the development.*

Parking Standards

5.50 The control of parking can make an important contribution towards encouraging travellers to make more sustainable travel choices. A ready supply of free car parking spaces within town centres or in out-of-centre retail or employment locations makes the use of the private car an easy choice for some journeys that could be undertaken by public transport, walking or cycling. By introducing parking charges, limiting the amount of time that can be spent in parking spaces, and limiting the amount of parking spaces available, it is possible to encourage the use of more sustainable travel methods. The Council has already adopted a parking strategy for Greenock town centre, and this will introduce parking charges to the town centre on a phased basis. Parking strategies for Gourock and Port Glasgow may also be necessary. NPPG17 requires local authorities to replace minimum parking standards with maximum parking standards so as to control the amount of parking available at new developments. Whilst the government has set national maximum parking standards, it has been left to local authorities to develop local maximum standards tailored to local circumstances. Full public consultation will be undertaken prior to the implementation of any new parking strategies or standards within the Council area. **Policy TA15** covers this issue for the Local Plan.

Policy TA15 Parking Standards

Planning Services will work with the Council's Transportation and Roads Service to develop parking strategies for Inverclyde's town centres, and maximum parking standards for the whole Council area.

Greenock Town Centre Action Plan

5.51 Through **Policy R7**, the Council makes a commitment to preparing, adopting and implementing a Town Centre Action Plan for Greenock Town Centre. Within the Action Plan, transport and access issues will be addressed including car parking, removing motor vehicle/pedestrian conflict, improving the pedestrian environment, and improving the accessibility of the town centre by walking, cycling and public transport. Further information on this Action Plan is provided in Chapter 8.

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Reference
number

Reference Notes

Paragraph
number

- | | | |
|----|--|------|
| 1 | National Planning Policy Guideline (NPPG) 17, para 3 | 5.2 |
| 2 | 'Climate Change - The UK Programme', Department of Environment, Transport and the Regions (DETR), 2000 | 5.9 |
| 3 | 'The Air Quality Strategy for England, Scotland, Wales and Northern Ireland' (DETR), Jan 2000 | 5.10 |
| 4 | A New Deal for Transport: Better for Everyone, DETR 1998 | 5.11 |
| 5 | Travel Choices for Scotland, Scottish Office, 1998 | 5.11 |
| 6 | SPP 1, para 18 | 5.12 |
| 7 | NPPG 17, para 21 | 5.13 |
| 8 | Joint Structure Plan (JSP), para 8.1 | 5.15 |
| 9 | JSP, SP3, page 36 | 5.15 |
| 10 | JSP, SP4, pages 42-43 | 5.15 |
| 11 | JSP, SP3, Sch 3(a)(ii) | 5.16 |
| 12 | JSP, SP3, Sch 3(b)(i) | 5.16 |
| 13 | JSP, SP3, Sch 3(c) | 5.16 |
| 14 | JSP, SP3(d) | 5.16 |
| 15 | JSP, SP3, Sch 3(b)(i) | 5.18 |
| 16 | JSP, SP1, Sch 1(a), 3(c), 5(a) | 5.19 |
| 17 | Local Transport Strategy (LTS), Inverclyde Council (IC), 2000, Policies 14, 26 & 27 | 5.20 |
| 18 | JSP, SP4, Sch 4(i) | 5.21 |
| 19 | JSP, SP4, Sch 4(ii) | 5.21 |
| 20 | JSP, SP4, Sch 4(ii) | 5.21 |
| 21 | JSP, para 8.23(b) | 5.21 |
| 22 | JSP, SP5, Sch 5(f) | 5.22 |
| 23 | Connecting Strategies, West of Scotland Transport Partnership & Strathclyde Passenger Transport, 2001 | 5.23 |
| 24 | LTS, IC, 2000 | 5.27 |
| 25 | NPPG 17, para 21 & 22 | 5.31 |
| 26 | Planning Advice Note 57, para 2 - 7 | 5.31 |
| 27 | JSP, SP9C(ii) | 5.32 |
| 28 | LTS, IC, 2000 | 5.35 |
| 29 | LTS, IC, 2000, para 5.6, Policies 21 & 22 | 5.48 |
| 30 | Report - Depute Chief Executive (IC), May 2001 | 5.50 |
| 31 | NPPG 17, para 21 - 22 | 5.50 |

Schedule 5.1 : Transportation and Accessibility Opportunities * [refer Policies TA6, TA11, TA13]

REF No.	LOCATION	DETAILS
(a) ROAD SCHEMES AND IMPROVEMENTS		
A8 Trunk Road		
tp1	A8(T)/Bay Street, Port Glasgow	Junction improvement
tp2	Scott Lithgow and East Glen Yards, Port Glasgow	Realignment of trunk road and formation of new junctions to facilitate town centre expansion and access to adjoining development opportunity to west.
tp3	A8(T)/Port Glasgow Rd, Greenock	New roundabout
tp4	A8(T)/Gibshill Rd, Greenock	New roundabout
tp5	A8(T)/James Watt Dock – Sinclair St, Greenock	Junction improvement
tp6	A8(T)/Ratho St, Greenock	Junction improvement
tp7	A8(T)/Main St, Greenock	Junction improvement
A78 Trunk Road **		
tp8	A78(T)/Cloch Road	Junction improvement
tp9	A78(T)/Main St, Inverkip (NE)	Junction improvement
tp10	A78(T)/Main St, Inverkip (SW)	Junction improvement
tp11	Brueacre Interchange	Junction improvement
tp12	A78(T)/Ardgowan Rd, Wemyss Bay	Junction improvement
tp13	A78(T)/Wemyss Bay Rd, Wemyss Bay	Junction improvement
tp14	A78(T)/Wemyss Bay Station & Pier	Junction improvement #
Local Roads		
tp15	Dellingburn Street, Baker Street, Drumfrochar Road, Cornhaddock Street and Dunlop Street, Greenock	Junction improvements and realignment of Baker Street to form Greenock Town Centre Relief Road
tp16	Gourock Town Centre	Construction of Kempock Street Relief Road to north of existing Kempock Street
tp17	Central Gourock/Gourock Pierhead	Various junction improvements along the A770 (Shore Street, Chapel Street and Cardwell Road) to facilitate access to new development in the Gourock Pierhead and Admiralty Jetty area.
(b) PUBLIC TRANSPORT		
tp18	Glasgow Central to Kilmacolm Railway line	Investigation into the potential re-opening of passenger railway line
tp19	Gourock Pierhead	Public transport interchange

Note: *Access Proposals (footpaths/cyclepaths), Inverclyde Coastal Route, and the 'Glasgow to Inverclyde Sustrans Route' are included in Schedule 10.1 (Chapter 10).

** In addition to the specific junction improvements listed any proposals for the dualling of the A78(T) will be supported and encouraged.

And investigation of additional car parking provision, associated with station and pier (Bute Ferry) [refer LTS (IC, 2000), Policy 7]

SECTION C

SECTION C



Development Promotion and Environmental Protection

CHAPTER 6 : ECONOMY AND EMPLOYMENT

Aim

- * To have a business and industrial environment that is competitive, assists in job creation and continues the sustainable economic regeneration of Inverclyde.

Objectives

- * To ensure that existing business and industrial areas and their associated commercial activities continue to function effectively.
- * To ensure an adequate range, quantity and quality of land supply for future business and industrial development within the context of the strategy of regeneration.
- * To give adequate protection to business and industrial sites of strategic importance.
- * To ensure that new locations for business and industrial development are made accessible.
- * To facilitate tourist-related development without causing a detrimental impact on the natural and built environment.
- * To ensure that the use, development and extraction of natural resources respects the environment and is undertaken in a sustainable manner.

BACKGROUND

6.1 The most fundamental change affecting Inverclyde over the last fifteen years has been the restructuring of the area's economy. This has come about through the demise of the traditional maritime industrial base in the main built up area and its replacement by largely new service-based employment. Local economy and employment characteristics in Inverclyde are set out in Appendix A and in detail in the Council's Economic Development Strategy and associated documentation.

6.2 The challenge of increasing the attractiveness of Inverclyde for employment has, and continues to be, enthusiastically embraced by local public sector agencies within the limits of their resources. This has led to a number of notable successes in both the reclamation of former maritime industrial land and the attraction of several major employers in the electronics field. Nevertheless, the legacy of the decline of the traditional industries remains and is reflected in the physical and social fabric of today's Inverclyde, including:

- (i) the poor physical condition and appearance of several significant areas formerly in heavy industrial use;
- (ii) the continuing population decline and an associated ageing of the population;
- (iii) the mismatching of skills to jobs available; and
- (iv) concentrations of unemployment in some areas, that are significantly higher than the national average.

6.3 Inverclyde, on the other hand, has a considerable number of economic assets to build upon for the future, including:

- (i) Assisted Area status;
- (ii) European Union (EU) Objective 2 Area status for European Regional Development Fund (ERDF), including the identification of the Inverclyde Waterfront 'Strategic Employment Location';
- (iii) EU Objective 3 Area status for European Social Fund (ESF);

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- (iv) EU URBAN II Community Initiative status for Port Glasgow;
- (v) 'Golden Contracts' secured on a number of the former Enterprise Zone sites, valid until 31 March 2009;
- (vi) the presence of major, export-orientated, high amenity business companies;
- (vii) good communications to the Greater Glasgow market and beyond, via the M8 and M74; and
- (viii) the Ocean Terminal container port and easy access to Glasgow International Airport.

6.4 It is these assets which the Council and its partners seek to build upon through this Plan and in the strategy and policies that follow. The consistent theme of the strategy is to ensure that the business and industrial needs of Inverclyde are served as much as possible by the brownfield land supply currently at its disposal, especially along the Waterfront and the adjacent A8 Corridor. This land supply needs to be both available and marketable in order to make Inverclyde competitive with other areas and to attract new businesses and more jobs into the local economy. This objective cannot, however, be achieved by Inverclyde Council alone due to the scale of investment necessary to bring potential sites up to a suitable marketable condition. The Council requires major assistance from other public bodies, most notably the Scottish Executive, Scottish Enterprise National and Scottish Enterprise Renfrewshire, and the cooperation and delivery of the private sector, in partnership. In terms of the Waterfront, Clydeport plc will be instrumental, due to their large landholdings, in delivering sites for development and employment opportunities.

POLICY CONTEXT

STRATEGIC CONTEXT

6.5 The changes in the local economy, which have also occurred throughout much of the west of Scotland, are reflected in the wider planning framework within which the Local Plan has been conceived. The aims and objectives for local economic development coincide generally with the approach advocated by the Scottish Executive, Scottish Enterprise and the Structure Plan, and promoted through the EU by the Strathclyde European Partnership.

National Planning Policy

6.6 SPP 2 notes that planning authorities should seek to:

- (i) improve the planning climate for business and industry by encouraging a positive culture of engagement between parties involved in business and business development; and
- (ii) encourage the continued economic development of Scotland in sustainable locations in a way that satisfies environmental objectives.

The Structure Plan

6.7 The Structure Plan's aim is to make the Glasgow and Clyde Valley area among the most attractive business locations in Europe. To support this aim of economic competitiveness, local plans are required to identify an adequate land supply and within this, strategic economic locations in their areas. The economic performance of the Structure Plan area is expected to move closer to the national average by 2020 with no area experiencing population loss through out-migration by that same date. In the Glasgow & Clyde Valley area this would require the provision of an estimated 200 hectares of industrial and business land, in addition to the *established* marketable land supply. A further 200 hectares would be required in existing employment areas so that expanding firms would not have to relocate. Inverclyde's share of this total is to be provided through the Local Plan. This includes having most new employment opportunities in locations that promote social inclusion, which in Inverclyde means being accessible to existing and potential employees in the SIP areas.

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Business and Industrial Land Supply

6.8 The marketable business and industrial land supply referred to above consists of the following:

- (i) the 'Confirmed Marketable' Land Supply, which comprises sites which are serviced and readily available;
- (ii) the 'Potentially Marketable' Land Supply, which comprises sites which require some improvement in terms of promotion, appearance or servicing to make them marketable; and
- (iii) the 'Quality Supply' which consists of those elements of the marketable supply which are considered to be of high environmental quality with good access and flexibility of use.

6.9 In terms of an adequacy of marketable land supply, the Structure Plan requires there to be a 10-year land bank of potentially marketable and serviceable land for business and industry, and a 5-year supply of readily available marketable sites. Inverclyde is required to ensure that its share of this marketable supply is maintained and that there is a sufficient range, quality and distribution of sites for the level of demand that can be expected in the area. The 'Inverclyde Waterfront', part of one of the Structure Plan's Metropolitan Flagship Initiatives - the 'Clyde Waterfront' - is the principal location for this marketable supply, and this is reflected in the designation of much of the waterfront/A8 corridor as a Special Area in this Local Plan.

Strategic Economic Locations

6.10 The Structure Plan additionally requires the Local Plan to identify and define 'strategic economic locations'. The 'Inverclyde Waterfront' plays a major part in satisfying this requirement. Within this broad area, the majority of the Authority's Core Economic Development Area (CEDA) is sited, in addition to the SIBLs. The Inverclyde Waterfront CEDA also includes a central part of the A8 corridor and one of the other main areas of employment land supply, 'Greenock East Business Area'. Within this 'Inverclyde Waterfront' is sited the International Transport Facility, Ocean Terminal and, adjacent to it is the Strategic Business Area of Greenock Town Centre. The Inverclyde Waterfront is, therefore, an important strategic location for west central Scotland and of prime importance to the future of the local economy.

6.11 National policy and the Structure Plan recognise the significant contribution tourism is making to the economy. The Structure Plan identifies, among other areas, Clyde Muirshiel Regional Park and the Lower Clyde Estuary and Firth of Clyde as areas where tourist development would support the economic competitiveness of Glasgow and the Clyde Valley. The Structure Plan requires these areas to be protected from inappropriate alternative development.

LOCAL CONTEXT

6.12 In addition to the requirements of national policy and the Structure Plan there are additional strategies and initiatives in place at the local level to encourage economic development and employment. These include:

- Inverclyde Council's Corporate Strategy
- Inverclyde Council's Economic Development Strategy
- The Joint Derelict Land Strategy
- 'Invest in Inverclyde'/'Riverside Inverclyde' Initiative
- The Llewelyn-Davies Study, 'A Strategy for Change'.

Corporate Strategy

6.13 Inverclyde has rightly earned a reputation as an area of economic and social regeneration and renewal and the Council is committed to continuing the achievements of the last ten years which have resulted in major restructuring and transformation of the local area. The role of the Enterprise Zone (EZ) (designated 1989 to 1999), is acknowledged as playing a significant role in the economic regeneration and urban renewal of parts of Greenock and Port Glasgow. The Council's Corporate Strategy mission statement is that "Inverclyde will become one of the best performing economies in the UK". This mission is being pursued through the Council's Economic Development Strategy.

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Ch 3, Fig 3.1
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Ch 15, Pol SA3
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Ch 2, paras 2.11 & 2.29

Economic Development Strategy

6.14 There are four strategic objectives set out in the Council's Economic Development Strategy to fulfil Inverclyde Council's Corporate mission:

- (1) To improve the scale, diversity and performance of the business base.
- (2) To improve the efficiency and effectiveness of the local labour market.
- (3) To address the problems of economic and social exclusion.
- (4) To improve the attractiveness of Inverclyde as an area to live, work, invest and visit.

6.15 These objectives are supported by a range of actions undertaken directly or indirectly by Inverclyde Council. The realisation of these objectives cannot be funded by the Council alone so the Council has entered into partnership with other agencies to achieve these goals. Scottish Enterprise Renfrewshire (SER) plays a pivotal role in this partnership approach and has liaised with the Council on a number of initiatives and proposals, including the joint Derelict Land Strategy (DLS).

Joint Derelict Land Strategy

6.16 The Structure Plan places much emphasis on the reclamation of urban brownfield sites and this is reflected at the local level in the DLS. This Strategy is a partnership between Inverclyde Council and SER. The Strategy has identified a large element of the vacant and derelict land (amounting to almost 140 hectares in total in March 2004) to make that land marketable and available for development. Industrial sites on the vacant and derelict land survey have been reviewed and suitable potentially marketable sites have been identified as priorities and included in the Local Plan strategy. Flexibility is built into the DLS and site priorities are reviewed annually to allow for any new opportunities which may arise. Resources are limited in relation to the scale of the problem of dereliction and therefore, the DLS has by necessity a long-term timeframe. Within a timescale according to the Development Strategy, sites have been prioritised into short-medium and longer term opportunities. The primary location is the Waterfront and related A8 Corridor. Much of the Waterfront/A8 Corridor is zoned for housing and other mixed development, but the DLS's 'early action' priorities for an element of public funding stress the importance of bringing forward sites for employment purposes, especially for business use. Progress in this area is being advanced by the Council and SER, in full liaison and consultation with Clydeport plc, the major landowner, through the Inverclyde Waterfront Development Group (IWDG).

Invest in Inverclyde / Riverside Inverclyde Initiative

6.17 'Riverside Inverclyde' is the latest initiative led by the Council, with support from its key partners, to promote the area. It builds on the 'Invest in Inverclyde' initiative which is an area-wide promotional campaign, concerned to establish a strong recognisable identity for Inverclyde with the aim of encouraging increased investment to support economic and physical regeneration. 'Riverside Inverclyde' has the same objectives in relation to Inverclyde as a whole, but with its principal focus being the promotion of all the development opportunities along the Waterfront and A8 Corridor. 'Riverside Inverclyde' markets sites from the Woodhall Roundabout, Port Glasgow to Gourock Pierhead. The first edition of what's intended to be a brochure that will be updated on a regular basis, includes site specifications for 15 development sites, with opportunities for residential, commercial, maritime leisure/recreational and tourism uses, in addition to business and industrial use. The Initiative now acts as the principal implementation vehicle for the Joint Derelict Land Strategy, under the auspices of the IWDG, the principal partners being the Council, Clydeport and SER. (For update on RI initiative refer to Appendix C, page 252).

The Llewelyn-Davies Study

6.18 With regard to economic regeneration, 'Strategy for Change' emphasised the need for more support from the Scottish Executive and the Scottish Enterprise network. Inverclyde, due to its particular location, has special circumstances which requires Scottish Enterprise Renfrewshire to actively help the Council and local businesses to play to its strengths and opportunities, as well as tackle its problems. Among the other conclusions, the report states:

- * where Inverclyde has something distinctive to offer, such as the success in call-centre/back up office relocations, additional assistance should be provided to exploit this comparative advantage;

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Paras 6.54-6.61 &
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- * shipbuilding and repair, engineering and assembly-based employment, remains a strength and requires fostering to maximise local skills;
- * the area should be promoted as an alternative 'Gateway to the Highlands', which should encourage growth in the tourism and leisure employment sectors, including the potential to create new opportunities; and
- * the amount, locational mix and quality of employment land needs to be addressed.

6.19 The Council has taken on board the conclusions of 'Strategy for Change' and other Council strategies and initiatives and incorporated them into this Local Plan. Implementation of these strategies in relation to the development of business and industrial development within the Waterfront/A8 Corridor Special Development Area is the 'Riverside Inverclyde' initiative, with the IWDG responsible for reviewing site priorities in the Derelict Land Strategy in accordance with the Development Strategy of the Plan.

LOCAL PLAN STRATEGY

6.20 To attract new business and more jobs into the local economy, there is a need to make available a 'quality' of business land that is competitive with other areas. To maximise and focus this effort it is helpful to distinguish between 'strategic economic locations' and more 'general or locally important' industrial and business locations. The former category are protected through the Structure Plan and are required to attract new inward investment to sites that are accessible to the main transportation routes and wider markets. The latter category of industrial area does not require the same quality environment but should equally be made competitive for its position in the market, so as to support local business needs and to accommodate local companies wishing to expand. This distinction is reflected in the policies and land designations in this chapter.

STRATEGIC ECONOMIC LOCATIONS

6.21 The Local Plan is required to protect the strategic economic locations within the area and safeguard them for business and industrial development. The strategic economic locations identified in the Structure Plan that are incorporated into the Local Plan's Development Strategy are:

- * Strategic Business Centres (SBC)
- * Strategic Industrial and Business Locations (SIBL)
- * Core Economic Development Areas (CEDA)
- * Nationally Safeguarded Inward Investment Locations (NSIIL)
- * International Transport Facilities (ITF).

6.22 In addition to the above major urban locations, are the strategic considerations regarding two other major land use types, with economic growth potential and employment generation, for the wider local economy:

- * Tourism Development Areas (TDA)
- * Mineral Extraction.

Each of these five urban strategic issues are considered in turn below, while the two other land uses that require a strategic policy perspective - tourism and minerals - are covered in paragraphs 6.32 to 6.36 after the 'locally important' business areas.

Strategic Business Centres

6.23 Greenock is identified as one of a network of Strategic Business Centres. These centres have been identified to focus and encourage further growth in the service and commercial sectors into town centres. The promotion of business and office use in Greenock town centre (including potentially 'The Harbours') is intended to raise its profile as a 'sub-regional centre' and to complement the range of acceptable uses identified in the retailing and other town centre policies of the Local Plan.

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Strategic Industrial and Business Locations *

6.24 In compliance with the Structure Plan, SIBLs are identified in the Local Plan. These most 'strategically important' sites are given the highest level of protection from alternative development proposals. Two locations are in Inverclyde: 'Cartsburn' and 'Greenock/Port Glasgow (Riverside)'.

Core Economic Development Areas

6.25 Inverclyde has more than its fair share of vacant and derelict land, with a concentration in the former shipyards and docklands of Greenock and Port Glasgow. The Local Plan aims to maximise the potential of this wasted land resource by designating a considerable area of the waterfront and the related A8 Corridor as a CEDA. Separately, the Plan identifies the 'Greenock East Business Area' as a CEDA, where major development opportunities exist, to meet the Structure Plan requirements for adequate employment land.

Nationally Safeguarded Inward Investment Locations *

6.26 The 1999 Alteration to the 1995 Strathclyde Structure Plan included the identification of sites with the potential to realise opportunities for high amenity inward investment on brownfield land. The former Scott Lithgow shipyards on the Inverclyde Waterfront were included as an area for further investigation. The Structure Plan amended this site search but retained a broadly similar area and adopted the same 'locational descriptor' as the SIBL: 'Greenock/Port Glasgow (Riverside)'. Given the changes envisaged for a number of locations on the Waterfront and the more suitable and realisable opportunity to secure a SIBL on the Waterfront, the majority of the original site options to secure such a special site for inward investment now seems unlikely. The Council and Scottish Enterprise Renfrewshire are in agreement on this matter and every effort is being made, through the DLS, to secure site(s) on the Waterfront to meet the Structure Plan requirement for the SIBL. The established, now substantially developed high amenity site of Faulds Park, is protected through the Structure Plan, as a nationally safeguarded location, and confirmed in this Local Plan.

International Transport Facilities *

6.27 The Ocean Terminal (Greenock) is recognised as of strategic significance as an International Transport Facility. The site is covered under **Policy B4** as a reserved strategic site. As further confirmation of this site's status, the rail link to the Ocean Terminal is safeguarded. This is covered in Chapter 5, Transportation and Accessibility.

LOCALLY IMPORTANT INDUSTRIAL AND BUSINESS LOCATIONS

6.28 In addition to the above locations and specific sites brought forward in this Plan to meet strategic requirements, the Structure Plan additionally requires local plans to identify opportunities for industrial and business development (in the order of 5 to 10 hectares), in a range of communities suffering from higher than average unemployment and where residents in SIP areas have difficulties in obtaining work. Port Glasgow is one of these communities and the Local Plan has a role in identifying and safeguarding land for employment, where possible on brownfield sites.

6.29 The Local Plan fulfils this Structure Plan requirement in the strategy and more generally, the locally important business and industrial areas identified in the Plan, are intended to provide a wide range of development opportunities to support the local economy and workforce.

General Business and Industrial Areas

6.30 Local Plans are required to have a minimum 10 year potentially marketable and serviceable land supply available for industry and business, including a 5 year supply of readily available marketable sites. The business and industrial areas identified in the Local Plan that are not termed 'strategic' contribute to this land supply. These locally important sites are divided into two types for policy purposes: the core or most important business sites, through **Policy B1**; and a more flexible land use planning regime through **Policy B2**. The latter are termed 'mixed (business) use areas' and are outlined below.

[* Refer to Note on page (iv) of Plan]

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Ch 5, Pol TA9

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Sch 6.1

Para 6.9

Mixed (Business) Use Areas

6.31 Some areas, including historically established industrial areas, are now less attractive for business investment. These areas require a more flexible planning regime to allow for the changed circumstances in which businesses now operate. Business will still be the preferred use but other compatible employment uses, i.e. leisure-based and tourism businesses, and more service sector employment should be permitted. These increasingly more 'mixed use' areas reflect the move away from traditional, large-scale employment (e.g. the shipyards), which has led to the over-supply of poor quality vacant or derelict, and in many cases, inappropriately located business sites.

Tourism Development Areas

6.32 Tourism is one of the principal growth areas of the economy and in Inverclyde substantial growth opportunities exist. It was estimated that in 2001, tourist expenditure in Inverclyde totalled £50.64m. Within the urban area tourism was worth £25.98m to the local economy and outwith the built up area, attractions such as Clyde Muirshiel Regional Park and the Finlaystone Estate, along with the Wemyss Bay and Cloch Caravan Parks, accounted for a further £24.66m in tourist revenue.

6.33 Opportunities for tourism, however, require to be exploited further. **Policy LR10** is designed to promote the growth of tourism, whilst, in Chapter 9, policies aimed at protecting and enhancing the natural and built resources of the area to encourage more tourism are covered. The Structure Plan promotes tourism by recognising TDAs and requiring these areas to be safeguarded from inappropriate alternative uses. The relevant areas in Inverclyde are the 'Clyde Muirshiel Regional Park' and the 'Lower Clyde Estuary and Firth of Clyde'. Each of these designations recognises the quality of the environment in Inverclyde, namely the upland moorland landscape of the West Renfrew Hills and the importance of the coast to this area.

Mineral Extraction

6.34 The extraction of minerals is often controversial because of its adverse effects on the environment. Workings tend to be large scale and visually intrusive and are also likely to create noise and dust, and generate additional traffic. The production of minerals, on the other hand, is essential in social and economic terms as it provides many of the raw materials used in shaping the built environment. It is the role of planning to reconcile these potential conflicting issues.

6.35 The Structure Plan concludes that there is a sufficient supply of aggregate minerals in the Glasgow and Clyde Valley area to meet demand until 2012 and Inverclyde is not identified as a possible search area for future sites. Suitable sites for mineral extractions are identified elsewhere in the Structure Plan area.

6.36 Inverclyde is, however, somewhat detached from the principal sources of supply in the Glasgow and Clyde Valley area and also those in the Ayrshire Joint Structure Plan area. This local dimension is important in Inverclyde and a degree of flexibility has been built into the Structure Plan which provides Inverclyde with some degree of discretion. The Structure Plan sets a threshold for determining proposals for development within the range expected relevant to meet Inverclyde's local needs.



Pol B6

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Ch 10, paras 10.47-10.59

Ch 10
Pol HR1

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Paras 6.81-6.84

DEVELOPMENT STRATEGY POLICIES

Business and Industrial Areas

6.37 The location of business and industrial opportunities, of both strategic and general/local importance, referred to above and detailed in **Schedule 6.1**, are located principally in Greenock and Port Glasgow and to a lesser extent, Gourock. These areas, which are identified on the Proposals Map, currently fulfil or have the potential to fulfil, a crucial role in the restructuring of the Inverclyde economy by helping to retain employees and foster further employment generating activity. The Council wishes to maximise the development potential of these areas.

6.38 There are four Development Strategy policies for business and industry. **Policies B1 and B2** are concerned with the general or 'locally important' industrial and business areas; whilst **Policies B3 and B4** deal with strategic economic sites and employment locations.

6.39 **Policy B1** relates to locally important sites in the 'General Business and Industrial Areas'. This policy is set in place where there is a clear preference for business and industrial uses. **Policy B2**, for the 'Mixed (Business) Use Areas', acknowledges the changing nature of Inverclyde's industrial land supply and the changing requirements of business operations. In view of this, the Council, while maintaining a preference for Use Classes 4, 5 and 6 development, will operate a more flexible policy within these areas. This flexible regime is designed to accommodate other compatible employment-generating developments, such as the sale, display, and/or hire, of motor vehicles; petrol filling stations; 'business-related tourism' uses such as specialised hotels and conference facilities (Use Class 7); college and training centres (Use Class 8); and uses such as utilities and service infrastructure. Also recognised under this policy is the need to cater for land uses which may not necessarily improve the environment of the business area, but which would provide an essential service, for example the storage or distribution of minerals/aggregates. Such proposals will be assessed with particular regard to criteria (a) and (b) of the policy. Proposals for retailing and other uses normally associated with town centres will not generally be acceptable for the reasons outlined in Chapter 8 although, subject to assessment against the relevant policies in that chapter, exceptions may be made for such uses where the primary purpose is to serve the needs of employees in the surrounding business and industrial area.

6.40 **Policy B3** identifies and safeguards three strategic opportunities, one nationally safeguarded inward investment location and two SIBLs, to give them maximum protection from unrelated non-business uses. In view of the importance of a number of major employers located in Inverclyde and the need to make provision for their expansion, **Policy B4** 'reserved strategic sites', covers this issue in four important business locations. In addition, applications granted for Use Classes 4 and/or 5 development under **Policy B3** will be conditional upon the withdrawal of rights granted under the Town and Country Planning (General Permitted Development)(Scotland) Order 1992, as amended, to permit change to Use Classes 5 and/or 6, where applicable.

6.41 While the Council supports the principle of business and industrial uses in each of these designated areas, under the terms of Policies B1 to B4, the relative merits of each case must be considered. Issues that are likely to arise include density of development, employment levels and traffic generation. The location of a site may also be a material consideration. The Kelburn area of Port Glasgow, for example, is an important and highly prominent site on the edge of the urban area and adjacent to the A8 trunk road. Its prominence is reflected in the design standards of existing buildings and the Council would require these standards to be maintained in any future development, including on Phase II. Relevant matters in relation to guidance for development control purposes are set down in **Policy B7**, 'Character and Amenity of Designated Business Areas'.



p 87/88

App C

Ch 8 & App C

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(Use Classes)Sch 6.1, p 87
p 81

Policy B1 General Business and Industrial Areas

Business and industrial uses (Use Classes 4, 5 & 6) will be supported within the 'Business and Industrial Areas', identified on the Proposals Map, subject to:

- (a) *the requirements of each proposal in terms of infrastructure, transportation, environment and design considerations;*
- (b) *development control guidance expressed in Policy B6; and*
- (c) *other relevant policies of the Local Plan.*

Policy B2 Mixed (Business) Use Areas

Development proposals, in addition to the preferred Use Classes 4, 5 or 6, that would contribute to permanent employment creation or be clearly supportive of the operation of existing businesses in the area, will be supported in those areas labelled 'B2' within the 'Business and Industrial Areas' identified on the Proposals Map, provided they are not usually associated with Town Centre uses. All such proposals will require to be assessed against the following criteria:

- (a) *impact on the character of the area and the operation of established businesses;*
- (b) *infrastructure, transportation, environmental and design considerations;*
- (c) *impact on the overall supply of land for business and industry; and*
- (d) *other relevant policies of the Local Plan.*

Policy B3 Strategic Employment Locations

Inverclyde Council, as Planning Authority, will safeguard the following sites/locations within the 'Business and Industrial Areas' identified on the Proposals Map, and will support and encourage proposals for new development (Use Classes 4 & 5) to these areas, where applicable:

- (i) *Faulds Park, Gourock West: development for high amenity business;*
- (ii) *Cartsburn (SIBL): development other than for Use Class 4 will only be approved in exceptional circumstances; and*
- (iii) *Pottery Street (North)/A8(T) Port Glasgow Road, Greenock (SIBL).*

Development proposals will require to be assessed against the following criteria, and other relevant provisions of the Local Plan:

- (a) *specific locational requirements;*
- (b) *suitable alternative locations;*
- (c) *the need for service provision;*
- (d) *economic and social benefit;*
- (e) *impact on the attractiveness of the remainder of the area to business investment, where appropriate; and*
- (f) *other relevant policies of the Local Plan.*

[Note: Recommendation Rec B1 is relevant to realising the development opportunities identified as SIBLs, (ii) and (iii) above.]

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Policy B4 Strategic Business and Industrial Locations (Reserved Sites)

Existing major business and industrial employers will be supported and proposals for expansion of new business development (Use Classes 4, 5 & 6), compatible with the existing uses, will be permitted on the following reserve sites within the 'Business and Industrial Areas' identified on the Proposals Map:

- (i) *Cartsburn (Royal Bank of Scotland) – [SIBL (site bi4)];*
- (ii) *Inchgreen Graving Dock (Clydeport) – [CEDA];*
- (iii) *Ocean Terminal (Clydeport) – [ITF]; and*
- (iv) *Spango Valley (IBM) – [IBLS (site bi5)].*

IMPLEMENTING THE DEVELOPMENT STRATEGY

6.42 The Council's Economic Development Service, together with outside advice, concluded in 2002 that the sectors of the economy most likely to improve the competitive position of Inverclyde and which should be the target for encouraging more investment to create a more productive, wealth-creating local economy and jobs, were:

- (i) Financial and business (e.g. call centres);
- (ii) Electronics and computers;
- (iii) Tourism and leisure;
- (iv) Tertiary education; and
- (v) Manufacturing industries.

The identification of land to accommodate these uses and other economic opportunities that would be beneficial, are subject to the considerations in the following paragraphs.

6.43 SPP2, the Structure Plan and the Local Plan Development Strategy all emphasise the need to examine the development potential of brownfield sites in the first instance ahead of greenfield release. Preference for sites adjoining the principal transportation corridors to maximise accessibility is another policy consideration.

6.44 Notwithstanding the above, the Council has considered the suitability of sites in the Inverclyde Green Belt for industrial and business development. Although land alongside the A8 trunk road, east of Port Glasgow, might appear attractive in general terms to industrialists, there are no further potential sites available. This situation is due to the topography of the area to the south of the A8 and the restrictions inherent in the Parklea playing fields and the Inner Clyde Estuary Special Protection Area (SPA)/ Ramsar Site to the north. The remainder of the Green Belt and Countryside to the west of the main urban area is unlikely to be able to provide the same high profile and good transportation links as the aforementioned A8 trunk road corridor, since a greater number and length of car journeys would be likely to be generated.

6.45 The considerations of businesses when choosing a location in which to set up also have to be taken into account. Research undertaken by the former Strathclyde Regional Council, identified three criteria important to business location choice: accessibility, environmental quality, and size/flexibility, which are still used to assess and rank business sites in the Structure Plan.

INVERCLYDE WATERFRONT/A8 CORRIDOR

6.46 The implications of these planning policy, site investigation and business considerations suggest that the preferred locations for development should be concentrated on the Waterfront/A8 Corridor, on the brownfield sites to the north and south of the A8 road corridor, between the Cartsydyke Roundabout in Greenock and the Woodhall Roundabout, Port Glasgow. The majority of the economic locations converge along this transportation corridor. This linear location is also in line with the Plan's concern for integrated land use planning and transportation. This approach is endorsed by the Council and SER, and formalised in the aforementioned DLS.

6.47 To help realise the full potential of the Waterfront/A8 Corridor, housing and mixed-use developments have been introduced as suitable uses. Although this will inevitably result in a decline in the area zoned for mainstream industrial and business uses, the Council and its partners consider this approach to be supportive of the regeneration of the area. In addition, there is considerable scope for more productive use to be made of much of the vacant, derelict and underused land in the Waterfront/A8 Corridor and some of the land zoned for mixed-use retains an option for industrial and business uses.

6.48 Policies and proposals to move forward the development of this location are the subject of Chapter 14. In line with paragraph 6.47, a number of Sub Areas in the Waterfront/A8 Corridor have been identified for mixed use or as 'major areas of potential change'. The majority of the sub-areas are, however, retained for industrial and business use and are covered by policies B1, B2, B3 or B4. Table 14.1 and associated Figure 14.1 in Chapter 14 sets out the policies covering the different sub-areas within the Waterfront/A8 Corridor.

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Ch 9, Pol HR3

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Para 6.21-6.27

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Marketable Business and Industrial Land Supply

6.49 The Council regularly audits its land resources and identifies new sites which become vacant and which would benefit from development or environmental improvement. Depending on location, some of this vacant and/or derelict land is more suited to residential, retail or commercial uses, but the Council generally aims to safeguard vacant land which is appropriately sited for industry and business. This exercise is carried out as part of both the structure and local planning process to ensure the maintenance of an adequate supply of land for industry and business. Some of the supply is retained for mainly small local businesses and some is reserved by businesses for their own use. A number of well-established major employers in Inverclyde come under this category, including IBM, Clydeport and more recently, the Royal Bank of Scotland. This land is referred to as the non-marketable element of the supply and is detailed in Table 6.1. However, in order to attract incoming businesses, provide for indigenous businesses wishing to relocate or expand and, for new companies setting up, a *marketable* supply of industrial and business land is required.

6.50 Based on the Structure Plan requirement for a marketable business and industrial land supply, take-up rates over the last ten years and, allowing for the impact of the EZ regime on these rates, it is assumed that a minimum of 10 hectares is an adequate supply to meet the demand for marketable industrial/business land over the next five years. Currently, there is an insufficient scale of such land to meet that five-year requirement. Of the 16.21 ha of land identified as *marketable* in the 2004 Survey, 6.1 ha were *readily available*. The remaining 10.11 ha constituting the *potentially marketable* supply, requires improvement to make it readily developable.

6.51 In addition to the above, locations for inward investment need to be safeguarded. Faulds Park, Gourrock is such a location for high amenity business use.

Table 6.1 Business and Industrial Land Supply, as at March 2004

Site Category	Sites (No)	Supply (Area (ha))
Marketable		
Readily Available Marketable Sites	4	6.1
Potential Marketable Sites	6	10.11
Non-marketable		
General Industrial Sites	7	6.04
Sites Reserved by Firms	5	7.08
TOTAL LAND SUPPLY	22	29.33

Quality Land Supply

6.52 Inverclyde has not only a shortage of marketable land but also marketable land which can be described as being of 'a suitable quality'. This is required to meet the full range of demands from new business investment. This is recognised in the Structure Plan and the Council realises there is an urgent need to add to the supply of quality sites genuinely available, in order to make Inverclyde competitive with other areas and to attract investment and meet the demand for the uses noted in paragraph 6.42.

6.53 'Strategy for Change' suggested that much of the industrial and business land supply is of poor quality and derelict, and coupled with the low demand for land, is a major factor in the poor take-up rates in Inverclyde, compared to our neighbouring authorities. Also, with the cessation of the EZ designation (notwithstanding the continuing benefits of the 'Golden Contracts' on some of the undeveloped sites), an urgency is required to the remediation and environmental improvement of many of the sites in the land supply. The majority of the locations with recognised quality potential are within the environs of the Waterfront/A8 Corridor.

6.54 The principal means of increasing the number of available marketable sites of a suitable quality other than by private sector developers making investment decisions unilaterally, is through the public sector and its enabling and legislative powers. The Council aims to achieve this by the implementation of its DLS. As stated in paragraph 6.16 and illustrated in Schedule 6.2, the DLS includes not only vacant land but also sites encumbered with derelict, obsolete properties. The DLS prioritises these sites into short-medium and longer term planning timescales. Sites included for action are regularly reviewed and reprioritised and account is always taken of alternative opportunities which may arise.

Sch 6.1

App C

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Para 6.46

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6.55 Inverclyde Council's corporate strategy emphasises the importance of an adequate land supply to the local economy and, aims through **Policy B5** to support and encourage business and industrial development in the areas and on the sites detailed in **Schedule 6.1**. In addition, the Council makes **Recommendation, Rec B1**, in recognition of the severity of the problem of 'quality' supply and the need to bring forward sites for development, over the short-medium term, detailed in **Schedule 6.2**.

Policy B5 Business and Industrial Proposals and Development Opportunities

Inverclyde Council, as Planning Authority, will support and encourage business and industrial development on the sites included in Schedule 6.1 and indicated on the Proposals Map.

Recommendation Rec B1

Inverclyde Council recommends to The Scottish Executive and Scottish Enterprise National, and to Scottish Enterprise Renfrewshire and other relevant private landowners, that the partnership with the Council under the auspices of the Joint Derelict Land Strategy, continues to: fund a co-ordinated rolling programme of investment to create new quality business sites (capable of attracting the wealth generating uses described in paragraph 6.42); serve indigenous business needs; and that the partners adopt as priorities the sites included in Schedule 6.2.

[**Note:** While the Council's objective has been to identify a portfolio of land potentially capable of attracting the uses within the growth sectors of the economy described in paragraph 6.42, clearly not all of these uses will be appropriate on each of the identified sites]

Marketability and Funding

6.56 The Council has identified the sites in the DLS in Schedule 6.2 in the full knowledge that they require considerable land treatment and environmental improvement. These sites are almost totally vacant and/or derelict and have received little or no treatment since their previous uses ceased. Servicing problems are associated with much of this land whilst in some areas contamination arising from previous uses is also suspected. A number of the identified areas are in private ownership.

6.57 Given the above it is clear that the rehabilitation of these locations is beyond the capabilities of Inverclyde Council alone. As indicated, good quality sites will only be delivered by means of a partnership involving all relevant public bodies and private owners, combining their expertise and resources, including the increased scope for match-funding under such a strategy.

Review of Business and Industrial Land Supply

6.58 In addition to the named locations and sites for business investment (Schedule 6.1) and those sites earmarked for directing short-term investment, there is the need to make Inverclyde a more attractive business environment, throughout. A particular problem facing Inverclyde is the poor overall quality of the environment of its industrial areas. Since the Consultative Draft stage of the Local Plan, a comprehensive review has been undertaken, in accordance with the Structure Plan, of all industrial and business land allocations.

6.59 In undertaking the review, a number of sites on the Waterfront have been removed from the land supply. Sites around James Watt Dock and the Kingston Yard/Basin areas are identified for mixed use development or as 'major areas of potential change' and so have been removed. Housing, leisure/recreation and tourist-related developments are considered more appropriate uses within the James Watt Dock and Garvel Island areas, while in the Kingston Yard/Basin area, business development could still be acceptable. Other alternative uses are being positively encouraged, to assist the restructuring of these prominent Waterfront areas. This approach reflects the Council's determination to promote flexibility in its planning policies, in relation to its surplus vacant employment land.

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Rec B1 & Sch 6.2

Ch 14, Pol SA2(c) & SA2(j)

6.60 The remaining industrial and business sites have similarly been reviewed but all have been retained in the supply, irrespective of their quality. The Council is of the opinion that each of the sites on the Survey continues to have the potential to secure and attract employment and, that this approach is necessary because:

- (i) the sites are located in industrial areas where non-industrial uses would be incompatible; and/or
- (ii) have, in the main, private owners unwilling to release for other uses.

6.61 As with sites of potential quality, it is clear that for many of them (largely within industrial estates), significant investment is required if they are to be brought into beneficial use, or made more marketable. Such levels of funding however, are beyond the resources of Inverclyde Council alone. The Council is therefore looking to secure agreement with SER and other relevant public and private sector partners, to their inclusion in the DLS, as and when resources allow over the short-medium term timescales of this Plan.

6.62 As indicated in paragraph 6.9, the Structure Plan requires Inverclyde Council, as Planning Authority, to maintain a 10-year landbank of potentially marketable industrial and business land and a 5-year supply of readily available marketable and serviceable sites. The Council is also required to identify and safeguard Strategic Economic Locations in the Local Plan. In view of these requirements, the Council intends to monitor and review annually the industrial and business land provision within Inverclyde. It will publish information on the land supply and the rate of take-up in annual monitoring statements to ensure that the requirements of business and industry are being met. The procedure is outlined in **Policy B6** to enable the Council to achieve its objective to assist the economic regeneration of the Inverclyde area.

Policy B6 Annual Monitoring and Review of Industrial and Business Land Supply

Inverclyde Council, as Planning Authority, will monitor and review annually the industrial and business land provisions of the Development Strategy through the Industrial and Business Land Supply Survey. Information on the land supply and take-up of land for industry and business will be published in annual monitoring statements to determine whether there is an adequate industrial and business land supply to satisfy the requirements of the approved Structure Plan and to further economic regeneration.

TOURISM

6.63 Despite the considerable income generated from tourism and leisure-related employment, Inverclyde is under-developed in this sector. The area is perceived to have a limited number of attractions and is often regarded as a day-trip destination, or an area to pass through to the Ayrshire coast or the ferry terminals to reach Argyll and Bute. Improvements to signage, however, have been implemented on the major roads and within Inverclyde generally, highlighting the important heritage sites and visitor attractions. The 'Cutty Sark Tall Ships Race', held in Greenock in July 1999, the annual Outdoor Dog Show and the annual yachting series, are good example of the potential that can be made of the area's assets.

6.64 Following publication of various strategies, consultations with the agencies involved and a Planning Service review, the following resources have been identified as the most likely stimulants of tourist activity and employment:

- (i) the Clyde Estuary;
- (ii) industrial and maritime heritage;
- (iii) built heritage; and
- (iv) the countryside.

6.65 These resources can be classified further by identifying in relation to (i) for example, initiatives and projects that need to be realised and/or capitalised upon to boost the income generated from tourism: Greenock Waterfront leisure complex; the conference facilities at James Watt College Waterfront Campus; the potential of the docks and harbours and Gourock Pierhead; mixed use development potential at Inverkip Power Station; and the deep water berthing at Ocean Terminal for cruise liners.

Ch 13, Pol SA1,
Ch16, Pol SA4 &
Ch 17, Pol SA5

Pol B4

6.66 Greenock Waterfront Leisure Centre is the indoor venue with the biggest appeal and overall the Waterfront offers the greatest potential for further tourist development. A cinema and Bingo Hall are already operating and there remains the potential to create a heritage centre as part of the mixed use redevelopment of the Harbours. The waterfront area contains much of what remains of Inverclyde's industrial heritage.

6.67 Inverclyde's location on the Clyde Estuary also creates pressure for watersport activities and related coastal development, including new marinas, marina extensions, piers, slipways and associated ancillary development. Any proposals for such water-based activities will be assessed against these criteria in **Policy LR12**.

6.68 Recreation and leisure destinations in the countryside also attract visitors and have helped to improve the environment and stimulate new employment, such as Lunderston Bay, Coves Community Park, Finlaystone Estate and numerous facilities and attractions in Clyde Muirshiel Regional Park. The Structure Plan identifies the Regional Park as a TDA and an area for Priority for Promotion and Management.

6.69 Tourism can bring significant economic benefit to the area and opportunities to expand this market need to be fully exploited. The Council will, therefore, generally welcome proposals for tourist-related development through **Policy LR10** provided there is no conflict with any other proposals in the Local Plan.

DEVELOPMENT CONTROL POLICIES

Business and Industrial Development In Designated Areas

6.70 The Council wishes to ensure that business and industrial developments in Inverclyde are of an acceptable standard in a number of important respects. Planning applications will be expected to have regard to improving the character and amenity of the areas designated for business and industry and that there is little or no adverse impact upon surrounding users, and adjacent areas. The Council will wish to be satisfied in this way through the operation of **Policy B7**.

Policy B7 *Character and Amenity of Designated Business Areas*

Where the principle of business and industrial development is acceptable, development proposals will require to be assessed against, and satisfy, the following criteria:

- (a) car parking, servicing and site access layout and provision that accords with the Council's Roads Development Guidelines 1995;*
- (b) the scale, siting and design of buildings will have regard to the immediate townscape and the functioning of adjacent land; and*
- (c) site boundary treatment, including landscaping, will have regard to the immediate streetscape and, where appropriate, provide an effective screen to on-site activities.*

Business and Industry Outwith Designated Areas

6.71 Inverclyde contains a number of existing businesses and industries outwith the areas identified for these uses on the Proposals Map and often in areas which are primarily residential. Due to their often long-standing existence and contribution to the local economy, the Council generally supports the continuation of these activities as they currently exist and wants to ensure that they are allowed to continue operating effectively. Part of this approach is to ensure that such operations are not impeded by future development, such as the construction of a house in close proximity that could lead to future complaints from residents. Where cases of this nature arise, the Council will refer to **Policy B8**.

Policy B8 *Existing Businesses Outwith Designated Areas*

Proposals for development other than business and industry, adjacent to established businesses outwith the identified 'Business and Industrial Areas' on the Proposals Map, will only be acceptable where development would not place constraints on the future of the existing business.

Ch 8, Pol R5

Ch 10,
paras 10.52-54
p 166

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Ch 10, paras
10.47/48

6.72 Paradoxically, the Council considers it equally important to acknowledge that businesses that are 'isolated' in this way often tend to be surrounded by incompatible uses. In considering any proposals for the businesses themselves, care must be taken to ameliorate any adverse implications for existing neighbours and the surrounding environs likely to be affected.

6.73 The Council does not propose any measures which would force these 'isolated' businesses to relocate although it will do all in its power to assist such a move if so desired and where it would involve relocation to any one of the areas identified as 'Business and Industrial Areas' on the Proposals Map.

6.74 Whilst the Council would normally wish to direct new business development to the areas identified on the Proposals Map for these purposes, occasions may occur where a proposal outwith the identified areas could be seen to have overall benefits for Inverclyde. The Council would wish, for example, to consider the proposals for any further high amenity business companies with significant employment potential, whilst small scale proposals within or adjacent to the SIP areas, identified for priority investment by the Inverclyde Regeneration Partnership, and also in this Plan, the 'New Neighbourhoods', could equally be a valuable component of their regeneration.

6.75 Given the above circumstances, the Council may look favourably on development proposals outwith the 'Business and Industrial Areas' as identified on the Proposals Map, but would require such proposals to be assessed against the criteria in **Policy B9**.

Policy B9 Development Proposals Outwith Designated Areas

Proposals for new business development or for the on-site expansion, rationalisation or upgrading of existing business or industrial activities on sites outwith the identified 'Business and Industrial Areas' on the Proposals Map, will require to be justified against the following criteria:

- (a) *compatibility with neighbouring uses in terms of scale of development and nature of activity proposed;*
- (b) *economic and social benefit;*
- (c) *forecast impact of the volume, frequency and type of traffic likely to be generated by the proposal;*
- (d) *availability of infrastructure;*
- (e) *range and suitability of available sites identified in the Local Plan as being suitable for the proposed development; and*
- (f) *other relevant Local Plan policies.*

Uses other than Business and Industry Within Business and Industrial Areas

6.76 The Council is committed to maintaining an adequate supply of business and industrial land for the economic benefit of the Inverclyde area. However, it is acknowledged that there are a number of industrial sites that have been vacant and/or derelict for a considerable length of time and an alternative use, which would not impact on the overall supply of land for business and industry nor undermine the surrounding industrial uses, might prove to be of greater benefit to the area. The Council will consider any such development proposals by assessing them against the criteria in **Policy B10**.

Policy B10 Development Proposals for Uses other than Business and Industry Within Business and Industrial Areas

Development proposals for uses other than business and industry (Use Classes 4,5 and 6) within areas identified on the Proposals Map for locally important business and industry (areas covered by Policies B1 and B2), will be assessed against the following criteria:

- (a) *impact on the overall supply of land for business and industry;*
- (b) *impact on the character of the area and the operation of existing or potential business uses within the area;*
- (c) *infrastructure, transportation, environmental and design considerations;*
- (d) *impact on the vitality and viability of existing Town Centres; and*
- (e) *other relevant Local Plan policies.*

Ch 7, Pol H3, p 99

Proposals for Home Working

6.77 The Council recognises an increasing trend towards businesses operating from home. Planning permission may be required for such activities depending on the nature of the activity. Where required, the preservation of the existing character and standards of amenity will be the primary concern. The effects of a proposal on the amenity of an area will be the major determining factors, as noted in **Policy B11**.

Policy B11 Home Working

Proposals for working from home will be supported where the Council, as Planning Authority, is satisfied that the amenity of any neighbouring residents will not be unduly affected, in terms of:

- (a) the effect on nearby residents in terms of noise, odour, storage, traffic, parking, hours of working or other impacts; and*
- (b) the cumulative impact of such uses.*

Development Proposals for Noxious Industrial Uses

6.78 Inverclyde Council is aware that there may be a demand for business space dedicated to the accommodation of noxious industrial uses. Such businesses might include any uses which fell within Classes 7 to 10 of the now superseded 'Town and Country Planning (Use Classes)(Scotland) Order 1989, for example, fish curing or running gum. They might also include some of those uses included in the list of 'Bad Neighbour Developments' included in Schedule 2 of the Town and Country Planning (General Permitted Development)(Scotland) Order 1992 (as amended), including scrap yards, slaughterhouses, and the construction and use of buildings which will affect residential property with fumes, smoke, noise and other processes. The Council will consider any development proposals for such uses by assessing them against the criteria in **Policy B12**.

Policy B12 Noxious Industrial Uses

Proposals for industrial development, or the use of existing business space, dedicated to the accommodation of noxious uses, will require to be assessed against the following criteria:

- (a) neighbouring land uses;*
- (b) potential impact on the countryside;*
- (c) the effect on the amenity of nearby residents in terms of noise, odour, storage, traffic, parking, hours of working or other impacts; and*
- (d) the cumulative impact of such uses.*

Development Proposals Adjacent to Noxious Industrial Uses

6.79 Where the operation of a noxious industrial use is considered acceptable, the Council does not wish that use to be unduly prejudiced by new development, whether of a similar or less contentious nature. The Council will, therefore, consider any such development proposal against the criteria in **Policy B13**.

Policy B13 Development Proposals Adjacent to Noxious Industrial Uses

Proposals for development adjacent to existing noxious industrial uses or which could potentially be affected by that existing use will require to be assessed against the following criteria:

- (a) the nature of the proposed use;*
- (b) potential alternative locations for the proposed new use;*
- (c) infrastructure, transportation, environmental and design considerations;*
- (d) the potential impact of the existing use on the proposed use in terms of noise, odour, storage, traffic, parking, hours of working or other impacts; and*
- (e) the proposed use will not prejudice the future operation of the existing use.*

6.80 An Environmental Impact Assessment may be required in association with any application made for noxious industrial uses or for development in the vicinity of a noxious industrial use, dependent on the nature of the proposal.

App C
(Use Classes)

App C

MINERAL EXTRACTION

Requirement for Mineral Extraction

6.81 Planning for minerals in the Local Plan must be formulated, as with other matters, within the context set by national planning policy and the Structure Plan. The Structure Plan states that there is a sufficient supply of aggregate minerals in the Glasgow and Clyde Valley area to meet demand until 2012 and that sites for mineral extractions are identified elsewhere in the Structure Plan area. Proposals for aggregate mineral extraction in Inverclyde must, therefore, take the strategic assessment outlined in **Policy B14** as the starting point.

Policy B14 Requirement for Mineral Extraction

Inverclyde Council, as Planning Authority, will require proposals for mineral extraction to be justified in terms of the Structure Plan's assessment of strategic demand and supply for the minerals it is proposed to extract and, to have regard to Strategic Policies 3, 8 and 9 of the Joint Structure Plan.

Proposals for Mineral Extraction

6.82 Notwithstanding its strategic policy context, the Structure Plan does allow for some local discretion. Following the closure of Underheugh Quarry in 1998, there are no working quarries in Inverclyde, although interest has been expressed in opening-up land adjacent to the landfill site at Harelaw, south of Port Glasgow. The likelihood of other proposals coming forward requires a policy for assessing any future planning applications.

6.83 The location of proposals for mineral extraction will be fundamental in the assessment of these applications. Given that the entire rural hinterland of Inverclyde is designated Green Belt and/or Countryside, assessment of all proposals must address the principle of development in the Green Belt/Countryside, contained in **Policies DS8 and DS10**. Proposals could affect a SSSI, a site of importance for nature conservation, or a site of archeological importance, for example. This would require the proposal to be considered in terms of **Policy HR1**.

6.84 The nature of mineral extraction is such, however, that it is necessary to establish a more detailed policy framework against which proposals will be assessed. Minerals proposals are likely to have a major impact on the landscape although problems can often be overcome in advance of the commencement of development through appropriate planting and landscaping and careful design of the minerals development. There may be houses nearby in which case the impact of development in terms of noise, dust and odour would have to be carefully considered. Developers are advised to have early consultations with SEPA as this may assist the planning process with respect to these and other environmental issues. **Policy B15** will be used to assess environmental issues, as appropriate.

Policy B15 Proposals for Mineral Extraction

Proposals for mineral extraction will be assessed against the following criteria:

- (a) *proximity to areas of residence and the potential impact on neighbouring land uses in terms of noise, odour, dust, smoke, fumes, gases, steam, hours of operation or other nuisances;*
- (b) *impact on the countryside and the built and natural heritage;*
- (c) *the volume, frequency, routing and type of traffic;*
- (d) *the need for the extraction and proposals for satisfactory restoration and beneficial after use;*
- (e) *the position of buildings and plant on site and the proposals for screening prior to, during and after operation;*
- (f) *mitigation of visual intrusion through landscaping and/or design;*
- (g) *potential impact on the leisure and tourism potential of the countryside;*
- (h) *the requirement to protect the land from pollution and contamination and the quality of ground water, watercourses and supplies in accordance with UK and EC legislation; and*
- (i) *other relevant Local Plan policies.*

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Reference Notes

Reference numbers		Paragraph number
1	Scottish Enterprise 'A Smart, Successful Scotland: Ambitions for the Enterprise Networks' (Jan, 2001)	6.5
2	Scottish Planning Policy (SPP) 2 'Economic Development', para 11	6.6
3	Joint Structure Plan (JSP), page 10	6.7
4	JSP, para 6.2	6.7
5	JSP, para 6.3	6.7
6	JSP, SP5	6.9
7	JSP, JPC1, page 31	6.9
8	JSP, SP5	6.10
9	JSP, SP5, Sch5(c)	6.10
10	JSP, SP5, Sch5(f) & Sch5(a)	6.10
11	JSP, SP5, Sch5(e)	6.11
12	Inverclyde Council (IC) Economic Development Strategy (2003)	6.14
13	IC 'Invest in Inverclyde' campaign (1999) & Riverside Inverclyde (Sept 2004)	6.17
14	Llewelyn-Davies (L-D) Study	6.18
15	JSP, SP5	6.21
16	JSP, SP5 & SP8	6.22
17	JSP, SP5, Sch5(a)	6.23
18	JSP, SP5, Sch5(b)	6.24
19	JSP, SP5, Sch5(c)	6.25
20	JSP, SP5, Sch5(d)	6.26
21	JSP, SP5, Sch5(d)(i)	6.26
22	JSP, SP5(f)	6.27
23	JSP, SP6(a)(i)	6.28
24	IC Economic Development Strategy (2003)	6.32
25	JSP, SP5, Sch5(e)	6.33
26	JSP, SP8(c)	6.35
27	IC Economic Development Strategy (2003)	6.42
28	SPP 2, paras 38-42	6.43
29	JSP, para 10.4	6.52
30	L-D Study	6.53
31	JSP, SP5, Sch5(e)	6.68
32	JSP, para 12.13	6.81
33	JSP, SP9, Sch9	6.82

Schedule 6.1: Business and Industrial Development Opportunities [refer Policy B5]

Category of Land/Site in Local Plan	Business Land Use Area/Location (Address)	Policy Category	Special Area Policy	Local Plan Site Ref (where applicable)
(A) STRATEGIC				
High Amenity Site for Inward Investment	Faulds Park (part), Gourrock West	B3	n/a	bi1
Strategic Industrial and Business Location (SIBL)	Cartsburn (Riverside) & Cartsdyke, Greenock, incl fmr Kincaids	B3	SA2(a)	bi2
	Pottery Street (North)/A8(T) Port Glasgow Road, Greenock	B3	[SA2(f)]	bi3
Strategic Industrial and Business Location (Reserved Sites)	Cartsburn (Riverside East) [RBoS], Greenock	B4	n/a	bi4
Strategic Maritime Resource [Clydeport]	Inchgreen Graving Dock & Gt Harbour (South Quay), Greenock	B4	n/a	
Strategic Maritime Resource [Clydeport]	Ocean Terminal, Greenock	B4	n/a	
	Spango Valley [IBM], Greenock	B4	n/a	bi5
Marketable and Potential Marketable Sites				
(a) Within Core Economic Development Area				
(i) Mixed (Business) Areas	Pottery Street (South)/Ladyburn Street, Greenock	B2	[SA2(e) (p)]	bi6
	Regent Street, Greenock	MD (B2)	SA3(*)	bi7
(b) Outwith Core Economic Development Area				
(i) General Business/Industry Areas	Kelburn (Phase II), Port Glasgow	B1	n/a	bi8
(B) GENERAL				
Locally Important Business/Industrial Areas				
(a) Within Core Economic Development Area				
(i) General Business/Industry Areas	Kingston Industrial Estate, Greenock/Port Glasgow	B1	n/a	
	Ingleston (North East), Greenock	B1	SA3	(ei8)
	Ingleston (South East) - (part), Greenock	B1	SA3	
	Ingleston (West), Greenock	B1	SA3	#
	Lyndoch Industrial Estate, Greenock	B1	n/a	
(ii) Mixed (Business) Areas	Sinclair Street, Greenock	MD (B2)	SA2(b) (p)(*)	bi9
	James Watt Dock (North)/Garvel Island, (West) Greenock	AO (B2)	SA2(c)	(ei5)
	Bogston, Greenock	B2	n/a	#
	Fmr Tate & Lyle, Drumfrochar Road (N & S), Greenock	MD (B2)	SA3	#
	Garvel Island (MoD) & Great Harbour (South Quay (W)), Greenock	B2	n/a	#

Category of Land/Site in Local Plan	Business Land Use Area/Location (Address)	Policy Category	Special Area Policy	Local Plan Site Ref (where applicable)
(b) Outwith Core Economic Development Area				
(i) General Business/Industry Areas	Cartsburn (Landward), Greenock (Empress Ct & E Stewart St)	B1	n/a	
	Cartsdyke (East), Greenock (Ratho St & Macdougall St)	B1	n/a	
	Cappielow Industrial Estate, Greenock	B1	n/a	
	Drumfrochar Industrial Estate, Greenock	B1	n/a	
	Kelburn (Phase I), Port Glasgow	B1	n/a	
	Port Glasgow Industrial Estate (Devol), Port Glasgow	B1	n/a	bi10
	Port Glasgow Industrial Estate (Devol), Auchenleck Lane	B1	n/a	bi11
	Larkfield Industrial Estate, Greenock	B1	n/a	bi12
	Anderson Street Area, Port Glasgow	B2	n/a	
	Newark (Shipyards), Port Glasgow	B2	n/a	
	East Blackhall St/Carnock St, Greenock	B2	n/a	
	Fort Matilda, Greenock West	B2	n/a	
(ii) Mixed (Business) Areas				

Notes:

- 1) The principal distinction between (A) 'Strategic' and (B) 'General' sites is based on the categorisation of business and industrial land in the Structure Plan.
- 2) The categories 'SIBL', 'CEDA' and 'Locally Important Business/Industrial Areas' are area/location policy definitions in the Structure Plan, the first two collectively known as 'Strategic Economic Locations', for promoting a 'competitive economic framework' in the Glasgow and Clyde Valley, including Inverclyde.
- 3) Due to the scale and significance of the 'Inverclyde Waterfront CEDA', which includes Greenock East Business Area, and to accord with the provisions in the Structure Plan, the Schedule is further categorised according to whether business/industrial sites are *within or without*, the defined CEDA.
- 4) *Marketable and Potential Marketable Sites* are identified separately in the Schedule in order to promote their reuse, as either quality business/industrial areas or mixed (business) areas, according to Policies B1 and B2, respectively. The two mixed (business) area sites (site ref bi6 and bi7) and the potential SIBL site (ref bi3), are included in the Derelict Land Strategy's 'Short-Medium Term Priorities', listed in **Schedule 6.2**.
- 5) A (*) denotes 'Options' within 'Mixed Use' (MD) and 'Major Areas of Potential Change' (AO) policy areas. For policy coverage and definitions, including 'MD' and 'AO' areas, refer to **Chapter 14** and the 'Glossary of Terms' in **Appendix C**.
- 6) A (p) denotes part of an identified Sub Area of the Inverclyde Waterfront/A8 Corridor Special Area.
- 7) The site refs 'ei5' and 'ei8' relate to the identified 'Environmental Improvement Opportunities', listed in **Schedule 12.1** (refer Ch 12, p.181).
- 8) Business and Industrial sites included on the Proposals Map are the two categories, 'Marketable' and 'Potentially Marketable'. A further four sites (denoted #) recorded on the 2004 IBLs as 'Non-marketable', are not included on the Proposals Map.

Schedule 6.2: Derelict Land Strategy: Short-Medium Term Priorities *

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

Note : * and refer to **Recommendation Rec B1** (page 80)



CHAPTER 7 : HOUSING AND COMMUNITIES

Aim

- * To have a housing strategy and planning policies that support sustainable communities and makes an effective contribution to the social, economic and physical regeneration of Inverclyde.

Objectives

- * To ensure that the housing strategy and policies are consistent with the aims of sustainable economic growth and community regeneration.
- * To assist first, in arresting and then, reversing the population decline in Inverclyde through urban renewal and the creation of 'new neighbourhoods'.
- * To ensure an adequate supply, distribution and choice of land for new housing development to meet future needs and demands in a manner consistent with the strategy of sustainable social and economic regeneration.
- * To maximise the use of brownfield sites for new housing through the efficient and planned re-use of vacant and derelict land.
- * To seek the appropriate re-use of surplus land and buildings for community regeneration.
- * To safeguard and improve the amenity of existing residential areas.
- * To assist in the provision of new and extended community facilities and ensure that they are developed in a sustainable and equitable manner.
- * To raise standards for new housing development in terms of compatibility with surroundings, scale, density, layout, materials, landscaping and open space provision.

BACKGROUND

7.1 The Introduction to this First Review demonstrates the requirement for this Local Plan to be more strategic in its ambition than previously. This is due largely to the nature and scale of problems facing Inverclyde and the knowledge that these problems are longstanding and cannot be solved within the usual short-term timescale of local plans (ie. five years). A longer-term perspective is central to an understanding of much of what is presented in this Local Plan, this being particularly the case in relation to housing strategy and policy.

Ch 1, para 1.7

7.2 Housing is the most extensive of land uses and among the most dynamic of development activities in Inverclyde. Housing therefore embraces many planning issues ranging from those of fundamental importance to the future of Inverclyde, to those involving more localised matters. The importance and complexity of housing in planning terms is reflected in the comprehensive guidance produced at both the national and Structure Plan levels, and this is taken into account in the housing strategy and related policies of this Local Plan.

7.3 The condition of the housing stock, the quality of the residential environment and the range and type of housing provision is central to the future of Inverclyde. The Llewelyn-Davies Study 'A Strategy for Change', in its examination of the long-term trends in depopulation affecting Inverclyde, identified poor housing conditions, particularly in the Council stock, and associated poor environmental conditions of estates, as being a principal reason for the rejection of many neighbourhoods in Greenock and Port Glasgow. The population, households and housing stock information used to support the Plan's housing strategy and policies is set out in Appendix A, and further background data was examined in the Council's Housing Plan, Communities Scotland's Local Housing Systems Analysis and the Structure Plan's Technical Reports.

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7.4 While the continued economic regeneration of Inverclyde is the single most vital concern of the Council, much of the housing stock and the neighbourhoods they form a part of, have been identified by 'Strategy for Change' as being of equal concern. In order to retain and attract more people into Inverclyde, the quality, range and type of housing will have to equal, or better, that available in neighbouring authorities. The single most important issue for the Housing Strategy of this Plan is the promotion of quality, in all its facets: building materials, house types, residential environment and the scale and continued improvement and maintenance of the public realm and of open spaces. This matter is just as relevant for the improvement and enhancement of existing housing and neighbourhoods as it is for controls over the development of new housing areas.

7.5 'Strategy for Change' proposed a number of ways in which the Council and its partners could promote quality and realise the opportunities the area undoubtedly has, to help channel housing demand to Inverclyde. Those that are relevant for housing development and are taken forward in this Local Plan accord with national and strategic planning policy and the sustainable guiding principles enshrined in the Development Strategy:

- (i) maximising opportunities on brownfield infill/gap sites, especially in and on the edge of the town and local centres;
- (ii) completing existing area renewal initiatives;
- (iii) identifying new and making the most of established waterfront sites;
- (iv) large scale comprehensive restructuring of Council housing areas to create 'new neighbourhoods'; and
- (v) the release of greenfield 'edge-sites', where appropriate, to assist the process of urban renewal.

7.6 In addition to these five categories for new housing is the need to support the established housing areas - their character and amenity (and if necessary, address the matter of declining quality) - since these 'areas of choice' form the bases for building on what Inverclyde has to offer, as a distinctive housing market.

7.7 The issues for this Local Plan therefore, in relation to planning for housing, to meet both the aspirations of existing and potential residents, are:

- (a) what mix of house/flat type and house/flat size are required in new developments;
- (b) at what scale and in which locations; and therefore,
- (c) on what sites.

7.8 A relevant consideration for each of these factors to deliver the sustainable social and economic regeneration of Inverclyde, is: at what rate should development take place, over the short, medium and longer term time periods, and therefore, what should the Plan make available in these three time periods in terms of the land supply. The Implementation Section of this chapter sets out the Council's proposals on all these matters.

POLICY CONTEXT

National Housing Policy

7.9 The Scottish Executive published the Housing (Scotland) Act in July 2001. The Act outlines the Executive's vision of wider 'community ownership' where social housing is owned and managed by non-profit making community landlords. The Executive's proposals are therefore extremely important for this Plan given the significant continuing role expected of social housing provision in Inverclyde.

7.10 The new role for local authorities outlined in the Act is to include taking a comprehensive view of housing needs across all tenures; the production of a single, definitive housing strategy for their area; a strategic framework for the future development of the local housing market; and an enhanced strategic financial role, replacing some of the powers and resources formerly vested with Scottish Homes. Communities Scotland (CS) is now directly responsible to the Scottish Ministers, and its primary responsibility is to regulate all the new social landlords.

7.11 The Housing Act introduced Local Housing Strategy (LHS) documents to replace Housing Plans. The Council in partnership with CS has published a 3-Year Joint Investment Strategy that covers the first

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Ch 3, paras 3.30-39

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Ch 3, para 3.40

Para 7.30

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half of the short-term timeframe of this Plan, and will be updated each year. CS has produced Housing Market Context Statements that have provided the background for the Local Housing Strategies. The Council's Local Housing Strategy was published in April 2004.

National Planning Policy and Advice

7.12 SPP3 and PAN38 set out the factors that should be taken into account in the planning of new houses, including the need for, and location of, new housing land. The significance and relevance of environmental, amenity and infrastructural issues as material considerations in housing land supply, in addition to the issue of satisfying demand, are all emphasised in national policy and advice.

7.13 SPP3 promotes the re-use of previously developed land in preference to greenfield land as a means of meeting housing demands. This approach is consistent with the principal objective of the Structure Plan, to give priority to 'the recycling of urban land' with the preference being to ensure that there is a sustained commitment to the delivery of housing development opportunities on urban brownfield land.

7.14 In addition, SPP3 stresses the importance of creating quality residential environments and the contribution that good quality housing design makes towards the achievement of other Government policy objectives, including economic competitiveness, regeneration and social justice, and the environmental improvement of our towns and cities. SPP3 reinforces the message of SSP1 and the Scottish Executive's promotion of good quality design, assisted also by the advice in PAN67.

The Structure Plan - Strategic Planning for Housing*

7.15 The Structure Plan concludes that for the Glasgow and Clyde Valley area as a whole, "brownfield land will continue to be the main source of land for housing development until at least 2011". The Local Plan's housing strategy and policies have taken account of this strategic planning framework and in particular, has had regard to the Guiding Principles in the Structure Plan and the additional flexibility incorporated for the special circumstances of depopulation facing Inverclyde.

7.16 This assessment to 2011 has been updated but for this Plan, the current position shows that there is an adequacy of *effective* land supply to meet owner-occupied housing demand over the 'Plan Period' in the Inverclyde Housing Market Area (HMA), and in the Renfrewshire Sub Market Area (SMA) (which includes Kilmacolm and Quarriers Village).

7.17 A similar position of surplus *established* and *potential* land supply has been calculated for the Medium Term Period (2011 to 2016) in Inverclyde. In the Renfrewshire SMA for the period 2011 to 2016, to address the 'mobile shortfall' over the Central Conurbation HMA (ie the Greater Glasgow area), Renfrewshire Council has identified a number of brownfield sites in Paisley and Renfrew to contribute to this deficit.

7.18 Any future requirement to identify additional housing sites in Inverclyde will similarly require to be in accord with the Structure Plan's Guiding Principles and National Planning Policy and, the Plan's assessment of the need to augment the *effective* supply to meet forecast demand.

Local Context

7.19 This Local Plan takes account of relevant local and sub-regional initiatives aimed at improving the quality and range of housing provision in Inverclyde. The principal ones involve Communities Scotland and the housing associations in Inverclyde and the co-ordination of a wide range of projects through the Community Planning Partnership/Inverclyde Alliance.

7.20 The Community Ownership Programme, which involves the ownership and management of the social rented sectors, is being implemented in Inverclyde. 'Strategy for Change' and the three subsequent Area Renewal Plan (ARP) studies demonstrate how important it is for the Council and its partners to take long-term strategic decisions with regard to the Council housing stock. The significant scale of rejection of this stock, concentrated in particular neighbourhoods - many within the former Social Inclusion Partnership (SIP) designated areas - means that any restructuring and redevelopment and therefore, any necessary planning, goes well beyond the conventional timeframe of a local plan.

[* Refer to Note on page (iv) of Plan]

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Ch 2, para 2.30

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7.21 However, given the urgency for a Housing Strategy which addresses Inverclyde's needs now, but equally has regard to future potential development opportunities over the medium-long term, this Local Plan includes an indicative land use planning framework for the comprehensive area renewal of large parts of Greenock and Port Glasgow.

7.22 Policy needs to be based on good information, so the most important demographic, socio-economic and housing factors prevailing in Inverclyde that have an influence on housing strategy have been taken into account. Of particular relevance is the established trend towards increasing numbers of smaller households despite the falling population. Also important are tenure changes and in Inverclyde, the national trend is mirrored in increasing owner occupation, with a corresponding decrease in the rented sector. Inverclyde is still recording a high level of Right-to-Buy transactions, and these purchases continue to account for the largest share of the overall increase in owner occupation.

7.23 The geographical distribution of these local trends is also of considerable importance in the planning process. In particular, while overall population levels have been in decline and are projected to continue to do so, several of the smaller settlements are increasing in population. This indicates a preference for living in such areas and the Local Plan addresses these market demands and, attempts to balance these established trends against the urban renewal and regeneration strategy that underpins the Development Strategy.

Housing for Particular Needs

7.24 The housing requirements for those with particular needs, including the growing elderly population, and the need for a range of different forms of community care housing, either in sheltered or other suitable accommodation, is also recognised. The Local Housing Strategy, together with other Council strategies, aims to address these needs in Inverclyde. In assessing the overall adequacy of the land supply, the Council will pay particular regard to the growing scale, and the requirements, of those in need of specialised housing, in terms of design, accessibility and location.

Affordable Housing

7.25 The Structure Plan notes that there is a limited supply of affordable housing in the suburban commuter settlements, which includes the Renfrewshire Villages. The issue of the need for affordable housing in Kilmacolm, and more generally, has been addressed in the Council's Local Housing Strategy (LHS). The LHS recommends that a Housing Needs Assessment (HNA) be undertaken immediately to assess whether, and at what scale, the need exists, in the different localities of the authority.

7.26 If there is a need for affordable housing identified in Kilmacolm through the HNA, then an Alteration to the Plan will be undertaken promptly, so that the Local Plan can accord with the Structure Plan. It is not considered that the issue is as pressing in the other settlements in Inverclyde. To address the need for any additional affordable housing provision in Kilmacolm, Supplementary Planning Guidance will also be prepared on this issue.

LOCAL PLAN STRATEGY

A BALANCED HOUSING DEVELOPMENT STRATEGY

7.27 The predominant development issue concerning Inverclyde, like many other areas in the country, is how the opportunities for redevelopment on urban vacant, derelict and underused land (within the urban area) – often within designated 'renewal areas' - can be maximised, in order to realise a more compact, sustainable urban form.

7.28 A sustainable development strategy requires better use to be made of vacant brownfield sites. The Development Strategy has as a primary objective the maximisation of accessibility for the majority of residents, both for convenient access to the town's community facilities and shopping centres and, for more medium and longer distance movements, to all parts of the Authority and beyond. This Strategy has further to take account of the potential for restructuring the low demand areas in the Council housing sector. Many of the Council estates that have this scope for renewal and restructuring are within the nine areas that comprised the Inverclyde SIP. These areas provide the Council and its partners with a significant land supply to implement priorities for action in this Plan in the form of 'New Neighbourhoods' and therefore, many of the key elements of the endorsed 'Strategy for Change'.

Paras 7.48-50

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7.29 The use of brownfield land within settlements where there are existing infrastructure and public transport services is clearly more sustainable than development of open countryside, which by its very nature and location, is less accessible and therefore more wasteful of finite energy resources.

7.30 The Development Strategy sets out a planning framework for the next 12 years and a vision for Inverclyde over a 25 year timeframe. The large scale, comprehensive renewal advocated in 'Strategy for Change', and written into the Structure Plan, may be relatively new to Inverclyde but the strategies adopted to deal with similar scales of problems elsewhere - from selective but planned demolitions; retention of the better and more popular stock for refurbishment; new housing within an upgraded environment, together with open space and other environmental improvements and any required community facilities, such as new schools - are well tried and tested. From this experience and developing on the recommended way forward in 'Strategy for Change' and the subsequent ARPs, this housing strategy makes a clear distinction between three timescales, which are particularly relevant to planning for housing in Inverclyde and the realisation of the vision:

- (1) Short-term sites: those expected to be developed, up to 2011;
- (2) Medium-term sites: those which may be developed before 2011, but more likely beyond 2011, to 2016; and
- (3) Longer-term sites: post 2016.

Owner-Occupied Housing Provision

Flexibility in the Planning Assumptions

7.31 Planning for housing has for some time been directed toward the land requirements for owner-occupied housing, this being the main tenure of choice and the focus of most national planning policy. The assessment of the demand for, and supply of, land for owner occupation is undertaken at the strategic level. Flexibility is built into the projected demand for, and estimated supply of, owner-occupied housing in the Structure Plan. On the demand side, the medium term estimates on net out-migration have been adjusted for Inverclyde on the assumption that the policies designed to bring about regeneration will have greater impact upon those areas suffering most from decline.

7.32 On the supply side, Inverclyde's special circumstances concerning population decline have been addressed. The Structure Plan provides Inverclyde with additional flexibility in relation to the total scale of land that can be made available in order to assist with the process of urban renewal and the scope for new neighbourhood initiatives. It explicitly recognises the need for such initiatives in Inverclyde through the restructuring of areas experiencing large levels of voids and where demolitions are planned in the social rented housing stock. Additionally, restructuring needs to have regard to the potential to re-orientate the market perception of these areas by integrating a broader market range of owner-occupied dwellings.

7.33 This Local Plan identifies the potential to secure large scale restructuring of the rejected Council housing areas. The approach to renewal would be similar to the regeneration that has been carried out in Strone Farm, but on a larger scale. To assist and contribute to the process of renewal, a policy of contingent, adjoining Green Belt land release may be considered necessary. Scope for this policy being made operational exists in the areas highlighted for renewal on the Proposals Map: Port Glasgow (East) and in Greenock (South/East) and (South and West).

Housing Market Area Framework

7.34 The comparison of projected owner-occupied housing demand and the land supply to meet it is disaggregated in the Structure Plan to HMAs and SMAs. The assessment of demand on the basis of HMAs and the more localised SMAs, ensures that adequacy of the land supply for these local areas is assessed in terms of the scale of demand that may require to be met locally.

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7.35 The basis for assessing the requirement for owner-occupied housing in Inverclyde has been amended in the Structure Plan, with the Kilmacolm/Quarriers Village area in the Renfrewshire SMA of the Greater Glasgow HMA - now known as the Central Conurbation HMA - and not the Inverclyde HMA as defined in the former Strathclyde Structure Plan. This leaves a 'truely' discrete and separate Inverclyde HMA, which covers the bulk of the Authority, including the main towns of Greenock, Port Glasgow, Gourock, as well as the smaller settlements of Inverkip and Wemyss Bay.

7.36 The area identified through this analysis of household search behaviour and recorded migration produces a level of self-containment that is the highest of all the HMAs and SMAs in the Glasgow and Clyde Valley area. This shows that nine out of ten households that move house in Inverclyde do so by re-locating within the Inverclyde HMA.

The Inverclyde Housing Market and Land Supply

7.37 The predominant pattern of movement over the last 15 years has been a combination of:

- (i) households moving out of Inverclyde altogether;
- (ii) more importantly, for the distribution of housing and use of land within Inverclyde, a dramatic decline in the number of people living in central and east Greenock and large areas of Port Glasgow; and
- (iii) a corresponding increase in those moving to the west to live in parts of Gourock, but more especially, Inverkip and Wemyss Bay - the majority of households moving within Inverclyde.

7.38 This migration within the Inverclyde HMA has been driven by the 'push' factors identified in 'Strategy for Change' – poor housing conditions and poor residential environments; extensive deprivation, bad health and drug dependancy; insecurity and fear of crime – and, not helped either by the largely historic planning consents that have made land available in the smaller settlements on the coast, especially at Inverkip.

7.39 A discrete Inverclyde HMA should assist the Council to plan for the housing and community regeneration that is required in the older urban areas of Greenock and Port Glasgow. This is because any additional land for housing to that already programmed, that can be justified to address declining population, can be made in the Inverclyde HMA and not in that part of the Authority which has historically been under considerable pressure for development. That pressure, within the Renfrewshire SMA, stems from a wider area of housing demand, from both within and outwith the Greater Glasgow area. It is anticipated that with a change in the economic fortunes of Inverclyde and a significant improvement in the overall environment of large parts of the urban core, including the Waterfront, that housing demand generated from across the Greater Glasgow area, and beyond, can be channelled to the Inverclyde HMA where it would have maximum benefit.

7.40 However, there remains a considerable land supply with unimplemented planning consent in Inverkip that will undoubtedly be taken-up over the next 7 years. This will maintain the imbalance noted in paragraph 7.37, with disproportionate growth in the west. Planning policy must address this imbalance and seek to regenerate and revitalise those areas of Greenock and Port Glasgow that have been, and continue to be, rejected.

7.41 To redress and reverse the continuing shift in population from the core of Inverclyde - Greenock and Port Glasgow - to the west, will require a sustained effort over a considerable time. This Local Plan will be particularly important since it is through this statutory document that an appropriate land use planning strategy can be set down to effect such a reversal. However, matters concerning the timing, scale and balance of housing development opportunities need to be finely judged since the key trends identified - of net out-migration and the internal migration westwards - are longstanding and will not be easily reversed.

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Ch 3,
paras 3.58-3.64

Affordable Housing Provision

7.42 In the event of any requirement being identified for affordable housing to be provided to meet assessed needs, with particular regard to the situation in Kilmacolm, an Alteration will be prepared promptly, together with Supplementary Planning Guidance. The Alteration will set out the land use planning policy response required, including a justification for a policy to make provision in the Plan for this sector of the housing market.

7.43 Supplementary Planning Guidance will be prepared – to stand alone as an interim statement, or be incorporated in the Alteration – to cover the scale of the requirement, types of affordable housing required in different locations and circumstance (owner-occupied, social rented or private rented), and matters such as the where and how it should be provided. These latter considerations will also need to have regard to the requirement for any additional enabling development, and the use of Section 75 Planning Agreements, to secure the affordable housing in perpetuity.

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DEVELOPMENT STRATEGY POLICIES

Safeguarding Residential Areas

7.44 The Proposals Map identifies all areas within the settlements of Inverclyde that are primarily residential in character. Residential development will be acceptable, subject to other relevant Local Plan policies, within the settlement boundary. It is important to ensure that the character and amenity of residential areas is safeguarded and enhanced, where possible. **Policy H1** provides the means to deal with development proposals affecting these areas, although the Council may also apply other policies depending on the nature of the development.

7.45 New residential development will normally be acceptable in principle, subject to the normal development control criteria outlined in **Policy H8**, other relevant policies and the detailed advice noted in Chapter 18: 'Development Control Advice', as appropriate. The provision of non-residential uses, such as community facilities or neighbourhood shops will also normally complement housing and will be acceptable where they would have little detrimental impact on the amenity of the area. Where it can be demonstrated that this is the case then such proposals will be acceptable, subject to the development control framework noted in **Policy H10**, and any other material considerations.

Policy H1 Safeguarding the Character and Amenity of Residential Areas

The character and amenity of existing residential areas, identified on the Proposals Map, will be safeguarded, and where practicable, enhanced. New residential development will be acceptable, in principle, subject to other relevant Local Plan policies.

The Provision of Community Facilities

7.46 The provision of facilities such as schools, colleges, nurseries, libraries, community centres and health centres are essential in order to ensure that a community functions effectively. Such facilities are generally compatible with residential amenity and also create a sense of place and belonging and therefore, have the support of the Council, in principle.

7.47 Existing community facilities are not identified specifically on the Proposals Map as they are usually small, self-contained sites located in either residential areas or town centres and will therefore, be subject to the policies appropriate for these two general areas. There are a number of exceptions to this, for example large colleges, museums/art galleries, hospitals and some of the larger schools, but these are readily identified on the Ordnance Survey (OS) base of the Proposals Map and generally, are also compatible with the residential land use zoning.

7.48 Notwithstanding this general compatibility, development activity associated with community facilities has particular town planning implications. Guidance on these and other matters is provided in **Policies H9 and H10** below.

Redevelopment of Brownfield Sites

7.49 The preference for meeting development needs within the urban area and the focus on area renewal has lead to a wide range of housing and other community development opportunities within the areas identified for 'Residential' on the Proposals Map. The redevelopment of this urban land, whether of former non-residential uses or not, for residential and other community use, is consistent with the Local Plan's Development Strategy of regeneration and renewal. This redevelopment therefore, will be acceptable to the Council, subject to the provisions of **Policy H2**.



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Pol H1 & H8
Pol R1-R5

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Policy H2 Redevelopment of Brownfield Sites

The redevelopment of brownfield sites for housing and community uses will be supported, in principle, in the residential areas identified on the Proposals Map, except where:

- (a) an alternative use of greater priority or greater social or economic employment benefit is identified; or*
- (b) an alternative use is identified through an agreed area renewal initiative; or*
- (c) it would result in unacceptable loss of locally valued amenity open space *; or*
- (d) the terms of Policy H8 (residential development control) or other relevant policies are not satisfactorily addressed.*

[Note: * Not all of these open spaces are shown on the Proposals Map, due to the size threshold]

Designated Renewal Areas/New Neighbourhoods

7.50 Over the last ten years, various schemes and initiatives have been prepared to address issues within the SIP areas in a comprehensive manner, collectively under the term 'area renewal'. Inverclyde Council and its key partners wish to continue the progress and the policies of the Local Plan have been prepared to reflect this. Despite the scale of area renewal already completed and currently underway in the nine SIPs, the scale of the problems that remain are considerable. There is a need to plan for the next stages of 'neighbourhood renewal'. The ARPs and 'First Steps' have provided an up-to-date planning and development context for the future role and function of the different SIP areas in Greenock and Port Glasgow. Informed by 'First Steps', housing opportunities have been identified and programmed for the short, medium and longer-term regeneration of Inverclyde. The Council wish to plan for the renewal of these areas by supporting these schemes on a corporate and partnership basis and, will use **Policy H3** as the starting point in its consideration of such proposals with land use implications.

Policy H3 Support for Designated Renewal Areas

Inverclyde Council will support, in principle, residential and community development in Inverclyde's Social Inclusion Partnership (SIP) areas, and other designated renewal areas, in particular the "New Neighbourhoods", identified on the Proposals Map, where the proposals support the Council's corporate and agreed partnership priorities and satisfy other relevant policies of the Local Plan.

A Long Term Perspective: Land Supply and 'Place Making'

7.51 The scope and scale of new housing development and other community uses envisaged, including new and refurbished schools, in particular the 'New Neighbourhoods', will depend on the expressed and anticipated level of demand at the time. However, it is essential that a quality, effective land supply is made available expeditiously in the five broad neighbourhoods identified, in South West and South/East Greenock and in East Port Glasgow. It is not however until the medium-to-longer term period that the full contribution can be expected to come from the 'New Neighbourhoods' through a combination of housing rehabilitation, restructuring and new build.

7.52 There is likely to continue to be over the long term timeframe an effective land supply in the western part of the Authority, especially with the prospect of the redevelopment of the Power Station site at Wemyss Bay coming on-stream by this time. However, it is essential if the current imbalance between the central and eastern areas and the west of the Authority is to be turned around that the land made available on greenfield sites in the west is restricted. This is due largely to the anticipated overall limited amount of demand likely to be generated, certainly over the short term, and even in a revitalised and hopefully newly desirable Inverclyde over the medium-to-longer term.

Ch 10, Pol LR1

App C

App C

App C

Sch 7.1 & Prop Map

Ch 17, Pol SA5

Ch 3, p 21 & 35

7.53 Land renewal and environmental improvements for both housing and employment purposes, and for enhancing the 'Green Network', especially along the Waterfront and A8 Corridor, are vitally important. These should complement the aforementioned strategies/plans to effect the necessary environmental upgrading of the 'rejected' Council housing areas. The Council and its key partners through 'Riverside Inverclyde' is an important initiative in fulfilling these objectives. All these initiatives combined should hopefully have the necessary cumulative impact over the next two/three years to enable the housebuilders to be confident enough to invest and develop in a new, rejuvenated and revitalised Inverclyde.

Development Proposals in the Green Belt and Countryside

7.54 SPP 3, the Structure Plan and SDD Circular 24/1985 seek to restrict the development of new housing in the Green Belt and the countryside for environmental, infrastructural and cost reasons. The Council sees no reason to depart from this general approach but, like SPP3 and Circular 24/1985, acknowledges that there may be exceptional circumstances where a departure from these general principles could be appropriate. **Policy H4** below identifies those exceptional *local* circumstances which the Council may wish to consider although it should be noted that it would not automatically grant planning permission in every case that falls within these terms of reference. Such decisions will only be taken after consideration has also been given to the national and Structure Plan policy framework, the Development Strategy and other relevant policies of the Local Plan.

7.55 In relation to *larger* housing releases, the strategic demand and supply assessment is paramount and any need or case made and justified, to augment the land supply in this way will only be carried out through an Alteration to the Local Plan and/or where endorsed by the Structure Plan Joint Committee. This key issue is covered in detail with respect to the monitoring and review of the housing development strategy in **Policy H7**.

Policy H4 Proposals for Development in the Green Belt and Countryside

Proposals for new dwellings in the 'Green Belt' and 'Countryside' identified on the Proposals Map, will be supported only if the proposed development is for a single or small group of dwellings, falls within one of the following categories and is acceptable with reference to the Planning Practice Advice Note, No. 5 regarding detailed guidance in relation to siting and design:

- (a) demolition and replacement of existing occupied dwelling houses which cannot otherwise be brought up to modern standards and where the new building reflects the scale and character of the existing one to be replaced; or*
- (b) the conversion of existing buildings (see also Policy H18); or*
- (c) justified by the operational needs of farms or other businesses or activities which are inherently rural in nature and where they will be located adjacent to those businesses or activities (the applicant will be required to enter into Section 75 Agreements regarding occupancy criteria) (See also Policy H19); or*
- (d) the sub-division of an existing dwelling house (or houses) for the provision of one or more additional units where any new build element is clearly ancillary to the overall finished building; or*
- (e) the re-use or redevelopment of large redundant institutions (see also Policy H17); or*
- (f) is part of an integrated project with significant employment and/or economic benefits which is in accordance with other policies of the Local Plan and where the Council is satisfied that the housing is essential to ensure the implementation of the whole development and that such considerations are of sufficient weight to merit the Council's support.*

[**Note:** Design and siting guidance is addressed under **Policy DC1**, Chapter 18 and PPAN No. 5]

Ch 14

App C & Ch 6,
para 6.17

Ch 3

Ch 4 & para 4.22

23

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Paras 7.80-81 &
Pol H7, p 106

7.56 The Council has adopted two policies previously approved by the former Inverclyde District Council in relation to parts (b) and (c) of **Policy H4** and these are reproduced below in the Development Control section - **Policies H18 and H19** - to provide more detailed information on these matters. In relation to part (e), additional policy guidance is also provided, as indicated, under **Policy H17**. For the avoidance of any doubt, **Policy H4** is not intended for the justification of development proposals in the Green Belt adjoining the settlement boundaries, identified on the Proposals Map. For further clarification of what constitutes the distinction 'within' and 'outwith' the built-up area, refer to the Glossary of Terms.

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IMPLEMENTING THE DEVELOPMENT STRATEGY

7.57 As outlined in the Development Strategy and paragraphs 7.27 and 7.41 above, if Inverclyde is to arrest the decline in its population and recover from a position which currently indicates that overall household numbers will be at best stable over the next 10 years, the Local Plan will have to create the necessary conditions to 'sell' the area better to attract more households across the full range of market sectors.

Ch 3

Meeting Housing Demand and Need

7.58 There is a requirement to meet the full range of housing demands and needs arising, wherever this is practicable and reasonable. It is also a requirement of planning authorities in relation to the development of owner-occupied housing, to ensure that at all times there is a minimum five year's *effective* land supply to meet assessed demand. These demands in Inverclyde comprise at a minimum, the following 'market' sectors:

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- (a) low-middle 'market' - includes both Council and Housing Associations; private renting; shared ownership; low cost home ownership (LCHO), which includes first-time buyers;
- (b) middle market/stable areas - middle range housing (includes 'trading-up' second- time buyer market) and some private renting; and
- (c) high (so called 'quality') sector - highly sought areas of owner-occupation and the 'executive market'.

7.59 Recent and expressed levels of demand for owner-occupied housing are relatively low and both the Inverclyde HMA and that part of the Renfrewshire SMA (Kilmacolm and Quarriers Village) have more than sufficient housing sites to meet the forecast owner-occupied demand over the Plan Period, to 2011. The bulk of these demands can be met from sites that accord with policy: that is on brownfield sites within the built-up area and extant planning consents on greenfield release sites.

Paras 7.16-17

7.60 Throughout the 1990s there has been a buoyant 'market' for social rented accommodation, with the housing associations active, predominantly in Greenock and Port Glasgow, and taking over from the Council as the main provider of social rented housing.

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7.61 What this amounts to for the housing strategy in broad chronological and spatial terms, is:

- (a) Over the Plan Period/Short Term, to 2011: a balanced portfolio of *effective* brownfield and greenfield sites, and a continuing supply of sites for social renting;
- (b) Over the Medium Term, to 2016: a sharper focus is required now to bring forward more 'quality' brownfield development opportunities, including the realisation of the full potential of the Waterfront, to create the conditions necessary to restructure the Council housing areas for a mix of social rented/shared ownership and low-middle market housing; and
- (c) Longer Term, post 2016: notwithstanding the opportunities which need to be created through the above possibilities within Greenock and Port Glasgow, and the potential redevelopment of the Inverkip Power Station site, a more positive 'supply-led' policy is required to redress the balance of new developments from the western part of the authority to the centre and east. This can only be achieved through a combination of redevelopment of brownfield sites and, where considered appropriate, the controlled release of some greenfield sites, but with these being contingent upon the success of area renewal and in particular, the 'New Neighbourhood' initiatives.

Ch 17, Pol SA5

Pol H3 & H7

7.62 Table 7.1 sets out the housing land supply position for the two HMAs within Inverclyde, including the *effective* land supply for the period, 2004 to 2011. Table 7.2 summarises the *total* land supply and an indicative programming for the sites and broad locations identified with potential for residential development, over the short, medium and long term time periods.

7.63 The notes accompanying Table 7.2 are provided to assist interpretation and to stress that the indicative dwelling capacities are subject to change. Inevitably, not only will more land be identified and brought forward over the medium-to-long term, but also there is less certainty in relation to this period, compared with the short term. The information in each of these tables forms the basis for the annual monitoring and review of the housing strategy of the Plan, expressed in **Policy H7** below.

7.64 In addition to the sites already known and/or identified as indicative locations in the Plan, there is what is known as 'windfall housing'. Windfall housing occurs on sites that are not currently known and therefore, cannot be included in the schedules of development opportunities and, cannot form part of the calculations that would contribute to the expected output to meet forecast demand. However such sites will emerge in each year of the Plan Period and therefore will supplement the known, programmed and other anticipated housing output in the above three categories. Past experience of such sites coming forward suggests that some 50 houses will be added from 'windfall' each year (15% of total annual completions in Inverclyde), over the next twelve years.

Table 7.1 Housing Land Supply, as at March 2004 (Dwelling Capacity *)

Inverclyde HMA	Total	Brownfield	Greenfield	% B/F
Effective Sites (to 2011)	1,616	813	803	50.3
Established (post 2011)	2,468	1,723	745	69.8
Total	4,084	2,536	1,548	62.1
Renfrewshire Sub Mkt Area (IC part)				
Effective Sites (to 2011)	54	27	27	50.0
Established (post 2011)	57	40	17	70.2
Total	111	67	44	60.4
INVERCLYDE TOTAL				
Effective Sites (to 2011)	1,670	840	830	50.3
Established (post 2011)	2,525	1,763	762	69.8
Total	4,195	2,603	1,592	62.1

Notes: (1) The source of the above figures is the Finalised 2004 Housing Land Supply, updated to reflect decisions of the Council prior to adoption. Homes for Scotland disputed the effectiveness of 322 units, all within the Inverclyde HMA.

(*) The dwelling capacity figures for many of the sites forming the Established Land Supply (post 2011) are indicative. These include indicative locations identified through the Area Renewal Plans and sites on the Waterfront and along the A8 Corridor. Table 7.2 provides further details of this medium to long-term land supply.

Paras 7.76-81
p 106

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Table 7.2 Summary of Programmed 'Effective' Housing Sites and Indicative Programming for the Short, Medium and Long Term Housing Opportunities, by Settlement and Location (Indicative Dwelling Capacity (rounded))

Inverclyde HMA	Short Term	Medium Term	Long Term
Port Glasgow	(560)	(830)	(70)
of which 'New Neighbourhoods'	150	400	0
of which 'Waterfront'	270	350	0
of which 'Major Dev't Opportunities'	140	70	70
Greenock	(1,090)	(1,170)	(290)
of which 'New Neighbourhoods'	200	100	200
of which 'Waterfront'	400	250	50
of which 'Major Dev't Opportunities'	120	510	40
Gourock	(240)	(230)	(0)
of which Special Area SA4	0	200	0
Inverkip	(400)	(90)	(0)
of which Hill Farm sites (ho78/84)	175	65	0
Wemyss Bay	(50)	(100)	(300)
of which Special Area SA5	0	100	300
TOTAL HMA	(2,340)	(2,420)	(660)
of which 'New Neighbourhoods'	350	500	200
of which 'Waterfront'	670	600	350
of which 'Major Dev't Opportunities'	260	580	110

- Notes:** (1) The source of the above figures is the Finalised 2004 Housing Land Supply, updated to reflect decisions of the Council prior to adoption. Homes for Scotland disputed the effectiveness of 322 units, all within the Inverclyde HMA.
- (2) The Short Term output shown above differs from the Effective Housing Land Supply shown in Table 7.1 owing to inclusion of output from tenure not specified and housing association sites, and from currently established sites which are viewed as likely to become effective and on which development should start over the next seven years.
- (3) The dwelling capacity figures for the Medium and Long Term periods are largely indicative, as noted in Table 7.1, since the majority of this supply is formed of sites with 'residential potential' based on the indicative locations identified through the Area Renewal Plan studies and estimates of capacity for the Waterfront sites. For this reason, total dwelling capacities are shown in brackets. The Plan notes the significance of 'windfall' sites to the eventual total number of completions in any one year in Inverclyde. An annual estimate of 50 completions from this source would add circa 250 houses to the Inverclyde HMA total estimate of 2,320 over the medium term, and a similar amount to the total for the long-term period.
- (4) The total indicative dwelling capacities in this Table translate into a housing land supply that would allow for annual dwelling completions (all tenures) to be sustained at circa 330 units per annum over the short term and circa 480 per annum over the medium term, excluding any allowance for additional windfall contributions.

Indicative Renewal Areas - 'New Neighbourhoods'

7.65 The rejection of some of the Council housing stock and neighbourhoods they form a part of, and the consequential loss of population from Inverclyde, requires the Council and its partners to address the underlying social, economic and environmental problems of these areas. This issue and the difficulty for this Local Plan is that the actual form of renewal required lies beyond the remit of land use planning and is of such depth and magnitude in certain localities, that the timescales of any implementation strategy goes well beyond the normal five year timeframe of a local plan.

Ch 3, paras 3.18-22

7.66 In terms of land use planning, these matters can only be outlined in an indicative manner at this stage. 'First Steps' provides the basis of an Authority-wide Action Plan for 'Strategy for Change' and the ARPs, and full consultation with partners and the community on their recommendations has been concluded. However, this Plan has been concluded before all the relevant survey work and feasibility studies have been undertaken, to conclude on the future balance and designation of land use for these indicative areas.

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Ch 3, para 3.20

7.67 In advance of this stage, those areas designated in the Local Plan as 'New Neighbourhoods' retain their 'Residential' land use zoning. However, the ARPs through 'First Steps' are the basis for bringing forward planning frameworks for those areas where comprehensive, large-scale renewal is required. This includes uses other than housing, such as community benefit (new facilities, local shops, new schools) and also uses that are not necessarily compatible with residential use, for example employment land. Alterations to the Local Plan will be brought forward, if required, where major changes in the use of land prove necessary.

Ch 20

7.68 The 'New Neighbourhoods' require the demolition of the surplus Council housing stock on a scale large enough to create a residential environment compatible with that on offer in suburban and 'greenfield' locations. This would enable the essential additional resources through public-private partnerships to be justified in order to turn such areas around. This approach to area renewal and planned also for the Waterfront, should establish the critical mass of development opportunity to make Inverclyde a 'place of choice' and help to channel the latent demand for housing to the area.

7.69 The Local Plan's housing strategy, in terms of identified sites and indicative locations, for the three time periods outlined in para 7.61 above, is expressed in **Policy H5** and in detail in **Schedule 7.1**.

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Policy H5 Housing Development Opportunities

Inverclyde Council, as Planning Authority, will support and encourage residential development on the sites, indicative locations and 'New Neighbourhoods' included in Schedule 7.1 and indicated on the Proposals Map.

Marketability and Deficit Funding

7.70 The need for adequate deficit funding to secure the re-use and redevelopment of the brownfield and area renewal sites is necessary, at least over the short term. There is always uncertainty over the level and continuity of such funds for community regeneration and resources generally, to overcome the constraints to housing development in such areas. In view of this, the Council makes **Recommendation Rec H1** to The Scottish Executive.

Recommendation Rec H1

Inverclyde Council recommends to The Scottish Executive that Communities Scotland continues to provide the necessary funds to make more brownfield housing sites effective and in particular, in the Social Inclusion Partnership areas and 'New Neighbourhoods'.

7.71 Many of the sites identified for housing and community regeneration and in particular, the 'New Neighbourhoods' shown on the Proposals Map, require a joint partnership approach to their development. These areas and some former, now vacant industrial sites are likely to remain unattractive to developers due to a range of physical and environmental constraints. SER (due to constraints on discretionary funding), has been unable to contribute to a joint strategy to promote such a policy. In Inverclyde, a number of brownfield sites that are in principle suitable for housing are unlikely to be developed without additional funding to remove their physical and other constraints.

Pol H3

Para 7.68

7.72 The development of such sites however, is central to the success of the Development Strategy and are consistent with national planning and Structure Plan policy. Inverclyde Council is not in a position to provide the necessary levels of funding unilaterally, so makes **Recommendation Rec H2** below in order to make progress with the relevant agencies on this issue.

Recommendation Rec H2

Inverclyde Council recommends to The Scottish Executive that the necessary additional funds are provided for the Derelict Land Strategy (a joint partnership between the Council, Scottish Enterprise Renfrewshire, Communities Scotland and other relevant private landowners) to implement an annually agreed comprehensive rolling programme of brownfield land reclamation for owner occupied (and other tenured) housing development in the designated renewal areas and 'New Neighbourhoods' identified on the Proposals Map.

Greenfield Release: Hill Farm, Inverkip

7.73 The Consultative Draft Plan raised the important issue of the scale and extent of housing development at Hill Farm, Inverkip, given the delayed implementation of the outline planning permissions granted by the former Renfrew County Council for a 'new community' in 1974. The key issues for consultation were the detailed planning matters for the next phases of house building on the area of consent; the degree to which this new building could be controlled over the most southern and eastern parts of the consent; the proposal to have housing brought closer to the village rather than being allowed to continue onto Leapmoor; and as a consequence, the need to define a defensible and sustainable Green Belt boundary for the settlement south of the railway line.

7.74 Consultation on these issues has been the subject of meetings and discussion with the residents of Inverkip and the developers. These discussions have had at the forefront the need to achieve a balance between the mixed views of the residents and the developer and, to seek agreements in relation to the scale and form of development and the range of community benefits that could accrue from an amendment to the Hill Farm greenfield release.

7.75 The Council has concluded on these matters and the future development of Hill Farm, and any associated planning conditions/community benefits for Inverkip are encompassed in **Policy H6**.

Policy H6 Hill Farm, Inverkip

Inverclyde Council, as Planning Authority, will include site ho67 adjacent to the settlement of Inverkip at Hill Farm as land release from the Green Belt, as indicated on the Proposals Map, on condition that that part of the planning consent (indicated on the Proposals Map) is revoked and that development of the remainder of Hill Farm is subject to a masterplan/development brief, to be agreed in advance by the Council.

The release of site ho67 will be conditional on the masterplan providing for:

- (i) the necessary road improvements at the Brueacre Interchange or a financial contribution towards these;*
- (ii) open space and landscaping in accordance with Policy H11 and Planning Practice Advice Note 3;*
- (iii) the funding of community facilities for neighbourhood and community use;*
- (iv) a pedestrian link, including footbridge, to Inverkip Station and a 'park and ride' facility to the south of the railway line; and*
- (v) mitigation of any adverse impact on the landscape.*

THE PREFERRED HOUSING STRATEGY AND COMPLETION RATES

7.76 The Council's aim to first, arrest and then, reverse population decline from Inverclyde would require the combined house-building completions rate within the Inverclyde HMA to increase by some 50% over the Plan Period (to 2011) and, to be maintained at that level through the medium term, to 2016. This would require (on average) around 300 owner-occupied house completions and some 150 social rented dwellings to be built, per annum, over the next twelve years.

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7.77 To accord with the Development Strategy, new house-building should be on 'brownfield sites' and located in the 'Centre and East' of the Inverclyde HMA. This would require at least 70% of all completions to be on such sites over the Plan Period. There will be a lead-in time before completions increase significantly on former Council housing sites, but other area renewal and particularly, waterfront sites, are expected to contribute to this increase. In the process, the housing market's perceptions of Inverclyde is expected to change for the better over the next two to three years.

7.78 In view of this, the Council's preferred option is to limit any new greenfield releases for housing, and to consider the situation in two to three years time in the light of monitoring the implementation of the Housing Strategy. Any requirement for additional greenfield release would then be brought forward in an Alteration to the Local Plan, having sought endorsement with the Structure Plan Joint Committee.

7.79 This approach is consistent with national and Structure Plan policies and would hopefully not seriously undermine the Plan's Development Strategy. It should also allow a better informed appraisal of the need for any greenfield release for housing based on the anticipated success of the regeneration of Inverclyde into the medium term, and a more up to date and regular assessment of land supply requirements over the short term period.

Annual Monitoring and Review

7.80 As indicated, Inverclyde Council, as Planning Authority, is required to maintain a minimum five-year *effective* land supply for owner-occupied housing. To assess whether this requirement is being met, each year the Council will undertake a housing land audit, visiting each housing site within Inverclyde with a capacity for 4 or more housing units and recording completions and remaining capacity. The views of Homes for Scotland will be sought as part of this process. The Council will then publish in annual monitoring statements information on completion rates and the remaining land supply, by market sector and location, including designated area renewal and waterfront sites, and on other issues that have an influence on the effectiveness of the housing land supply. This will establish whether the five-year effective land supply requirement and the housing provisions of the Development Strategy are being met.

7.81 If market conditions do not change and the housebuilding completions 'targets' are not met from the identified and programmed brownfield supply, the Council will consider the need to increase the supply of housing land by releasing greenfield (Green Belt) sites in the Inverclyde HMA. Monitoring will determine whether there is a need for the Council to undertake a Review, and further, propose either a Modification or promote an Alteration to the Local Plan, as and when such a requirement is identified. This procedure is outlined in **Policy H7** to assist the Council in one of its primary objectives, 'to first arrest and then reverse the decline in population'.

Policy H7 Annual Monitoring and Review of Housing Strategy

Inverclyde Council, as Planning Authority, will monitor and review annually the housing provisions of the Development Strategy and will publish land supply and house completion information in annual monitoring statements, by market sector and location, to determine whether there is a need to increase the land supply to meet the 'indicative targets' set for housebuilding.



Ch 3, p 21 & 35
Para 7.52
Tab 7.2

Para 7.55

Para 7.58

Ch 20

DEVELOPMENT CONTROL POLICIES

7.82 The purpose of this Section is to set out the justification for the policies on those matters that are likely to be raised through planning applications for residential development and which will have to be addressed to the satisfaction of the Council prior to the issuing of planning permission.

7.83 Whether for new build, conversions or extensions, whether in the Green Belt, Countryside or within settlements, the Council wishes to ensure that all residential developments are of a sufficiently good quality and standard of design and contribute to an improvement in the residential environment. Developments will generally satisfy these requirements where they:

- (i) respect and, preferably, improve the character and amenity of the existing area;
- (ii) incorporate an appropriate design and choice of materials; and
- (iii) are adequately serviced.

The Council has therefore established detailed criteria for the assessment of proposals for new residential development. In applying these, the Council will recognise that developments for households with particular needs, for example the elderly and disabled, will have different requirements with regard to open space, car parking and access to services and facilities. Assessment against the criteria of **Policy H8** will be required for all new residential proposals.

Policy H8 The Character and Amenity of Residential Areas

Proposals for residential development that are acceptable in principle in terms of the Development Strategy of the Local Plan will still be required to satisfy the following development control criteria:

- (a) compatibility with the character and amenity of an area in terms of land use, density, design and materials used;*
- (b) visual impact of development on the site and its surroundings;*
- (c) landscaping proposals;*
- (d) open space proposals (see also Policy H11 and guidance in Policy DC1);*
- (e) proposals for the retention of existing landscape or townscape features of value on the site;*
- (f) assessment against the Council's Roads Development Guidelines 1995 with regard to road design, parking and traffic safety;*
- (g) provision of adequate services; and*
- (h) accommodation of, in appropriate cases, the requirements of bus operators regarding road widths, lay-bys and turning areas.*

7.84 As well as having this general policy applicable to all types of residential development it is also necessary to provide detailed policy guidance and advice on each type of new residential development that is likely to be proposed during the life of the Plan. For example, the general principle of development is established for the subdivision of residential units within the urban area and therefore only requires detailed design issues to be considered. For others, such as the conversion of buildings in the Green Belt and the countryside, it is necessary to consider both general principles of development and detailed design matters. Where this is so, general principles are addressed in this section followed by a direction to the supplementary design advice under **Policy DC1**. For some other related issues, such as rooflights and replacement windows, detailed design is the only consideration and the relevant advice notes are found under **Policy DC1**. A list of the relevant advice notes in this category is provided at the end of the Chapter.

7.85 The rest of this section is divided into two parts: firstly, policy guidance relevant to 'within settlements' or 'within the urban area'; and secondly, those relating to the Green Belt and Countryside (outwith the urban area). The distinction between these two broad categories is found in the Glossary of Terms and depicted on the Proposals Map.

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WITHIN SETTLEMENTS

Non-Residential Development within Residential Areas

7.86 The provision of some non-residential uses in the areas identified as 'Residential' on the Proposals Map, such as community facilities or neighbourhood shops, will normally complement housing and should be acceptable where they would have little detrimental impact on the amenity of the area. Where it can be demonstrated that this is the case then such proposals will be acceptable according to **Policy H9** and any other material considerations.

Policy H9 Non-Residential Development Proposals within Residential Areas

The introduction of new, or the extension of, non-residential uses in existing residential areas will be acceptable only where such uses are compatible with the character and amenity of the area and satisfy other relevant policies of the Local Plan.

Development of Community Facilities

7.87 Although most community facilities are expected to continue to function normally it is inevitable that some will be subject to change during the life of the Local Plan. This change could be in the form of either an extension to the facility or closure followed by proposals for reuse and/or redevelopment. A third possibility is the development of new facilities. Other than Kilmacolm Community Centre, no other community facility projects with a significant land use dimension or having implications for surrounding land use, have been approved by the Council, so that greater certainty cannot be provided by the Plan at this stage. This applies in particular to the New Neighbourhood areas. However, given most community facilities are compatible with residential land use zoning, including the Council's reprovisioning through PPP to build new schools, and the approval of any other new facilities, these should not raise any significant land use planning matters.

7.88 With regard to all such cases noted in paragraph 7.87, it is necessary to consider what effect such development would have on the relevant location. For example, whilst an existing facility might be operating without any significant detrimental impact on the surrounding area, a proposed extension could be of a scale that would reduce significantly this amenity. Similarly, the Council would also have to be satisfied that the reuse and/or redevelopment of redundant facilities would be compatible with the surrounding area. Therefore, whilst the Council supports the principle of such development, **Policy H10** sets down the wider implications it will consider.

Policy H10 Development Proposals for Community Facilities

Proposals for the development of new community facilities, for the expansion, rationalisation or upgrading of existing facilities or the reuse and/or redevelopment of redundant facilities and/or grounds will be considered on their merit and have regard to the following criteria, as and when appropriate:

- (a) *the town centre sequential test;*
- (b) *compatibility with neighbouring uses in terms of the scale of development and the nature of the activity proposed;*
- (c) *the impact on zoned and locally valued amenity open space;*
- (d) *the impact of the volume, frequency and type of traffic likely to be generated by the proposal;*
- (e) *infrastructure availability;*
- (f) *social and economic benefits;*
- (g) *the cumulative impact of such facilities on an area; and*
- (h) *other relevant Local Plan policies.*

Pol H8

Ch 6, Pol B9

Paras 7.46-48

Residential Development and Open Space Provision

7.89 It has been Council policy for sometime to require developers to provide a certain amount of open space and private garden ground in new housing developments, with the amount to be provided being dependent on the type, scale and number of houses being built. This approach, although endorsed by the Scottish Executive in SPP3, has in the experience of the Council, not always been successful. The majority of developments are of a scale where the applied standards yield only very small areas of open space with little equipment and do not fulfil the function for which they were intended.

7.90 For these reasons, the Council proposes an alternative approach and one that has already been proved to be effective. This approach, expressed in **Policy H11**, is to seek the agreement of developers to the donation of a financial sum for the improvement, or supplementing, of existing play equipment in an already established park or play area in the vicinity of the development. The donation will be comparable to the costs that the developer would have incurred to fulfil the standards previously applied, according to the National Playing Fields Association. Any developer contributions sought through planning agreements will acknowledge Government Circular 12/1996 which states that such contributions should be of a scale and kind proportionate to the impact of the development concerned. These detailed matters are covered by **Policy DC1** and in Planning Practice Advice Note 3.

Policy H11 Residential Development Proposals and Open Space Provision

Inverclyde Council, as Planning Authority, requires developers of new housing to make provision for public open space, play areas and private garden ground, or a comparable financial contribution towards either the provision of, or maintenance and improvement of, existing play equipment in a park or play area in the vicinity of the development, in accordance with the Inverclyde Council Planning Practice Advice Note 3.

Sub-Division of Residential Units

7.91 The Council supports the principle of sub-dividing residential units to provide additional dwellings. However, it will wish to ensure that such proposals are acceptable in planning terms before allowing development to proceed. Of principal importance in this respect is the standard of accommodation which each of the new units will provide, the respective curtilages to be provided for the existing and proposed dwellings, the additional parking requirements and traffic movements generated by the additional dwellings.

7.92 While the Council will generally require the provision of adequate curtilage, it accepts that the requirements may vary from case to case and will depend on the type of accommodation, whether detached, semi-detached or terraced houses, tenements or other flatted accommodation. With regard to parking standards, the Council will generally require parking to be provided off-street. Where this is not practicable, it will examine the acceptability of on-street parking by reference to existing on-street parking demand, street width and volume of existing traffic movement and the proximity of public off-street parking. These matters are covered in **Policy H12**.

Policy H12 Proposals for Sub-Division of Residential Units

Proposals for the sub-division of existing residential units for additional dwellings will be supported where each existing and proposed unit provides:

- (a) *living accommodation in accordance with the Building Regulations;*
- (b) *natural lighting, outlook and amenity;*
- (c) *private ground for the purposes of recreation, domestic refuse storage and drying; and*
- (d) *parking provision in accordance with the Council's Roads Development Guidelines 1995.*

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Ch 18

Change of Use and Conversion

7.93 Converting and changing the use of buildings from non-residential to residential use is consistent, in principle, with the Local Plan's strategic aims of regeneration and sustainability through the reuse of existing buildings, infrastructure and resources. The issues involved in such development are principally to do with the location of the building. Thus the Council will require to be satisfied that residential use is compatible with, and does not prejudice the operation of, adjacent uses. **Policy H13** addresses these matters.

Policy H13 *Proposals for Change of Use and Conversion*

Proposals for the change of use and conversion of buildings to create new residential units will be supported where such use is compatible with adjacent uses and where each unit provides:

- (a) living accommodation in accordance with the Building Regulations;*
- (b) natural lighting, outlook and amenity;*
- (c) garden ground, where practicable, for the purposes of recreation, domestic refuse storage and drying; and*
- (d) parking provision in accordance with the Council's Roads Development Guidelines 1995.*

Sub-Division of Dwelling Plots

7.94 The owners of existing homes may sometimes wish to sub-divide their garden ground in order to enable the development of a second dwelling. Proposals for such development require careful consideration because they are, by their nature, likely to have implications for the following issues:

- (i) the privacy and amenity of both the existing and proposed dwellings;
- (ii) access and parking arrangements; and, through cumulative development,
- (iii) the character and development pattern of an area.

7.95 The Council wishes to ensure that these concerns are adequately addressed, particularly in cases where the existing garden ground is already limited and is likely to result in proposals that are referred to as 'backland development' (to the rear of a house) or 'tandem development' (to the side of a house). The Council will refer to **Policy H14** to ensure that these matters are adequately addressed.

Policy H14 *Proposals for the Sub-Division of Dwelling Plots*

Proposals for residential development within the curtilage of an existing developed plot will be acceptable only where they:

- (a) provide a safe and convenient means of access for the vehicles and pedestrians of both the existing and proposed dwelling in accordance with the Council's Roads Development Guidelines 1995; and*
- (b) do not conflict with the established character and development pattern of an area with particular regard to garden ground, scale and position of buildings and spacing between buildings.*

[**Note:** These issues are addressed in detail in PPAN 1, under **Policy DC1**]

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House Extensions

7.96 Since a large number of the planning applications received by the Council relate to house extensions, advice is required on those issues that are likely to arise in such cases and which the Council will wish to see addressed to its satisfaction. Most importantly, the visual impact of the proposals and their impact on the amenity of neighbouring residents require to be assessed. These matters are covered in **Policy H15**.

Policy H15 *Proposals for House Extensions*

Proposals for extensions to existing residential units will be acceptable only where they are satisfactory in terms of the following criteria:

- (a) *the amenity of neighbouring residents;*
- (b) *impact on the existing streetscape;*
- (c) *impact on the existing house in terms of shape, size and height, and choice of materials; and*
- (d) *size, proportion, style and alignment of doors and windows.*

[Note: These issues are addressed in detail in PPAN 7, under **Policy DC1**]

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Residential Development on Upper Floors of Commercial Premises

7.97 There are many premises on the floors above commercial uses in the Town and Local Centres, and other localities, unused and left vacant. The use of these properties for residential purposes would increase the available housing stock, would contribute to the brownfield supply and therefore reduce the need to find land for new housing. The use of such properties for residential purposes is therefore to be encouraged, and **Policy R2** of the Plan includes a criterion dealing with this issue. The use of the upper floors of commercial properties for residential purposes in the Town and Local Centres would also contribute to the vitality, viability and security of these centres. Residents of such properties make use of the shops and services located within the centres and generate activity in the evening when shoppers and workers have departed. However, **Policy R12** seeks to restrict the circumstances where residential uses exist above hot food take-aways to the town and local centres.

Ch 8, Pol R2, p122

Ch 8, Pol R12, p123

Improvement of Dwellings and Housing Action Areas

7.98 Within the central areas of the major urban centres, there are pockets of properties comprising of terraces, tenements and villas, many of which are in multiple owner occupation and are in an unsatisfactory condition (or below 'tolerable standard'). The rehabilitation of these properties is consistent with the Plan's strategy of sustainable re-use of existing buildings within the urban area. Although the Council is financially limited in the measures it can take to address these problems it does propose, in conjunction with Communities Scotland and the housing associations, to continue a programme of rehabilitation schemes within the 'Housing Action Areas' (HAA's).

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7.99 HAA schemes, because many are focused on tenemental properties and/or in multiple owner occupation (for which there are no permitted development rights), and because they usually involve external rehabilitation, will usually have development implications. Problems can arise where budget constraints lead to compromises being suggested in relation to the quality of design and finishing materials. **Policy H16** is therefore included below to address specifically the design aspects of HAA-related development proposals. These proposals will also be assessed against the provisions of other relevant Local Plan policies and the detailed design advice in the PPANs, under **Policy DC1**, as and when appropriate.

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Policy H16 *Improvement of Dwellings in Housing Action Areas*

Proposals for the improvement of dwellings, including those in Housing Action Areas, will be acceptable where they have had regard to the Planning Practice Advice Notes, where applicable.

7.100 In some cases, the demolition of properties will be proposed due to the condition of the building and the excessive costs associated with their rehabilitation. Where demolition of a building is proposed, which is outwith a conservation area and which is not a listed building, there is no requirement for planning permission. The Council may, however, require consultation on the method of demolition and any proposed restoration of the site under the GPDO (as amended). The Council may invoke these powers where necessary, in order to minimise the impact of demolition on both the streetscape and any neighbouring residents and also to secure an acceptable future use of the site. [refer Chapter 9 (Demolition within a Conservation Area, or of a Listed Building, is governed by other areas of planning legislation)].

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Ch 9, paras 9.43/44
& Pol HR13;
& 9.60/61
& Pol HR15

GREEN BELT AND COUNTRYSIDE

Large Redundant Buildings and Institutions

7.101 There are a number of large institutions and other buildings in the Green Belt such as schools, hospitals and hotels which are either currently redundant and/or derelict, or could through time become redundant. The reuse or redevelopment of such large institutional buildings, in particular, would require to meet the provisions of **Policy H17**.

Policy H17 Large Redundant Buildings and Institutions in the Green Belt and Countryside

Proposals for the re-use or redevelopment of large redundant buildings and institutions in the Green Belt and Countryside will be supported provided that the following criteria are met:

- (a) the buildings should be structurally sound (any proposal to be supported by a structural survey indicating that the building may be utilised for the proposed use substantially in its current form);*
- (b) the proposed development should respect/reflect the existing character of the building in terms of scale, form, proportions and architectural style;*
- (c) the proposed finishing materials and design details should be compatible with the character of the existing structure;*
- (d) the buildings no longer meet their original purpose (proof of the buildings redundancy will be required);*
- (e) the redevelopment can be sympathetically integrated into its setting (details of site surfaces, planting and boundary treatments will be required);*
- (f) infrastructure requirements, particularly roads, drainage and water supply can be satisfactorily addressed;*
- (g) the proposed use will be compatible with the location;*
- (h) any redevelopment or extension to the existing building will have to be proven to be required to make the development financially viable (details of costs will require to be submitted); and*
- (i) any extension would require retention of the original building and would require to be justified against (b) to (h) above.*

[**Note:** In relation to (f), the comments of the responsible Agencies will be given significant weight in respect of the financial implications of servicing provision]

Conversion, Re-use or Rehabilitation of Buildings

7.102 Policy H17 covers large, predominantly institutional buildings in the Green Belt and Countryside. There will be occasions where existing buildings (including individual dwelling houses) will be the subject of development proposals and in these cases, the provisions of **Policy H18** will apply.

Policy H18 Reuse of Buildings in the Green Belt and Countryside

Proposals for the conversion, re-use or rehabilitation of buildings in the Green Belt and Countryside will be supported provided that:

- (a) *such buildings are structurally sound, largely intact and capable of conversion without recourse to substantial demolition and rebuild (the Council will require a structural suitability report to accompany planning applications);*
- (b) *the proposed development respects the existing character of such buildings in terms of scale, form, proportions and architectural congruity and creates a cohesive and satisfactory group of new houses;*
- (c) *proposed finishing materials and design details are compatible with the character of the existing structure;*
- (d) *such buildings no longer meet their original purpose (the Council will require clarification of a building's redundancy);*
- (e) *such a development can be sympathetically integrated into its setting (details of site surfaces, planting and boundary treatments will be required); and*
- (f) *infrastructural requirements, particularly roads and drainage matters can be satisfactorily addressed.*

[Note: In relation to (f), the comments of the responsible Agencies will be given significant weight in respect of the financial implications of servicing provision]

Deletion of Operational Needs Condition

7.103 Houses granted planning permission under **Part (c) of Policy H4** can be the cause of problems at a later date when it is sometimes claimed that the original operational needs justification of the dwelling no longer exists. This can lead to requests for the change of use of the building from a house with a Green Belt operational needs condition to one of conventional residential use. Such a use is, in principle, not in accord with Green Belt policy but it is the practice of the Council to take a more pragmatic view of such cases, given the established existence of the dwelling. As such, the Council accepts that there may be cases where such proposals are acceptable where every effort has been made to market and sell-on the dwelling under its original occupancy terms. This approach is reflected in **Policy H19**. To avoid any misunderstanding, this policy does not apply to the designated Countryside in the Plan.

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Policy H19 Deletion of Operational Needs Condition in the Green Belt

Proposals for the deletion of an operational needs condition attached to a house in the Green Belt will be acceptable only where the Council is satisfied that the house and rural activity for which it was developed have been collectively marketed unsuccessfully at a realistic market value in the normal professional manner for a minimum period of one year.

[Note: **Detailed Design Issues** - There are several housing-related issues which are not addressed in this Chapter but are exclusively covered in the PPANs, under **Policy DC1**, in Chapter 18: 'Development Control Advice'. This is because they raise no land use implications but only detailed design issues. The issues are listed below for information and all PPANs are listed in Chapter 18.

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- Balconies (PPAN 8)
- Dormer Windows (PPAN 9)
- Rooflights (PPAN 10)
- Replacement Windows (PPAN 11)
- Satellite Television Dishes (PPAN 14)
- Garden Decking (PPAN 15)

Reference
number

Reference Notes

Paragraph
number

1	Llewelyn-Davies (LD) Study	7.3
2	Scottish Planning Policy (SPP) 3 'Planning for Housing', paras 6-24 & PAN 67 'Housing Quality'	7.4
3	L-D Study, page 85 - 87	7.5
4	SPP 3, para 29	7.13
5	Joint Structure Plan (JSP), para 11.9	7.13
6	SPP 3 'Planning for Housing', pages 2-5; 'Designing Places' (2001); and PAN67 'Housing Quality'	7.14
7	JSP, para 11.28	7.15
8	JSP, para 11.31 & SP9	7.15
9	JSP, para 11.20	7.15
10	JSP, para 11.24	7.16
11	JSP, para 11.26	7.17
12	JSP, SP6, Sch6(b)(ii) & para 11.31	7.18
13	JSP, para 11.34 & SP6(b)	7.25
14	L-D Study	7.28
15	JSP, para 11.19	7.31
16	JSP, paras 11.19/20	7.32
17	JSP, para 7.11	7.33
18	JSP, page 60 & Technical Report No 5 'A Housing Market Area Framework'.	7.34
19	JSP, page 63	7.35
20	L-D Study, pages 74/75	7.38
21	JSP Technical Report No 5	7.39
22	PAN 74 'Affordable Housing'	7.42
23	SPP 3, para 40 and PAN72 'Housing in the Countryside'	7.54
24	JSP, SP10	7.55
25	SPP 3 & JSP	7.58
26	Inverclyde Council Planning Service 'Housing Land Supply Annual Monitoring Reports'	7.59
27	L-D Study & ARPs	7.66
28	(April 1998)	7.73
29	Report by Land Use Consultants for SNH, G&CVLAs and GCVJSPC 'The Glasgow and the Clyde Valley Landscape Assessment' (Sept 1998)	7.83
30	SPP 3, para 19	7.89

Schedule 7.1 : Housing Development Opportunities

Schedule 7.1 (a) : Inverclyde Housing Market Area

Site Ref	Site/Location Addresss	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	No. Effective at 2004(3)	On MAP (Symbol) & Additional Policy(4) (where applicable)
Port Glasgow							
ho1	Dougliehill Terrace	priv	13	1	s	1	
ho2	Dougliehill (site 3)	priv	10	3	s	3	
ho3	fmr Broadfield Hospital	priv	136	136	s	136	y ~
ho4	8/10 Crawford St	priv	6	6	s	6	
ho5	fmr Gourock Ropeworks	priv	117	117	s	117	y * & Policy SA2(m)
ho6	Woodhall	priv	200	200	s/m	0	y# & Policy H3
	Woodhall	tns	100	100	s/m		y# & Policy H3
ho7	Kingston Basin Environs	priv	400	400	s/m	150	y * & Policy SA2(j)
ho8	fmr Broadstone Hospital	priv	8	8	m	0	
ho9	fmr East Glen/Glen Yard	priv	50	50	m	0	y * & Policy SA2(j)
	East Glen/Glen Yard	tns	50	50	m		y * & Policy SA2(j)
ho10	Park Farm/Oronsay	tns	150	150	m		y# & Policy H3
ho11	Parkhill (greenfield)	priv	100	100	m	0	y# & Policy H3
ho12	Clune Brae - Nether Auchenleck	priv	135	135	m/l	0	y ~
PORT GLASGOW TOTAL			1475	1456		413	
Greenock							
Greenock South/East							
ho13	Ladyburn Sidings, Weir Street	ha	75	75	s		
	Ladyburn Sidings, Weir Street	priv	12	12	s	12	
ho14	28 Sinclair St	priv	12	12	s	12	
ho15	Renton Rd	priv	50	50	s	0	y
ho16	Gibshill East	priv	80	80	s	0	y# & Policy H3
	Gibshill East	ha	20	20	s		y# & Policy H3
ho17	Ratho St/East Hamilton St	priv	121	121	s	121	y * & Policy SA2(b)
ho18	James Watt Dock	priv	280	280	s/m	80	y * & Policy SA2(b)
ho19	Maukenhill	ha	200	200	s/m		y# & Policy H3
ho20	Strone - Gareloch Rd	priv	100	100	m	0	y
ho21	Clydeview Rd	ha	20	20	m	0	y
ho22	Grosvenor Rd	priv	12	12	m	0	
ho23	Strone Farm (greenfield)	priv	100	100	m	0	y ~
ho24	Wellington Park	priv	120	120	m	0	y ~ (& Policy LR2)
ho25	Gilmour St/Fairrie St	tns	75	75	m/l		y ~
ho26	Garvel Island	priv	100	100	m/l	0	y * & Policy SA2(c)
Total			1377	1377		225	
Greenock Central/West							
ho27	5 Trafalgar St - 54/58 Regent St	ha	15	15	s		
ho28	88 Octavia Terr	priv	6	6	s	6	
ho29	Princes St/Nelson St	ha	16	16	s		
ho30	4 Shaw Place	priv	4	4	s	4	
ho31	96/100 Cathcart St	ha	10	10	s		
ho32	Forsyth St - Glenpark House	priv	9	9	s	9	
ho33	Campbell St - Container Terminal	priv	87	87	s	87	
ho34	48 Inverkip St	ha	34	34	s		
ho35	The Harbours (D)	priv	150	150	s	150	y * & Policy SA1
	The Harbours	tns	50	50	s		y *
ho36	67/77 Wellington St	ha	36	36	s		
ho37	11 Houston St	priv	18	18	m	0	
ho38	Caddlehill St	priv	6	6	m	0	
ho39	11/13 Patrick St	priv	18	18	m	0	
ho40	32 Union St	priv	40	40	m	0	y
ho41	Robertson St/Finnart St	priv	20	20	m	0	
ho42	Regent St	tns	40	40	m		y & Policy SA3
ho43	5/7 Argyle St	tns	30	30	m		
Total			589	589		256	

Site Ref	Site/Location Address	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	No. Effective at 2004(3)	On MAP (Symbol) & Additional Policy(4) (where applicable)
Greenock South West							
ho44	Old Inverkip Rd	priv	16	4	s	4	
ho45	Branchton Rd	ha	9	9	s		y ~
	Branchton Rd (D)	priv	29	29	s	29	y ~
ho46	Kirkwall Rd	ha	78	78	s		y ~
ho47	Rankin Park	priv	5	5	s/m	3	y (& Policy LR2)
ho48	Grieve Road - ABC	ha	40	40	m		y ~
ho49	Wren Rd	priv	60	60	m	0	y ~
	Wren Rd	ha	20	20	m		y ~
ho50	Ravenscraig Hospital	priv	130	130	m	0	y ~
ho51	Lyle Road	priv	10	10	m	0	y
ho52	Peat Rd/Hole Farm Rd	tns	200	200	l		y# & Policy H3
Total			597	585		36	
GREENOCK TOTAL			2563	2551		517	
Gourock							
ho53	3 Church St	priv	4	4	s	4	
ho54	Levan Farm (Ph 2)	priv	67	67	s	67	y
ho55	Bothyhill	priv	7	7	s	7	
ho56	Trumpethill (site B)	priv	12	4	s	4	
ho57	Levan Farm (Ph 3)	priv	150	150	s	150	y
ho58	53/55 Shore St	priv	6	6	s/m	3	
ho59	Rosemount Pl	priv	8	8	m	0	
ho60	Tarbert St	priv	20	20	m	0	
ho61	Pierhead	priv	80	80	m	0	y * & Policy SA4
ho62	Riverside/Marina	priv	100	100	m	0	y * & Policy SA4
GOUROCK TOTAL			474	466		235	
Inverkip							
ho63	Kip Marina	priv	195	140	s	140	y
ho64	Swallow Brae	priv	78	63	s	63	
ho65	Langhouse Rd (GB)(D)	priv	14	14	s	14	y
ho66	Bogside Farm (D)	priv	12	12	s	12	y
ho67	Hill Farm (release on revocation)	priv	240	240	s/m	175	y
ho68	The Glebe	priv	25	25	m	0	y
INVERKIP TOTAL			564	494		404	
Wemyss Bay							
ho69	Castle Wemyss Estate	priv	143	2	s	2	
ho70	The Meadows	priv	45	45	s	45	
ho71	Inverkip Power Station (10)	priv	400	400	m/l	0	y * & Policy SA5
WEMYSS BAY TOTAL			588	447		47	
INVERCLYDE HMA TOTAL			5664	5414		1616	

Schedule 7.1 : Housing Development Opportunities

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

Site Ref	Site/Location Addresss	Tenure(1)	Total Capacity	Remaining Capacity	Timescale(2)	No. Effective at 2004(3)	On MAP (Symbol) & Additional Policy(4) (where applicable)
Kilmacolm							
ho72	West Glen Rd - Reservoir	priv	4	4	s	4	
ho73	Auchenfoyle Farm	priv	4	4	s	4	
ho74	Port Glasgow Road	priv	5	5	s	5	
ho75	Pacemuir Mill	priv	4	4	s	4	
ho76	Whitelea Rd	priv	4	4	s/m	2	
ho77	Leperstone Ave	priv	15	15	m	0	y
ho78	fmr Balrossie School (GB)	priv	40	40	m	0	y
KILMACOLM TOTAL			76	76		19	
Quarriers Village							
ho79	Br of Weir Hospital Site (GB)	priv	47	35	s	35	y
QUARRIERS VILLAGE TOTAL			47	35		35	
RENFREWSHIRE SUB-MKT TOTAL			123	111		54	
INVERCLYDE TOTAL			5787	5525		1670	

Notes:

- (1) Tenure: priv - Private/Owner Occupied; ha - Housing Association; tns - Tenure Note Specified.
- (2) Timescale: s - Short Term 2004-2011; m - Medium Term 2011-2016; l - Long Term Post 2016.
- (3) This column shows the number of units programmed for completion in the period 2004-2011 on effective sites.
- (4) Housing sites included on Proposals Map (denoted with 'y') according to Map Key -
 where (*) indicates an indicative location within a Special Area and in particular, a waterfront location,
 where (#) indicates an indicative renewal area or 'New Neighbourhood',
 where (~) indicates a 'major development opportunity site' within Greenock and Port Glasgow, acting as a catalyst for wider area renewal.
- (5) Where housing sites are not shown on the Proposals Map, this is for one or more of the following reasons:
 (a) the Remaining Capacity is less than 10;
 (b) the site is less than 0.2 hectares; or
 (c) the site is programmed to be completed by March 2006.
- (6) The capacities of sites shown in italics are indicative.
- (7) (GB) alongside a site name denotes a site in the Green Belt.
- (8) (D) alongside a site name indicates that Homes for Scotland disputed the effectiveness of the site at 31/3/04
- (9) The source of the above figures is the Finalised 2004 Housing Land Supply, updated to reflect decisions of the Council prior to adoption.
- (10) Site ref, ho71 Inverkip Power Station, should have a maximum capacity of 400 housing units.

CHAPTER 8 : TOWN CENTRES AND RETAIL DEVELOPMENT

Aim

- * To have a town centre and retail development strategy that assists in improving the quality, the environment and the attractiveness of Inverclyde's town centres and shopping facilities.

Objectives

- * To safeguard and support the three town centres as a focus for retail and commercial activity, and for investment.
- * To create and maintain high quality town centre environments.
- * To encourage new retail development in appropriate and accessible locations.
- * To reverse the trend of leakage of retail expenditure from Inverclyde.

BACKGROUND

8.1 The role of town centres has changed over recent decades as the retail industry has evolved. Increasing disposable income, rising levels of car ownership, greater personal mobility and increased leisure time, have all contributed to a growth of out-of-centre retailing, characterised by larger units with priority given to access by private car. In traditional centres, retail space has been given over to offices, banks, restaurants and other related uses. Whilst some centres have grown and developed, others, particularly smaller centres, have seen a decline and have experienced high levels of vacancies.

8.2 Within this context, the importance of safeguarding the vitality and viability of town centres has been recognised. Town centres require development to provide quality urban environments in which people wish to live, work and shop. Through stimulating business opportunities and improving the quality of the public realm, new and innovative activities can be created which increase the diversity of existing town centres, extending their attractiveness to different groups at different times.

8.3 The policies of this Local Plan aim to provide centres within Inverclyde that provide for the needs of residents, visitors and workers alike, whilst creating an attractive, clean and safe environment for all. Careful management of Inverclyde's town centres will preserve traditional shopping areas whilst providing a flexible and dynamic regime that promotes opportunities and enables sustainability and re-use. Integration with associated policy areas, such as housing and transportation, can ensure a comprehensive and proactive approach to service delivery, securing centres which are accessible by all modes of transport and continue to serve the needs of future generations.

POLICY CONTEXT

National Policy and Advice

8.4 Government policy guidance on this matter is provided in NPPG8 on Town Centres and Retailing (Revised 1998). This sets out the Government's commitment to protecting and enhancing the vitality and viability of town centres. The NPPG seeks to direct all new retailing and commercial leisure developments and other traditional town centre uses to town centre locations, and requires a sequential approach to be adopted when seeking sites for such uses. The NPPG identifies town centre sites as the first preference for the development of such uses, followed by edge-of-centre sites, and only where no such sites exist, out-of-centre sites accessible by a choice of means of transport. This important aspect of national policy is adopted by this Plan through the identification of Greenock's Central Shopping Area and the town centres of Port Glasgow and Gourock as the preferred locations for new retail and commercial leisure uses. The guidance requires those seeking development sites to be flexible with their requirements, but also requires local authorities to be realistic and responsive to the needs of retailers and other town centre businesses. NPPG8 sets out a range of criteria against which proposals for town centre uses that are contrary to the development plan should be assessed. PAN59 on Improving Town Centres offers advice on this topic and highlights good practice examples from around Scotland.

8.5 Additional support for town centres is offered by NPPG17 on Transport and Planning (1999). This document states that shopping, leisure, office and other town centre uses should not be located where access to them is predominantly dependent upon the private car.

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The Structure Plan

8.6 The Structure Plan identifies a network of town centres throughout the structure plan area, including Greenock and Port Glasgow. Strategic Policy 1 of the Plan states that priority should be given to investment in these town centres and Strategic Policy 6 requires that they are protected, managed and enhanced as the preferred locations for retailing and other community-focussed activities. Strategic Policy 3 identifies the need for a Town Centre Transport Action Plan to be prepared for Greenock, and Strategic Policy 5 identifies Greenock as a Strategic Business Centre, to reflect its traditional and continuing role and function as a sub-regional centre for a wider area. Strategic Policy 6 also identifies an opportunity adjoining Port Glasgow town centre for additional convenience and comparison retail floorspace in order to improve the vitality and viability of the centre, achieve a better distribution of floorspace within Inverclyde, contribute towards urban renewal and help to reduce population loss. Gourock is not recognised as a town centre in the Structure Plan

8.7 Proposals for retail development are required to be assessed against Strategic Policy 9 and the criteria set out in Schedule 6(c)(i). Schedule 6(c)(ii) sets out the sequential approach that should be adopted when selecting sites for retail and other town centre uses.

8.8 A retail capacity assessment for the Structure Plan area has been undertaken for the period up to 2006 as part of the plan process. The Port Glasgow retail opportunity site addresses the need for a better distribution of quality retail floorspace within Inverclyde; a need identified by the retail capacity assessment.

LOCAL PLAN STRATEGY

8.9 **Policy DS4** of the Development Strategy presumes in favour of directing new retail and other town centre uses to sites within or on the edge of existing designated centres. This is supported by **Policy DS1**, which seeks to direct development to brownfield sites within the urban area.

8.10 **Policy R1** identifies a network of town centres and local centres within Inverclyde, and **Policies R2 – R6** establish a strategic policy framework, which seeks to protect, enhance and develop these centres.

A STRATEGY FOR INVERCLYDE'S TOWN CENTRES

8.11 In October 2000 'A Strategy for Inverclyde's Town Centres' was produced by the consultants EDAW, following a joint commission by Inverclyde Council, Scottish Enterprise Renfrewshire, Greenock Town Centre Initiative and Greenock Chamber of Commerce. This Strategy envisages that by 2010 Greenock, Port Glasgow and Gourock town centres will be complementary centres within a major riverfront regeneration corridor. Greenock should, by then, be affirmed as a competitive sub-regional centre, Gourock will serve local needs and will have developed as a tourism location and Port Glasgow will better meet the needs of its community. To achieve these aims, the study concludes that intervention is required and sets out an action plan containing a series of programmes and projects. Those that are relevant to this plan are summarised in Table 8.1

Table 8.1 EDAW Study: Relevant Town Centre Projects and Programmes

Project/Programme	Objective
Evening Economy	To increase the vitality of the town centres in the evening
Approach and Arrival Initiative	To develop an over-arching framework for the three towns
Housing and Business Development	To promote housing development in town centres
Gourock Business Start-ups	To encourage the take up of peripheral vacant retail premises and attract new businesses to the area
Greenock Heritage Trail	To better exploit the architectural and historical strengths of the town
Greenock Urban Design Framework	To provide a framework for future development

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Ch 3, p42

Ch 3, p40

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Gourock Urban Design Framework	To ensure the appropriate expansion of the town centre
Port Glasgow Town Centre Expansion	To ensure a strong link between the town centre and the proposed waterfront initiative
Gourock - Kempock Street Improvement	To support and enhance Kempock Street and Kempock Place as the heart of the town
Port Glasgow Town Centre Facelift Strategy	To improve the appearance and competitiveness of the town centre
A8/A770 Route Management Strategy	To improve the operational efficiency of this key link for all users
Quality Bus Corridor	To improve the journey time reliability and quality of bus journeys into and between the three centres
Greenock Bus Station Gateway	To improve Greenock bus station
Parking Strategy	To review car park provision and policy in the three towns
Green Transport Plan	To meet sustainable transport objectives and reduce both need and demand for long term parking in central Greenock
Gourock – Enhancing the pedestrian network	To increase use of and develop the potential of the pedestrian network

8.12 The policies of this Plan, and particularly those within this chapter and Chapter 5, Transportation and Accessibility, will seek to aid the implementation of this series of projects and programmes.

DEVELOPMENT STRATEGY POLICIES

Designated Centres

8.13 NPPG 8 and the Structure Plan establish town centres as the preferred location for retailing and a range of other commercial and leisure uses. There are three designated town centres within Inverclyde, each with a distinct catchment and function.

8.14 Greenock town centre is a sub-regional centre within the Glasgow and Clyde Valley area, and the predominant shopping, administrative, cultural and recreational centre in Inverclyde. This is reflected in the town having a core Central Shopping Area and a wider Outer Mixed/Commercial Area. Port Glasgow serves an important role as a town centre for the eastern part of the Authority, a role which this Plan seeks to strengthen. These two town centres are recognised by the Structure Plan. Gourock town centre serves a more local role. The Plan identifies opportunities to strengthen its retail role and develop its potential as a leisure destination for Inverclyde residents and tourists.

8.15 There is also a network of local centres throughout Inverclyde that are designated for safeguarding, enhancement and development. These range from Kilmacolm village centre, which is vibrant and healthy and contains a range of uses, to some of the neighbourhood centres in Port Glasgow and Greenock, which are largely vacant and struggle to provide a basic level of convenience shopping. Local centres can provide convenient shopping facilities and a neighbourhood focal point within reasonable walking distance of many residents. This is particularly important in areas where car ownership is low.

8.16 Inverclyde Council, through **Policy R1**, identifies a network of three town centres and eleven local centres. Through this and the following policies this Plan seeks to safeguard, enhance and develop all of these centres to their mutual benefit. (Smaller groups and individual shops within the main urban area are covered by Policy R13).

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Para 8.88 & App C

Policy R1 Designated Centres

The following Centres are designated:

1. Town Centres, as defined on the Proposals Map:

- (a) *Greenock, subdivided into a 'Central Shopping Area' and 'Outer Mixed/Commercial Area';*
- (b) *Port Glasgow ;*
- (c) *Gourock ; and*

2. Local Centres, as defined or indicated on the Proposals Map:

- (a) *Kilmacolm (defined);*
- (b) *Dubbs Road, Port Glasgow (defined);*
- (c) *Sinclair Street, Greenock;*
- (d) *Belville Street, Greenock;*
- (e) *Lynedoch Street, Greenock;*
- (f) *Barrs Cottage (Inverkip Road/ Dunlop Street), Greenock;*
- (g) *Ravenscraig (Cumberland Walk), Greenock;*
- (h) *Cardwell Road, Gourock (defined);*
- (i) *Main Street, Inverkip*
- (j) *Ardgowan Road, Wemyss Bay*
- (k) *By Station/Pier, Wemyss Bay*

Inverclyde Council, as Planning Authority, will seek to assist urban regeneration and sustainable travel patterns. This will be achieved by encouraging each Centre to serve its own retail and service catchments without detriment to other Centres and to the overall roles of Greenock, Port Glasgow and Gourock as the principal Centres serving the Authority.

Support for Designated Centres

8.17 As shopping habits and lifestyles have changed over recent decades, it has become apparent that in order to retain a viable network of town centres and local centres, a degree of intervention by local authorities has become necessary. This intervention may come by way of developing a supportive policy framework, undertaking physical improvements, assuming a promotional role or, in most instances, a combination of all three.

8.18 **Policy R2** sets out the measures that will be undertaken by Inverclyde Council to support those Centres identified in **Policy R1**. It is the Council's intention to prepare and adopt a series of Town Centre Action Plans that will address these supportive measures in detail. Priority will be given to preparing such a plan for Greenock Town Centre.

Policy R2 Support for Designated Centres

The designated Centres identified in Policy R1 will be protected, enhanced and developed, where resources allow, through a range of initiatives aimed at achieving the following:

- (a) *encouraging a diversity of retail, leisure, civic, public administration, office, residential and other uses, of the type which the Council, as Planning Authority, considers to be appropriate to the development of the individual Centres, in order to support their vitality and viability, particularly through mixed use developments and through the use of upper floors of commercial premises;*
- (b) *identifying and promoting opportunities for new development and for the redevelopment and reuse of existing premises, both within and on the edge of the defined Centres;*
- (c) *improving the quality of the urban environment through implementing programmes for the improvement of individual properties, the streetscape and open spaces;*
- (d) *improving accessibility and integration of services by bus, train, ferry and taxi;*
- (e) *improving accessibility for pedestrians and cyclists through the provision of safe and convenient facilities and routes both into and within the town centres;*
- (f) *managing provision of freight access and of car, motorcycle and cycle parking for residents, visitors, workers and shoppers in accordance with an approved strategy;*

- (g) *managing traffic flows to minimise congestion and pollution and to give priority to the disabled, pedestrians, cyclists, public transport and service vehicles; and*
- (h) *developing Town Centre Action Plans in partnership with other agencies.*

Town Centre Uses

8.19 Town centres are the focus of a range of commercial and community functions. They provide a convenient grouping of a wide range of goods and services, many of which complement and support each other. It is this mix of uses that make town centres attractive, and by which their vitality and viability can be partly measured.

8.20 Whilst retailing is the core function of all town centres, other traditional town centre uses make a significant contribution to the economic health, character and attraction of the centres. **Policy R3** therefore identifies a range of uses that Inverclyde Council wishes to see directed to, and retained within the Central Shopping Area of Greenock, Port Glasgow and Gourock town centres and the local centres as designated by **Policy R1**. **Policy R5** outlines which of these uses will be acceptable within the different divisions of the Outer Mixed/Commercial area of Greenock town centre.

8.21 Within this framework, it is important to ensure that any proposal is of an appropriate size and scale with regard to the centre for which it is proposed, and that it enhances that Centre whilst not harming any other. It is also necessary to ensure that such proposals are acceptable with regard to other matters such as siting and design, and accessibility. For this reason, proposals for town centre uses will be assessed against the criteria outlined in **Policy R10**.

Policy R3 Town Centre Uses

The following town centre uses will be directed towards the Central Shopping Area of Greenock, the other two Town Centres (Port Glasgow and Gourock) and the Local Centres:

- (a) *Use Class 1 (Shops)*
- (b) *Use Class 2 (Financial, Professional and other Services);*
- (c) *Use Class 3 (Food and Drink);*
- (d) *Use Class 10 (Community Uses);*
- (e) *Use Class 11 (Assembly and Leisure); and*
- (f) *Related uses such as public houses, hot food take-aways, theatres, amusement arcades and offices for taxis for public hire.*

Outside these designated Centres, the above uses will be permitted in principle in the Outer Mixed/Commercial Area around the Central Shopping Area of Greenock Town Centre, according to the specification in Policy R5. Applications for any of the uses listed will be considered subject to the criteria outlined in Policy R10. Proposals for other uses in designated Centres will be considered on their merit.

Greenock Town Centre: Central Shopping Area

8.22 The Central Shopping Area of Greenock Town Centre is the main area of retail activity within Inverclyde and, for the purposes of the sequential approach, is the preferred location for retail investment in Greenock.

8.23 Within the Central Shopping Area, the Council has identified a Primary Shopping Area consisting of the Oak Mall and the eastern section of West Blackhall Street. In order to protect the core retail function of this area, the Council proposes to restrict the proportion of non-retail uses through **Policy R4**. To this end the area has been divided into six segments, as indicated on the Greenock Primary Shopping Area inset of the Proposals Map. Within these six segments, planning permission will not be granted if it will result in more than 25% of the ground floor frontage of any of the six sections being utilised for non-retail purposes. This restriction does not apply to upper floors or to the upper level of Oak Mall at Clyde Square.

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Prop Map: Inset H,
p137
App C

Policy R4 Greenock Central Shopping Area

In order to support the retail function of Greenock Town Centre's Central Shopping Area, Inverclyde Council, as Planning Authority will:

- (a) identify this area as the preferred location for retail investment in Greenock; and*
- (b) seek to protect the core retail function of the Primary Shopping Area by ensuring that no more than 25% of the length of ground floor frontage of each of the six defined segments identified on the Greenock Town Centre Inset (H) of the Proposals Map is utilised for non-Class 1 (Shops) uses.*

Greenock Town Centre: Outer Mixed/Commercial Area

8.24 Greenock is the major shopping, office, administrative and cultural centre of Inverclyde. As such it is larger and more complex than the other Town Centres with a number of distinct areas identifiable outwith the Central Shopping Area, each with its own characteristics and mix of land uses. **Policy R5** seeks to retain and enhance the diverse character of these areas and protect their amenity.

Policy R5 Greenock Town Centre : Outer Mixed/Commercial Area

Inverclyde Council, as Planning Authority, will seek to protect the character, both existing and potential, of the different divisions of the Outer Mixed/Commercial Area of Greenock Town Centre, as defined on the Proposals Map and below. In addition to development in keeping with the existing character of the area, the following town centre uses will also be permitted in the identified divisions (G) to (L)

(G) CLARENCE STREET MIXED-USE AREA:

*Use Class 2 (Financial, Professional and Other Services);
Use Class 3 (Food and Drink);
Use Class 10 (Community Uses);
Use Class 11 (Assembly and Leisure); and
Related uses, including public house, hot food take away or taxi office, and the sale of motor vehicles.*

(H) WEST END OFFICE AND CIVIC AREA and**(I) SIR MICHAEL STREET/KING STREET RESIDENTIAL AREA**

*Use Class 2 (Financial, Professional and Other Services);
Use Class 10 (Community Uses); and
Use Class 11 (Assembly and Leisure).*

(J) DELLINGBURN STREET/RUE END STREET

*Area fully developed for Class 1 Use (Shops).
No further opportunities. Intensification of current retail use would not be appropriate.*

(K) THE HARBOURS AREA *

*Use Class 9 (Residential Flats)
Use Classes 1, 10 or 11, where related or ancillary to tourism or to maritime-based leisure or commercial enterprises;
Use Class 2 (Financial, Professional and Other Services);
Use Class 3 (Food and Drink); and
Use as a public house.*

[Note *: Division (K) is identified as a Special Development Area; refer to Chapter 13, **Policy SA1** for additional guidance in relation to this proposed housing-led mixed-use area]

Paras 8.59-60

(L) WATERFRONT: EDUCATION AND LEISURE AREA

*Use Class 8 (Residential Institutions), if halls of residence associated with James Watt College;
Use Class 10 (Community Uses); and
Use Class 11 (Assembly and Leisure).*

IMPLEMENTING THE DEVELOPMENT STRATEGY**Town Centre/Retail Development Opportunities**

8.25 The Structure Plan identifies an opportunity for additional convenience and comparison retail floorspace adjoining Port Glasgow Town Centre. Primarily, this is to help achieve a better distribution of retail floorspace within Inverclyde and increase the vitality and viability of the town centre. It is also hoped that it will have wider urban renewal benefits. This is the predominant retail development opportunity identified by this Plan and will be the location to which the Council will direct retail operators looking to create new floorspace within Inverclyde. Further guidance on this site is available in **Policy SA2(j)(2)**.

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Ch 14

8.26 Within Gourock Town Centre a site has been identified for the development of a modern foodstore to meet the convenience shopping needs of the residents of the town. It is hoped that by retaining convenience expenditure within Gourock, there will be wider benefits for the town centre as a whole. This opportunity site lies within a wider Central Coastal Gourock Special Area, further guidance on which is available in **Policy SA4**.

Ch 16

8.27 No major development opportunity sites are identified within or adjoining Greenock Town Centre. However, there are a number of smaller sites identified throughout the town centre that offer scope for development.

Sch 8.1, p136

8.28 A further opportunity for retail development has been identified within the Inverkip Power Station Special Area, further guidance on which is available in **Policy SA5**. It is envisaged that there is scope to create a local neighbourhood centre to serve this potential predominantly residential development and the adjoining settlement of Wemyss Bay.

Ch 17

8.29 The Local Plan Strategy for the town centres, and particularly for retail development, will be assisted by **Policy R6**.

Policy R6 Town Centre/Retail Development Opportunities

Inverclyde Council, as Planning Authority, will support and encourage the development of town centre uses on the sites included in Schedule 8.1 and as identified on the Proposals Map, including Greenock Town Centre Inset Map G

GREENOCK TOWN CENTRE

8.30 Greenock Town Centre is the major retail, leisure, administrative and cultural centre of Inverclyde and also has an influence and customer base extending beyond the authority's boundaries. The Central Shopping Area has been the subject of significant public and private sector development in the last decade during which there have been new developments within the traditional Shopping Centre, including the refurbishment of the Oak Mall Shopping Centre and a new DIY store at West Shaw Street. There have also been major developments on the Waterfront including a supermarket, a retail warehouse park, a leisure centre, a cinema, a bingo hall and the James Watt College Waterfront Campus buildings. A further supermarket has been built in Rue End Street.

8.31 This Plan seeks to build on the success of these recent developments and further strengthen the Town Centre. To this end a number of issues are highlighted that need to be addressed.

8.32 The quality of the pedestrian environment throughout the town centre requires improvement. There are numerous areas in the town where there are pedestrian/ vehicular conflicts. Cathcart Square and West Blackhall Street, between Westburn Street and Nicolson Street, are the areas where this conflict is most acute. There are also poor pedestrian links between different parts of the town centre. In particular,

Ch 5, Pol TA7

the Waterfront area and the West Stewart Street/Kilblain Street shops are separated from the main Oak Mall/West Blackhall Street shopping axis by busy roads.

8.33 With regard to public transport, the two railway stations serving the town centre, Greenock Central and Greenock West, are both on the periphery of the Central Shopping Area and are considered to be isolated from the Primary Shopping Area. The town centre's bus stances in Kilblain Street and West Stewart Street are more centrally located, but do not offer an attractive environment to bus users.

8.34 There is an identified shortage of car parking for town centre shoppers. The Council has begun to address this issue by adopting a parking strategy for Greenock town centre that will be implemented over the lifetime of this Local Plan. This will introduce on-street and off-street parking charges to the town centre, with the intention of reducing long stay commuter parking, thus making more parking available for shoppers.

8.35 The quality of the town centre's built environment also needs to be addressed. The William Street/Cathcart Square Conservation Area lies wholly within the town centre, whilst the West End Conservation Area lies partially within the town centre. In addition there are numerous buildings, listed and non-listed, which add to the character of the town. However, insufficient attention is paid to the town's architectural heritage, and how advantage can be taken of it to make the town more attractive to visitors. Similarly, insufficient attention has been paid to the public realm of the town centre, with Clyde Square and Cathcart Square examples of spaces which could be re-designed to create more attractive environments in which workers, residents and visitors could spend time and pass through.

8.36 With regard to the commercial performance of the town centre, many of the national multiples are represented in the town centre and there is no perception of there being a high number of vacant units. However, the commercial performance of some areas requires to be specifically addressed. The area around Greenock West railway station has little to attract shoppers who do not have a specific reason to visit or pass through the area, and contains a number of vacant units. It is recognised that investment is needed in the area. The western end of West Blackhall Street is changing in nature, with a declining retail function and rising number of service providers. The changing nature of this area needs to be monitored and guided so as to benefit the town centre as a whole.

8.37 In order to address these issues and others, with the aim of improving the performance of the town centre and increasing its attractiveness to shoppers and visitors, it is considered that priority should be given to the preparation of a Town Centre Action Plan (TCAP) for Greenock through **Policy R7**. In doing so, the Structure Plan requirement for preparing a Town Centre Transport Action Plan for Greenock will be addressed, and the TCAP will also reflect on Greenock's role as a Strategic Business Centre. It is envisaged that the TCAP will be prepared in partnership with other public and private sector organisations, such as the Greenock Town Centre Initiative. As well as addressing the above issues it should also take into consideration the findings and proposed projects and programmes of the EDAW study. The TCAP should have regard to the functions of the different divisions of the town centre, as set out below, and establish a framework for their future development, within the broader framework for the development of the town centre as a whole.

Policy R7 Greenock Town Centre Action Plan

In support of the protection, enhancement and development of Greenock Town Centre, Inverclyde Council proposes to prepare, adopt and implement a Greenock Town Centre Action Plan, through a multi-agency partnership, setting out the scope and policies for change, renewal and diversification. Such an Action Plan will address the issues listed in Policy R2, and have regard to Policy SA1 for Division K 'The Harbours'.

8.38 The information below is provided in order to aid the preparation of the Greenock TCAP by providing a description of the functions of the different divisions of the town centre and a brief summary of their likely future function and/or issues that need to be addressed.



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Ch 9, Pol HR1

Ch 9, Pol HR17

Para 8.6 & Ch 5

16

Central Shopping Area

(A) PRIMARY SHOPPING AREA

8.39 This area consists of the Oak Mall Shopping Centre and the eastern end of West Blackhall Street. It is the principal shopping area within the town centre and contains most of the national multiple retailers.

8.40 In accordance with **Policy R4** the core retail function of this area will be protected and the amount of non-retail uses at ground floor level will be limited.

(B) CATHCART STREET

8.41 Although historically part of the town's main shopping axis, Cathcart Street is no longer a principal retailing area, and now contains a mix of Class 1, 2, 3 and residential uses. It also contains the Cathcart Square/William Street Conservation Area and a number of listed buildings, including the Category A-listed Municipal Buildings and Mid Kirk.

Ch 9, paras 9.37 & 9.46

8.42 Cathcart Street plays an important role as an eastern gateway to the town centre and as the main route linking the Primary Shopping Area with Greenock Central railway station and the food superstore at Rue End Street. It will, in time, also form an important link between the Harbours area and the wider town centre. The built environment and public realm of Cathcart Street should reflect this important role, and support for a mixed range of town centre uses in the area will continue.

Ch 13

(C) WEST BLACKHALL STREET / WEST STEWART STREET

8.43 Another traditional shopping area with a mixture of older and newer units including the Stewart Centre. There are also a number of residential flats, mostly at upper floor level.

8.44 Changes of use from retail within this area has allowed retail-related services such as banks and cafes to exist immediately adjacent to the Primary Shopping Area. Smaller units within this area also enable local and independent retailers to locate close to the retail core of the town centre, thus adding to its vitality. The Plan seeks to retain this mix and vitality.

(D) WATERFRONT: RETAIL

8.45 This division contains the Tesco superstore at Dalrymple Street and the Waterfront Retail Park. Most of the units are single storey and the area is relatively open with dedicated car parking attached to each development.

8.46 No change is envisaged with regard to the function of this area. The developments allow for major food shopping and bulky goods shopping to be linked with trips to the traditional town centre. However, improved pedestrian links with the Primary Shopping Area and Cathcart Street would benefit the Waterfront retail area and the town centre as a whole.

(E) WEST SHAW STREET

8.47 This division contains the Tesco store at Inverkip Street and the Homebase store at West Shaw Street, each a modern single storey unit with their own dedicated car parking. It also contains the Kilblain Street bus stances and the public car park at Hastie Street. The area is relatively open and of low density.

8.48 The stores in this area also allow major food and bulky goods shopping to be linked with trips to the traditional town centre. However, both stores, and particularly the Homebase, are detached from the Primary Shopping Area, and the lack of traditional street frontages in the area act to isolate it and the area around Greenock West station from the rest of the town centre. The area would therefore benefit from improved pedestrian links. In any future redevelopment of either of the two retail unit sites, subject to assessment against **Policy R10**, the Council would look to the developer to have particular regard to improving pedestrian links to and through this area.

Para 8.49-8.50

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(F) WEST STATION

8.49 This division contains a mix of retail, service and residential uses around Greenock West Station. There are a number of vacant sites and units and the A78 trunk road passes through the area.

8.50 Although peripheral to the Primary Shopping Area, this division has been included in the Central Shopping Area owing to the number of retail units located in the area and in order to attract retail investment to it. The area's linkages to the rest of the town centre need to be improved, especially its links with the rest of the Central Shopping Area which are damaged by lack of street frontages in the West Shaw Street division, as described above. The environment of the area would be improved by the development of vacant sites, the occupation of vacant units and the removal of through traffic. The implementation of the Greenock Town Centre Relief Road would help to address the latter problem.

Ch 5, Pol TA13

Outer Mixed/Commercial Area**(G) CLARENCE STREET MIXED USE AREA**

8.51 There are a variety of uses contained within this division including public houses, nightclubs, industrial premises and motor vehicle-related operations. There are three stand-alone Category B-listed buildings in the division, one a former church currently being used for retailing purposes, and the other two former industrial premises that are now lying vacant. All three are worthy of retention, and in need of repair and maintenance.

Ch 9

8.52 This commercial area is characterised by a grouping of nuisance-associated uses. This is beneficial as the uses benefit from their town centre location without having a detrimental impact on shopping areas or residential amenity. There will be a continued acceptance of such uses in this division, subject to licensing considerations. Proposals for the renovation, conversion and re-use of the listed buildings will be welcomed. Given the quality of the historic built environment in this division, there would be value in integrating the area better with the Central Shopping Area, which lies immediately adjacent. The division has good frontage onto Dalrymple Street and good visual and pedestrian links with the superstore in the Waterfront retail area and West Blackhall Street. A comprehensive redevelopment of the area for town centre uses will be considered subject to any such proposals being justified against the criteria of **Policy R10** and the retention of the aforementioned listed buildings.

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(H) WEST END OFFICE AND CIVIC AREA

8.53 This is an area of mixed uses, comprising primarily of residential flats, offices, surgeries and non-residential institutions such as churches and the main James Watt College campus. There are also some properties in civic and retail use. A large part of this area is within the Greenock West End Conservation Area, and it contains numerous listed buildings.

Ch 9, paras 9.37 & 9.47

8.54 No significant land use changes are anticipated within this area, and any strategy for it should concentrate on enhancing its high quality townscape and protecting the amenity of its residents and the businesses based in the area.

(I) SIR MICHAEL STREET/KING STREET RESIDENTIAL AREA

8.55 This is a predominantly flatted residential area, although it also contains a Co-operative department store, other smaller retail units and a number of pubs and clubs.

8.56 No significant land use changes are anticipated in this area. Any development should be in keeping with the predominantly residential character of the area.

(J) DELLINGBURN STREET/RUE END STREET

8.57 This division is fully developed and occupied by an edge-of-centre Safeway superstore and associated petrol filling station.

8.58 Although no further development is anticipated within this division, any further development or redevelopment should be accompanied by proposals to improve the site's pedestrian linkages with the wider town centre and Greenock Central Station.

(K) THE HARBOURS AREA

8.59 This area includes the East India and Victoria Harbours, the Scotts Dry Dock, the Custom House, the police station and their environs. Whilst the docks themselves are partially in use, the majority of the land around them is not and the dry dock is in a derelict condition. Environmental improvements around the harbours are unfinished.

8.60 **Policy SA1** sets out the framework for a housing-led mixed use development of this area, also comprising tourism, heritage and leisure uses, offices and marine-linked commercial and business uses. Any retailing in the area will be ancillary to the aforementioned uses.

(L) WATERFRONT: EDUCATION AND LEISURE AREA

8.61 Educational and leisure uses are predominant within this division. The James Watt College Waterfront Campus and associated halls of residence are located to the north east of the area, with the Waterfront Leisure Centre, a cinema and a bingo hall located along the rest of the waterfront.

8.62 This area is fully developed and any strategy for it should focus on maintaining and improving the public realm around the above uses and on improving its links with the Central Shopping Area and Cathcart Street.

PORT GLASGOW TOWN CENTRE

8.63 Port Glasgow Town Centre is a largely traditional one with small commercial units on the ground floor of residential tenements. There are also a number of more modern units on Princes Street.

8.64 The close proximity of Port Glasgow to Greenock has limited investment in, and the growth of, the Town Centre. This has led to many of the town's residents shopping elsewhere in recent years. The Centre shows signs of decline but retains an important role, particularly serving the high proportion of households in Port Glasgow that do not have access to a car. This Plan seeks to encourage the development of the Town Centre to provide a wider range of services, thereby retaining a larger proportion of local expenditure in the town, assisting regeneration and providing a better balance of retail floorspace within Inverclyde.

8.65 The former Scott Lithgow/East Glen Shipyard sites have the potential to be developed as an extension of Port Glasgow Town Centre. Through the proposed realignment of the A8 trunk road, a development site immediately adjacent to the Town Centre can be created. Outline planning permission for the realignment of the road and a retail-led mixed use scheme was granted by the Scottish Executive in August 2000 following a public local inquiry, and detailed consent for the realignment of the road has subsequently been granted. Should the proposal be implemented, the site may be re-designated as an edge-of-centre or town centre location, depending on the degree of integration achieved with the existing Town Centre. Should the scheme not proceed, the Council will consider alternative developments for this site, aimed at providing improved retail and leisure facilities for Port Glasgow Town Centre, in accordance with Special Area **Policy SA2(j)(2)**.

8.66 Considerable work has already been undertaken in implementing the 1995 Port Glasgow Town Centre Masterplan to improve the physical appearance of the Town Centre. It is important that any development of the former Scott Lithgow/East Glen Shipyard site has regard to this Masterplan and demonstrates integration with it, the principle means with the current proposal being through the building of a new town square, thus ensuring maximum benefit to the Centre and the town as a whole. The EDAW study also views the development of the aforementioned site as a significant opportunity to reconnect Port Glasgow with the waterfront and thus establish a fresh image for the town centre. **Policy R8** seeks to ensure that this integration is achieved.

Policy R8 Port Glasgow Town Centre Strategy

Inverclyde Council will promote the vitality and viability of Port Glasgow Town Centre by continuing efforts to improve the centre's environment, and by ensuring that development proposals for the former Scott Lithgow/East Glen Shipyard site integrate with, and benefit the existing Town Centre.

[**Note:** Additional planning policy guidance for this area is found in Chapter 14; **Policy SA2(j)(2)**]

Ch 12, Sch 12.1

Ch 13

Ch 5, Pol TA11 &
Sch 5.1

Ch 14

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GOUROCK TOWN CENTRE

8.67 Gourock Town Centre is also a traditional one, with small commercial units on the ground floor of residential tenements. The main shopping area is Kempock Street with Shore Street performing a secondary role. There is a mix of convenience and comparison shops and services located within the Centre. The number of specialist shops and food and drink premises reflect Gourock's former position as a tourist resort and its continuing role as a leisure destination.

8.68 As with Port Glasgow, Gourock has suffered from a lack of investment and from its proximity to Greenock, and currently lacks a modern foodstore.

8.69 The two main shopping streets in Gourock also form the main highway through the town, the A770. There are problems of conflict between vehicles and pedestrians, particularly along Kempock Street. Gourock Town Centre also contains the terminus of the rail line from Glasgow and the ferry terminal for services to Dunoon and Kilcreggan/ Helensburgh, which attracts traffic to the Centre.

8.70 Gourock Town Centre is constrained by the Firth of Clyde to the north, and, to the landward side, by steeply rising land and residential areas. Consequently, there are limited development opportunities, except around the pierhead and along the waterfront where there are areas of vacant and underused land.

8.71 In 1999 Inverclyde Council updated the Central Gourock Development Strategy, which provides a comprehensive strategy for improvement of the Town Centre. The Council is currently seeking to implement this Strategy in partnership with other landowners and the private sector through **Policy R9**. Key elements of the Strategy, further details of which are provided in Chapter 16 and **Policy SA4**, include waterfront flats, a modern foodstore, a public transport interchange and a new road to remove through-traffic from Kempock Street. The housing-led nature of the overall development should increase the expenditure available to support the new foodstore, the retail floorspace of which should not exceed that required to meet the convenience shopping requirements of the Gourock town centre catchment.

8.72 The EDAW study recognises that the implementation of the Strategy offers the opportunity to improve the attractiveness of the town to both shoppers and tourists by increasing the amount of retail floorspace, improving the pedestrian environment and better linking the town to the waterfront.

Policy R9 Gourock Town Centre Development Strategy

Inverclyde Council will seek to secure the improvement of Gourock Town Centre through the implementation of proposals set out in the 'Central Gourock Development Strategy', and any successor strategy, in accordance with Special Area Policy SA4.

[Note: Additional planning policy guidance for this area is found in Chapter 16; Special Area **Policy SA4**]



Ch 5, Sch 5.1
Ch 7, Sch 7.1

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DEVELOPMENT CONTROL POLICIES

Assessing Development Proposals for Town Centre Uses

8.73 Planning applications for the development of town centre uses, and particularly retail uses, often raise significant and complex issues. This is reflected in NPPG8 (Revised) and the Structure Plan, which both set out criteria for the assessment of retail development proposals. **Policy R10** establishes similar criteria, which should be used not only for the assessment of significant retail proposals or proposals inconsistent with the development plan, but also for the assessment of proposals for any of the town centre uses listed in **Policy R3** or for any commercial use proposed for the centres identified in **Policy R1**.

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8.74 Ensuring that a sequential approach to site selection is undertaken is an essential requirement. In identifying development sites, developers should first consider sites within an existing centre. Only if no such sites are available should others be considered, firstly on the edge of existing centres and then in out-of-centre locations that are genuinely accessible by a choice of means of transport.

8.75 For certain developments it will be necessary for the applicant to demonstrate that there is capacity for the proposal in terms of there being a surplus of expenditure over the turnover of existing similar businesses in the appropriate catchment. The proposed development should be able to trade satisfactorily without there being a level of impact on existing town centre businesses that would affect the overall vitality of those centres. Given the results of the retail capacity assessment undertaken for the Structure Plan for the period to 2006, it is not anticipated that there will be capacity for further retail floorspace in Inverclyde in addition to those opportunities identified in Schedule 8.1. Alternatively, an applicant may be able to justify their proposal by demonstrating that the proposed development will address a clear qualitative deficiency in the appropriate catchment.

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8.76 Also of importance is ensuring that proposed town centre uses will not have a detrimental impact on the vitality and viability of existing Centres. This applies to all proposals, whether they are for town centre, edge-of-centre or out-of-centres sites. In directing town centre uses to the designated centres identified in **Policy R1**, it is important to ensure that the size and format of the development is appropriate to the centre for which it is proposed. The town centres of Greenock and Port Glasgow are identified in the Structure Plan as being of strategic importance. Greenock is a town centre of sub-regional importance and plays an important role in meeting the shopping needs of the majority of Inverclyde's residents. Port Glasgow, whilst currently serving local shopping needs, has the potential to expand and better serve the convenience and comparison shopping requirements of the residents of the eastern end of the Inverclyde shopping catchment. Gourrock town centre offers a range of convenience and comparison shops and services, and is an important centre for the residents of the town. The identified village and neighbourhood centres should offer a convenient range of shops and services, so as to reduce the number of trips required to larger centres. Proposed developments should comply with the function of the centre for which they are proposed, as outlined above, and should not have an adverse impact on the range of shops and services available in other centres, or on the vitality and viability of those centres as a whole.

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Para 8.6

8.77 Regarding accessibility, any proposal outside a defined centre must be demonstrated to be genuinely accessible to customers and staff by a choice of means of transport, including cycle, foot and public transport. A development will not normally be acceptable should it have a detrimental effect on travel patterns, through generating either additional traffic which would lead to an unacceptable level of highway congestion or significant increases in the number or length of journeys, particularly by private car.

Ch 5, Pol TA12

8.78 In assessing relevant proposals against **Policy R10** regard will be had to the relationship of the proposed development with the surrounding area in terms of its siting and design. Consideration will also be given to its likely impact on residential amenity, especially if outwith the designated centres, and the impact on the amenity and operation of existing businesses.

8.79 In accordance with the Structure Plan, Inverclyde Council will require proposals for convenience retail developments over 1,000 square metres and comparison retail developments over 2,000 square metres to be accompanied by a statement of justification. This should address the criteria set out in **Policy R10**, the Structure Plan and NPPG8. In circumstances where the Council is concerned about the cumulative effect of retail developments, a statement of justification may be required to accompany applications for retail developments where the proposed floorspace is below these thresholds. Proposals for larger commercial leisure developments that are likely to attract a significant number of users should also be supported with a statement of justification addressing these criteria.

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8.80 **Policy R10** will apply to proposals for the town centre uses identified by **Policy R3**, whether within or outwith the designated centres, and to proposals for any other commercial use within a designated centre. It will apply to new developments, changes of use and extensions to existing uses.

Policy R10 Assessing Development Proposals for Town Centre Uses

Any proposal for a development of one or more of the town centre uses identified in Policy R3, or for any other commercial use within a defined centre, will be required to satisfy the criteria listed below:

- (a) for developments on the edge of, or outside, the designated Centres, the applicant should have adopted a sequential approach to site selection, including consideration of sites identified under Policy R6;*
- (b) the applicant having demonstrated that there is a capacity for the development in terms of expenditure compared to turnover in the appropriate catchment area, or a qualitative deficiency in existing provision;*
- (c) the proposal should not have a detrimental effect, including cumulatively, on the vitality and viability of existing Centres;*
- (d) the size and format of the development is appropriate to the Centre for which it is proposed;*
- (e) the proposed development should be accessible by a choice of means of transport from its forecast catchment, make provision for improved infrastructure where deemed necessary, not result in unacceptable changes in travel patterns and, where required, be supported by the production of a Transport Assessment;*
- (f) the proposed development should be to a high standard of design and its scale, siting and relationship to the surrounding townscape and land uses should make a positive contribution to the quality of the urban environment;*
- (g) the proposal should not have a detrimental effect on residential amenity or on the amenity and effective operation of existing businesses;*
- (h) the proposal should be consistent with other relevant national, Structure Plan and Local Plan policies and guidelines, including any Town Centre Strategy or other relevant initiative which may have been instigated, the Council's Roads Development Guide, 1995 and any other standards; and*
- (i) in Greenock Town Centre the proposed development should be consistent with Policies R4 and R5.*

Where the proposal includes either a convenience retail development of over 1,000 square metres gross; comparison retail development of over 2,000 square metres gross; or Use Class 11 (Assembly & Leisure) developments that will attract a large number of users, it should be accompanied by a statement of justification addressing the above criteria and the criteria set out in the Structure Plan and NPPG8. At the Council's discretion, applications for development within designated Centres or small-scale development of town centre uses outwith the designated Centres may be exempted from the requirement to be justified against criteria (a)-(d).

Use of Conditions

8.81 Proposals for major retail developments can raise a complex series of issues and if permitted often need to be controlled by conditions in order to ensure that they are developed to serve the purpose for which they were originally proposed and justified. **Policy R11** addresses these matters.

8.82 In assessing proposals for new retail development, the convenience and comparison sectors are considered separately. This is because shops in these sectors can serve different catchments and give rise to different shopping patterns. As an example, circumstances may exist where there is capacity for additional comparison floorspace within a town, but no capacity for additional convenience floorspace, or vice versa. It is therefore necessary to restrict the use of floorspace to one format or the other, as a change of use of a convenience store to comparison floorspace, or vice versa, could alter shopping patterns and have a subsequent adverse impact on the vitality and viability of existing centres. Such restrictions will only be applied to retail units or developments of over 1,000 square metres gross floorspace.

8.83 Retail warehouses were originally established to serve bulky goods retailers. The floorspace requirements of such operators meant that traditional retail units and development sites within town centres were not always suitable. However, in recent years, retailers of non-bulky goods, such as sports equipment and clothing, have also begun to operate from retail warehouses. As these are the types of goods that are traditionally sold in town centres, it is necessary to protect town centres by restricting the types of goods sold in out-of-centre retail warehouse units to bulky goods only. With regard to town centre and edge-of-centre retail warehouse parks, it is considered important to retain bulky goods retailers close to town centres. The Council therefore considers that restricting at least 50% of the total gross floorspace of retail warehouse parks in such locations to the sale of bulky goods only will provide for a balanced range of goods to be sold in retail warehouse parks within or close to town centres.

8.84 New retail developments outwith traditional shopping areas are generally for larger units than the majority of those found in town centres. Prevention of the subdivision of such units can protect traditional centres and ensure that new developments serve those operators whose demands for larger units are not catered for in town centres. Similarly, prevention of the amalgamation of units by single operators can protect traditional centres from the unforeseen effects of new forms of retailing.

8.85 The inclusion of a wide range of facilities, such as dry cleaners, post offices, banks and chemists, in large new foodstores can undermine the vitality and viability of Centres, and particularly smaller centres such as Port Glasgow, Gourock and the Local Centres. Conditions to restrict such uses may be attached to new foodstores of greater than 2,000 square metres gross floorspace located outwith Greenock's Central Shopping Area.

8.86 Where it is considered that a development close to a residential area is likely to adversely affect residential amenity, conditions relating to hours of operation or of service deliveries may be imposed.

Policy R11 Use of Conditions

Inverclyde Council, as Planning Authority, considers it necessary to protect both existing Centres and residential amenity with the use of planning conditions to control the operation of new retail and leisure developments. The circumstances in which such conditions will be appropriate will be:

- (a) in the case of Use Class 1 (Shops) developments of over 1,000 square metres gross, to define the maximum permitted net floorspace for both convenience and comparison goods;*
- (b) to restrict a minimum of 50% of the gross floor area of town centre and edge-of-centre retail warehouse developments, and all out-of-centre retail warehouse developments, to the sale of bulky goods only;*
- (c) to prevent the sub-division or amalgamation of new retail warehouse units of over 500 square metres gross;*
- (d) to prevent the inclusion of smaller sub-units within foodstores outside Greenock's Central Shopping Area; and*
- (e) to restrict the hours of trading or of access for service vehicles where the operation is considered likely to affect either residential or business amenity.*

Residential Uses Above Hot Food Takeaways

8.87 Changes of use to either residential or hot food takeaways, which result in the two uses being in close proximity, can impact on residential amenity through traffic generation, demand for car parking, cooking smells, litter, noise and disturbance from congregating groups of people. Within Centres, residents can expect a certain degree of activity and disturbance from commercial activities. However, outside Centres, and in the predominantly residential sectors of the Outer Mixed/Commercial Area of Greenock Town Centre, such uses are considered likely to give rise to problems that are not compatible with residential amenity. **Policy R12** deals with these issues.

Policy R12 Residential Uses Above Hot Food Takeaways

Changes of use which result in residential use above hot food takeaways will be acceptable, in principle, in the Central Shopping Area of Greenock, the other two Town Centres (Port Glasgow and Gourock) and the Local Centres, subject to other Local Plan policies. Outside these Centres such changes of use will not normally be acceptable.

Shopping Facilities to Meet Local Needs

8.88 Small shops located outside designated Centres provide an important local service, particularly to those who are less mobile. The Council wishes to protect such services through **Policy R13** and, subject to other policies, support their provision. Changes of use of local shops to other uses will therefore not be supported where it is considered that they remain viable. Shops with a gross floorspace of over 250 square metres will normally be considered in excess of what is required to serve local needs.

Policy R13 Shopping Facilities to Meet Local Needs

Inverclyde Council, as Planning Authority, will support the retention, improvement and, subject to Policy R10, the provision of local shopping facilities where they meet local needs. A proposed change of use to non-retail use will not be supported where it is considered to conflict with this objective.

Temporary Street Markets

8.89 Temporary markets such as farmer's markets and craft fairs can enhance the vitality and viability of existing town centres by improving the 'retail offer' and attracting additional shoppers to the centre. There can therefore be benefits for traders in permanent accommodation within town centres. However, care must be taken that such markets do not have a significant adverse impact on permanent traders who contribute to the town centre on a year-round basis. Given this, it is considered appropriate to limit the frequency of temporary markets, and the range of goods that can be sold in them. **Policy R14** deals with these matters.

Policy R14 Temporary Street Markets

Proposals for temporary markets will be considered favourably where:

- (a) the proposed site is located within or on the edge of Greenock, Port Glasgow or Gourock town centres;*
- (b) there will be no significant adverse impact on the trade of retailers within permanent accommodation;*
- (c) the range of goods to be sold will enhance the retail offer of the centre and be agreed in advance with the Council, as Planning Authority; and*
- (d) the market will operate for a maximum of 13 days in any 12 month period.*

Hot Food Take-Away Vans

8.90 Inverclyde Council's preferred location for hot food take-away facilities is within designated Centres in permanent accommodation. Hot food take-away vans can have an adverse impact on visual and residential amenity and create problems with regard to road safety, litter and congregating groups of people. However it is recognised that such vans can provide a service in areas where no similar facilities exist, or help to meet a seasonal demand when a permanent year-round facility would not be viable. Even in such circumstances it is necessary to assess the impact of the facility on residential and visual amenity and any impact it may have on road and pedestrian safety. In order to allow continual assessment of these matters, consents for hot food take-away vans will only be issued on a temporary basis. **Policy R15** deals with these matters.

Policy R15 Hot Food Take-Away Vans

Planning permission for the siting of hot food take-away vans will only be granted on a temporary basis and where:

- (a) there is no such permanent facility available in the vicinity for which the proposal is made; or*
- (b) the facility is required to meet seasonal or temporary demand; and*
- (c) there will be no adverse impact on residential or visual amenity; and*
- (d) the facility can be adequately and safely accessed by both vehicles and pedestrians and does not generate potential traffic hazards.*

Retailing as an Ancillary Use

8.91 Retailing is often an ancillary use to manufacturing, where goods produced on the premises are sold on-site. Unless the retail area exceeds 100 square metres such premises will be treated as in manufacturing use and will not be subject to the retailing policies of the plan. Should the retail operation involve either an area in excess of 100 square metres or the sale of goods not manufactured on the premises, planning permission will be required. In such circumstances, **Policy R16** will apply and it will be treated as a standard retail operation and assessed against **Policy R10**.

Policy R16 Retailing as an Ancillary Use

Ancillary retailing in excess of 100 square metres in Class 6 warehouses and Class 4 and 5 manufacturing units, or retailing involving goods not manufactured on the premises, will be assessed against Policy R10.

Car Showrooms

8.92 Car showrooms are often located outwith designated centres. Under the provisions of the Town and Country Planning Use Classes (Scotland) Order 1997 and the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, car showrooms of less than 235 square metres have permitted development rights to change to Class 1 (Shops) without requiring express planning permission. Such developments are likely to be contrary to the Local Plan Strategy. The Council therefore proposes to prevent the uncontrolled change of use of any permitted car showrooms by applying **Policy R17**.

Policy R17 Car Showrooms

Planning permission for developments of car showrooms of less than 235 square metres gross outwith the designated Centres identified in Policy R1 will be subject to a condition preventing any subsequent change of use to Class 1 (Shops) without the express permission of the Council, as Planning Authority.

Shopfront Design

8.93 The quality of shopfronts can have a significant impact on the overall appearance of a retail centre. Where a centre's shopfronts are well designed and maintained, its enhanced appearance will make it more attractive to shoppers, retailers and investors. Therefore all new and altered shopfronts should be designed to a high standard and be well integrated and compatible with their surroundings. Any security measures required should not detract from the appearance of the streetscape.

8.94 To achieve a higher standard of shopfront design, the Council will apply **Policy R18**, requiring applicants to have regard to the advice in Planning Practice Advice Note No.12 – Shopfront Design and meet the access needs of the disabled. Applicants should also have regard to other relevant legislation including building control regulations.

Policy R18 Shopfront Design

Inverclyde Council, as Planning Authority, will require new shopfronts to be compatible with the development site and its surroundings and to take cognisance of Planning Practice Advice Note No. 12 on Shopfront Design or any other relevant standards.



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App C
(Use Classes)

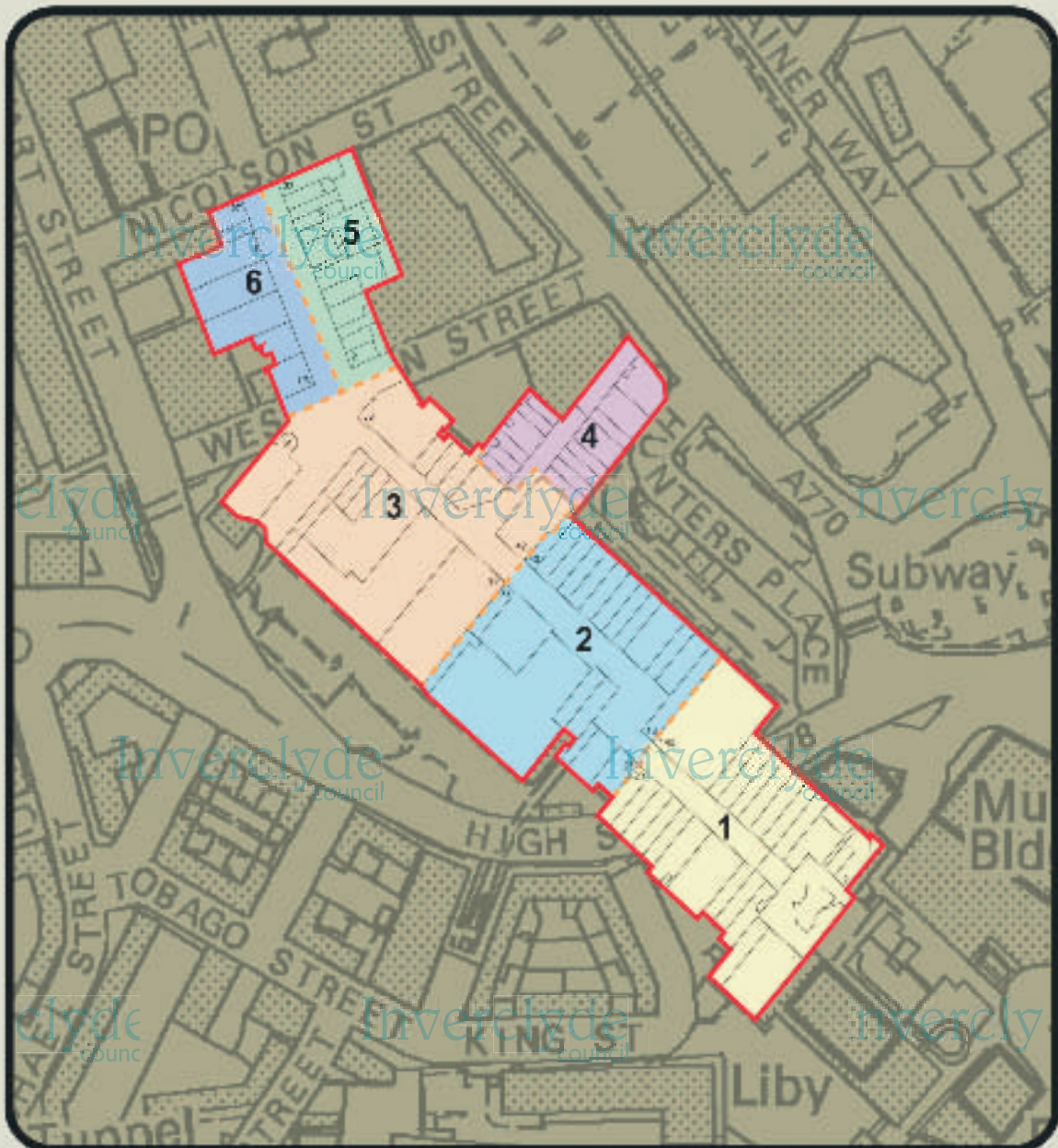
Ch 18, Pol DC1

Reference number	Reference Notes	Paragraph number
1	National Planning Policy Guideline (NPPG) 8, Para 8 - 16	8.4
2	NPPG 8, Para 45	8.4
3	NPPG 17, Para 32 - 33	8.5
4	Joint Structure Plan (JSP), SP1, Sch 1(a)	8.6
5	JSP, SP6, Sch 6(c)	8.6
6	JSP, SP3, Sch 3(c)	8.6
7	JSP, SP5, Sch 5(a)	8.6
8	JSP, SP6, Sch 6(c)(iv)	8.6
9	JSP, SP6	8.7
10	JSP, Technical Report No 7 'Retailing'	8.8
11	A Strategy for Inverclyde's Town Centres, EDAW, Para 6.4	8.11
12	JSP, page 69	8.14
13	JSP, SP1, Sch 1(a)	8.14
14	JSP, Para 11.50 & SP6, Sch 6(c)(iv)	8.25
15	Report - Depute Chief Executive (Inverclyde Council), May 2001	8.34
16	A Strategy for Inverclyde's Town Centres, EDAW	8.37
17	A Strategy for Inverclyde's Town Centres, EDAW, Para 7.28 - 7.29	8.66
18	A Strategy for Inverclyde's Town Centres, EDAW, Para 7.27	8.72
19	NPPG 8, Para 45	8.73
20	JSP, SP9, Sch 9	8.73
21	JSP, Technical Report No. 7	8.75
22	JSP, SP9, Sch 9	8.79
23	NPPG 8, Para 45	8.79
24	JSP, SP6, Sch 6(c)(i)	8.79

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

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

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



Proposals Map H:
Primary Shopping Area, Greenock Town Centre
(The Six Segments referred to in Policy R4)

Scale 1:2,500



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CHAPTER 9 : ENVIRONMENTAL RESOURCES AND BUILT HERITAGE

Aim

- * To protect, conserve and enhance Inverclyde's environmental resources and built heritage.

Objectives

- * To recognise the importance of all aspects of Inverclyde's natural environment and built heritage.
- * To safeguard and enhance the natural environment and built heritage.
- * To ensure that environmental and heritage matters are considered to be an integral part of the planning process.

BACKGROUND

9.1 Inverclyde contains many natural and man-made features of value, interest and importance which, when considered together, constitute a varied and considerable asset to the area. The importance of these assets in terms of Inverclyde's image and its attraction for businesses and householders as a place to invest and live respectively, are dealt with in the Development Strategy. The built up areas of Greenock, Port Glasgow and Gourock contain many historic buildings and monuments constructed to serve the maritime functions of the area, while many important sites for nature conservation and the scenic West Renfrew Hills are to be found in the surrounding countryside. A number of important archaeological remains and other cultural heritage resources are also to be found in both urban and rural Inverclyde.

Ch 3

POLICY CONTEXT

International Agenda

9.2 At international level, a commitment was made to 'sustainable development' in 1992 through Agenda 21. The definition of sustainable development from the Brundtland Report of 1987 has been used which defines it as '*development that meets the needs of the present without compromising the ability of future generations to meet their own needs.*' A UK Sustainable Development Strategy was issued by the Department of the Environment, via the Scottish Office in 1993. Conserving the local environment is a key element of the commitment to sustainable development.

Ch 2, para 2.3 &
App C

National Planning Policy and Advice

9.3 There are a number of national planning policy guidelines and advice notes published relating to both the natural and the built environment which this Local Plan has had regard to. The most significant for planning in Inverclyde, in order of importance, are: NPPG14, NPPG18, NPPG5, NPPG13 and NPPG15; and in terms of advice, PAN60, PAN59, PAN52, PAN42, PAN53 and PAN39.

Ch 2, Tab 2.1,
p 14/15

The Structure Plan

9.4 The Structure Plan, through Strategic Policy SP7, sets out the requirements for the protection, safeguarding and management of the designated International, National and Strategic Environmental Resources, identified in the Glasgow and Clyde Valley Area. The Structure Plan also identifies a 'Green Network', with priorities for the promotion and management of environmental assets, including within Inverclyde, the Clyde Muirshiel Regional Park.

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LOCAL PLAN STRATEGY

Protecting Our Environment and Heritage

9.5 In accordance with the UK's international obligations, national and strategic guidance, the advice of various interest groups and agencies and the Local Plan Strategy, Inverclyde Council places great value on its environmental and heritage resources. The Council will seek to protect, conserve and enhance these resources where practicable, for future generations. However, the Council accepts that there may be occasions where other matters may justifiably be given greater weight and development may be allowed to proceed. In such circumstances, every effort will be made to minimise the impact of the development on the environmental resource or built heritage.

Glasgow and the Clyde Valley Landscape Assessment

9.6 The Glasgow and Clyde Valley Landscape Assessment provides a detailed appraisal of the landscape types and characters found within west central Scotland, including Inverclyde. The document considers the pressures and opportunities for change within the landscape, and highlights the capacity of each landscape type to accommodate change. Management guidelines for each landscape type are provided within the document, and as such it has become a useful tool for the assessment of proposals that would have a significant impact on the landscape, for example greenfield housing releases, renewable energy developments and forestry proposals.

ENVIRONMENTAL AND HERITAGE DESIGNATIONS

9.7 In contrast to its predominantly industrial past and hence image, Inverclyde contains a network of protected nature conservation sites. These range from one international site to those of more local interest, which are considerable in the area they cover. These sites are important for wildlife and/or vegetation and are to be found throughout Inverclyde, both on the coastline and further inland on the moors and uplands. All the environmental resources and the majority of the built heritage resources are identified on the Proposals Map, and further details of each are included in Supplementary Documents, which have detailed site maps showing the extent of each designation and provide other information. All the designations in **Schedule 9.1** are part of the Local Plan and the Supplementary Documents are available for inspection at Planning Services. In addition, an Environmental Constraints Map is included, providing a consolidated reference for this part of the Plan.

9.8 Development proposals affecting the natural environment and built heritage will require to be assessed on their individual merits and, having regard to the designation of the environmental resource and built heritage in **Schedule 9.1**, against the provisions of **Policy HR1**.

Policy HR1 Designated Environmental Resources and Built Heritage

Development that would adversely affect, directly or indirectly, the natural or built heritage resources listed in Schedule 9.1 and where indicated, on the Proposals Map, will not normally be permitted. Having regard to the designation of the environmental resource and built heritage, exceptions will only be made where:

- (a) Sites of Special Scientific Interest (SSSI) will not be compromised;*
- (b) visual amenity and townscape will not be compromised;*
- (c) no other site, identified in the Local Plan as suitable, is available;*
- (d) the social and economic benefits of the scheme outweigh the total or partial loss of the environmental resource;*
- (e) the developer has demonstrated that the impact of the development on the environment will be minimised; and*
- (f) the loss can be compensated by habitat creation/site enhancement elsewhere, and where there are satisfactory arrangements to achieve this.*

9.9 Several environmental and heritage resources, because of their international importance and/or national or strategic significance, require additional policy protection, which is outlined further in this chapter. However, in the first instance, all development proposals affecting the natural or built heritage and the character of both the landscape and valued townscape, will be assessed against **Policy HR1**.

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App B, SD No. 1
App B, SD No. 2

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(in Back Pocket)

Heritage Outwith Designated Areas

9.10 As well as those areas that fall within designated areas, there may be other as yet unidentified species and habitats that will only come to light through the assessment of a planning application. Although as yet unidentified, planning applications that raise such implications will be assessed against the provisions of **Policy HR1**.

9.11 It should be borne in mind that the areas not covered by a heritage designation are all within either the Green Belt or the Countryside and are therefore, protected by the provisions of either **Policy DS8** or **Policy DS10**.

Biodiversity

9.12 The term biodiversity refers to the total variety of all living species on earth incorporating both flora and fauna. Biodiversity is critical to the interests of everyone, because biodiversity is a quality of life issue. It is an integral part of our surroundings, giving us pleasure, interest, knowledge and understanding. It has become a standardised indicator of the health of our environment and critically, should recognise the role of people within that environment. It is an aspect of the overall aim of sustainable development to ensure a decent quality of life for all, now and for generations to come. Improving and maintaining a biodiverse environment can help achieve that.

9.13 Inverclyde Council is working with Renfrewshire and East Renfrewshire Councils and other interested and relevant bodies in this field to prepare a Local Biodiversity Action Plan (LBAP), that will detail priority habitats and species for protection and management. **Policy HR2** will contribute to the protection, conservation and enhancement of the variety of biological species in Inverclyde and become one of a wider network of LBAPs being prepared throughout Scotland.

Policy HR2 Safeguarding Biodiversity

Inverclyde Council, in conjunction with its partners, and Renfrewshire and East Renfrewshire Councils, will contribute to the preparation of a Local Biodiversity Action Plan, to facilitate the management of species and habitats and enhance the biodiversity of the Inverclyde area.

The Coast

9.14 There is 23 miles of coastline within Inverclyde, of which 6 miles are undeveloped and 17 are developed, as defined in NPPG 13. All of the undeveloped coastline lies within the Green Belt and is protected by **Policy DS8**. On the west side of the authority, part of the undeveloped coastal zone lies not only within the Green Belt but also within the Clyde Muirshiel Regional Park and is protected by **Policy DS11**. On the east side, all of the undeveloped coastline is the internationally designated Inner Clyde Estuary SPA/Ramsar Site, and this designation also extends along much of the developed Greenock/Port Glasgow Waterfront.

9.15 Within the developed coastline, the coastal zone includes the built heritage which varies from the residential buildings of the Esplanade within the Outstanding Conservation Area of Greenock West End, to the maritime buildings of the docks and harbours along the Greenock waterfront, few of which are still in use. Within this area the built heritage consists of listed buildings such as the Grade 'A' listed and World Monuments Fund awarded former Sugar Warehouses and industrial archaeological sites such as Garvel Graving Dock and Scotts Dry Dock.

ENVIRONMENTAL RESOURCES

The Inner Clyde Estuary SPA / Ramsar Site

9.16 Given its international importance, the Inner Clyde Estuary SPA/Ramsar Site requires more specific guidance. The area of the Inner Clyde Estuary within Inverclyde shown on the Proposals Map, was designated as a Special Protection Area (SPA) under the 1979 EC Directive and as a Ramsar Site, on 27 March 2000, under the Ramsar Convention. These proposals recognise the area's international importance as a habitat for wintering waders and wildfowl birds. The key objective of the designations is the preservation, maintenance and restoration of the area in order to ensure the survival and protection of its associated wildlife.

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9.17 In accordance with this designation, the Council endorses an absolute presumption against development that would have an adverse effect on the area, as stated in **Policy HR3**.

Policy HR3 Protection of the Inner Clyde Estuary

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

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

Water Quality and Environment

9.18 Inverclyde has a rich and varied water environment. In addition to the 23 miles of Firth of Clyde coastline, the area contains numerous reservoirs, rivers and burns. These are resources of value, providing the area's water supply, wildlife habitats, leisure and recreation opportunities and indeed, employment. The need to safeguard the quality and quantity of water supplies is recognised by the Structure Plan.

9.19 Inverclyde's reservoirs are an essential source of water supply for homes and businesses within Inverclyde and beyond. Much of the rural area is within the water catchment areas for these reservoirs, and any development, even some distance from the reservoirs, could impact on the quality of the water supply. The aforementioned Inner Clyde SPA exemplifies the importance of the water environment as a wildlife habitat, but most areas of water support various aquatic plant and animal species, and many land-based animals and birds. Active water-based leisure and recreation activities within Inverclyde include sailing and fishing. Equally important, are passive activities such as walking and cycling, with paths along the Clyde Waterfront and around Coves Reservoir, for example, providing two popular routes. In terms of employment, the Clyde Waterfront remains a significant location for marine-based employment opportunities. Whilst for uses such as shipbuilding and shipping, water quality may not be that important, the depth and flow of the river, which can be affected by development, are. In contrast, water quality is an important factor for the growth of the leisure, recreation and tourism employment sector.

9.20 The water environment in all its facets is sensitive to development. It can be affected directly, for example through river engineering works and water extraction for industrial processes, and indirectly, for example through pollution from surface-water run-off and industrial processes. It is therefore necessary to assess the impact of new development on the water environment. **Policy HR4** sets out the matters that will be taken into consideration.

Policy HR4 Water Quality and Environment

Proposals for development that could affect the water environment will be assessed with regard to their potential impact on:

- (a) *water quality and quantity;*
- (b) *riparian habitats and wildlife;*
- (c) *leisure and recreational facilities;*
- (d) *economic activity; and*
- (e) *the resources protected by Policy HR1 and other relevant Local Plan policies.*



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THE COUNTRYSIDE

West Renfrew Hills Scenic Area

9.21 The area of the West Renfrew Hills shown on the Proposals Map, was identified by the Institute of Terrestrial Ecology in 1981, as a scenic area of regional importance. This scenic area designation, which is also recognised in the Structure Plan, reflects the need for a sensitive approach to any development proposals.

9.22 While development proposals in this area require to be assessed against **Policy DS10** and **Policy HR1**, **Policy HR5** will also be applied to indicate the elements to which weight will be attached when assessing the impact which proposals are likely to have on the scenic area.

Policy HR5 *West Renfrew Hills Scenic Area*

Proposals for development in the West Renfrew Hills Scenic Area will only be approved where their scale, siting and design reflects and respects the sensitivity of the area.

Forestry

9.23 There are mature broadleaved woodlands throughout Inverclyde that make a significant contribution to the landscape quality and settings of the rural area. The retention and improvement of these areas is of great importance. Community Woodland schemes around the urban fringes over the last decade have increased the tree cover in these areas. Tree Preservation Orders are covered below.

9.24 Commercial woodland activity, taking the form of forestation, felling, thinning or general woodland management, is the subject of consultation with the planning authorities. The Forestry Authority submits Woodland Grant Scheme applications and applications for felling licences to the Council to allow planning matters to be taken into consideration. The Council will continue to cooperate with the Forestry Commission on these applications within the context of the Structure Plan's Indicative Forestry Strategy (IFS), using **Policy HR6** to address the relevant matters.

9.25 The IFS is intended to provide a broad assessment of opportunities for new planting, taking account of environmental and other factors. Its objectives are to identify *preferred areas* for the creation of new woodlands on a significant scale with the main aim of guiding afforestation away from *sensitive areas*. Within Inverclyde, a number of areas have been investigated, including Devol Moor, to the south of Port Glasgow and from Spango Valley to Cloch Point, to the west of Gourrock. Proposals for any sites within these two broad areas will however require to have undertaken an assessment of the impact on the natural and heritage resources and landscape character of these areas, by virtue of being designated SINC's.

Policy HR6 *Forestry Planting*

Forestry planting proposals within the Indicative Forestry Strategy's preferred areas in Inverclyde (described in paragraph 9.25) will be assessed against the following criteria:

- (a) *the benefits of forestry planting to the value of the existing habitat;*
- (b) *the safeguarding of nature conservation and archaeological heritage interests;*
- (c) *safeguarding of water supplies;*
- (d) *the area's landscape character;*
- (e) *integration with agricultural interests;*
- (f) *existing and potential public access and recreational use;*
- (g) *woodland design and the proposed mix of species; and*
- (h) *points of access to and operational tracks through woodlands.*

9.26 In some instances, forestry development may be acceptable within the sensitive areas if it can be justified in terms of economic and social benefit for the rural economy. It would however, have to strictly comply with the siting and design considerations in **Policy HR6**.

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Paras 9.31-34

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Agricultural Land

9.27 Within Inverclyde, there are areas of agricultural land graded 3.1 and 3.2 as defined by the Macaulay Land Capability classification. These are prime quality agricultural land and locally important non-prime quality agricultural land respectively. This land will be protected through national, Structure Plan and Local Plan Policy. The location of all grade 3.1 and 3.2 land in Inverclyde can be ascertained by contacting the Macaulay Institute in Aberdeen.

9.28 It should be noted that all of Inverclyde's graded agricultural land is also Green Belt and is therefore covered by the provisions of **Policy DS8**, and the specific criteria in **Policy HR7**.

Policy HR7 *Agricultural Land*

Development on grade 3.1 and 3.2 agricultural land or where development would fragment this resource, will only be permitted in exceptional circumstances, where:

- (a) there is a specific locational requirement for the use and it cannot be accommodated on an alternative site;*
- (b) it is a use appropriate to the countryside (refer Policy DS10), and contributes to the social and economic development of the area;*
- (c) it does not adversely impact on the landscape character;*
- (d) it does not adversely impact on the natural and heritage resources; and*
- (e) it complies with other relevant Local Plan policies.*

Agricultural Diversification

9.29 Inverclyde Council acknowledges that the economic viability of some farm units may be the subject of increasing pressure due mainly to changes in the European Union 'Common Agricultural Policy', over-production of food and the aftermath of the foot-and-mouth epidemic in 2001. These pressures may lead to proposals for diversification of farm businesses into new areas of economic activity.

9.30 All farms are located in either the Green Belt or the Countryside, as detailed in Chapter 4, and as a result the principle of diversification will firstly be assessed against either **Policy DS8** when within the Green Belt, or **Policy DS10** when within the Countryside area. The Council will apply **Policy HR8** in dealing with this issue, and also seek the views of the Scottish Executive Rural Affairs Department when considering such matters.

Policy HR8 *Agricultural Diversification*

Agricultural diversification will be supported where it can be demonstrated that it will comply with Policy DS8, where appropriate, or DS10, relating to development in the Green Belt and Countryside respectively, and where it complies with other relevant Local Plan policies.

TREES AND WOODLANDS

The Preservation of Trees

9.31 Trees within conservation areas are afforded the protection detailed within the Conservation Area section. For trees outwith conservation areas, their protection can be ensured through the designation of Tree Preservation Orders (TPOs), where it is felt necessary to do so in the interests of amenity.

9.32 In accordance with Section 159 of the Town and Country Planning (Scotland) Act, 1997, the Council has endorsed the designation of twelve new TPOs, five in Gourrock, three in Kilmacolm, two in Wemyss Bay, and one each in Greenock and Quarriers Village. This brings the number of TPOs in Inverclyde to 32. Under the same Section of the Act, the Council has endorsed the modification of 11 existing TPOs to take account of development or what now exists on the ground, 5 of which are significant in scale, and deleted one. Table 9.1 lists the new TPOs and significant changes made to TPO designations in Inverclyde for this First Review.

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

New TPOs

1. Castlehill Road/Broomknowe Road	Kilmacolm
2. Ravenscraig Hospital	Greenock
3. Pritchard Wood	Gourock
4. 'Shambala' Trumpethill Woods	Gourock
5. Cloch Plantation	Gourock
6. Ashburn	Gourock
7. Barrhill Road	Gourock
8. Wemyss Plantation	Wemyss Bay
9. Cliff Terrace Road (No. 2)	Wemyss Bay
10. Avenel (woodland) Knockbuckle Road	Kilmacolm
11. Avenel (garden) Knockbuckle Road	Kilmacolm
12. Fmr Bridge of Weir Hospital	Quarriers Village

Modified TPOs

1. Castlehill Road / Corlic Way	Kilmacolm
2. Glenbervie Place	Gourock
3. Levan Wood, Area B	Gourock
4. Cliff Terrace Road(s)	Wemyss Bay
5. Cliff Terrace Road (n) (No. 1)	Wemyss Bay

9.33 All 32 TPOs are identified on the Proposals Map, the majority of which are confirmed. A Supplementary Document showing the extent of each provides further information and is available for inspection at Planning Services.

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9.34 Where trees protected by TPOs may be affected by development proposals, such cases will be considered under the terms of **Policy HR1** and the specific **Policy HR9** below, and other relevant policies of the Local Plan.

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Policy HR9 Tree Preservation Orders

Inverclyde Council will continue to manage works within designated Tree Preservation Orders. Where it is considered necessary, for amenity reasons, to protect other trees or woodland areas, the Council will promote new Tree Preservation Orders.

Planting and Management of Trees

9.35 While some trees are protected by TPOs, or form part of forestry plantations, others have no specific designation. These trees though, still contribute to the townscape and the rural landscape as well as providing important habitats and shelter for flora and fauna. To ensure they are protected, proper management is required. **Policy HR10** deals with the relevant matters for consideration.

Policy HR10 Planting and Management of Trees and Woodlands

Inverclyde Council will ensure trees and woodland throughout Inverclyde are protected and enhanced through:

- (a) *promoting the planting of broad leaved and native species;*
- (b) *protecting and promoting the positive management of hedgerows, street trees and any other trees considered to contribute to the amenity of the area;*
- (c) *protecting and promoting the positive management of ancient and semi natural woodlands;and*
- (d) *encouraging the planting of appropriate trees as an integral part of new development.*

THE BUILT HERITAGE

CONSERVATION AREAS

9.36 There are *five* designated Conservation Areas in Inverclyde that are identified because of their architectural and/or historic character and/or appearance, and therefore merit a more sensitive planning framework than that normally applied elsewhere.

9.37 These areas cover parts of Kilmacolm and Inverkip, Greenock (West End), Greenock (Cathcart Street/William Street) and Quarrier's Homes. The latter three of these areas are designated as 'Outstanding' in recognition of their singular qualities and for the purposes of Scottish Executive grant aid. A Supplementary Document showing the detailed extent of each conservation area is available for inspection at Planning Services.

- 9.38** The most important direct effects of a conservation area designation are that:
- (a) buildings cannot generally be demolished, altered or extended without the prior consent of the planning authority;
 - (b) trees must not be topped, lopped, uprooted or wilfully damaged without the prior consent of the planning authority;
 - (c) the local authority is empowered, at its discretion, to require the restoration of neglected buildings; and
 - (d) the local authority is empowered to promote enhancement schemes.

9.39 Further control in conservation areas is available through Article 4 Directions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 - the GPDO. This allows a planning authority, with the consent of the Scottish Ministers, to extend its development control powers to cover a range of development works not normally requiring prior consent. The purpose is to bring under control certain alterations and developments that could, cumulatively, if uncontrolled, lead to a loss of character in the designated areas.

9.40 The existing controls under Article 4 Directions that are in place for four of the Conservation Areas, the exception being Greenock (West End) are dated and somewhat limited. Quarrier's Homes Outstanding Conservation Area (OCA) has a more extensive Article 4 Direction. It is proposed to extend the coverage of these controls (including for Quarriers OCA) under the 1992 GPDO (as amended). These proposals, and the existing Directions, are detailed in Table 9.2 at the end of this chapter.

9.41 The Council intends to rectify the situation for the Greenock (West End) OCA by promoting an Article 4 Direction in parallel with the confirmation of the new boundary for this conservation area. Both these matters will be progressed following the adoption of the Local Plan. The boundary of the Quarrier's Homes OCA has been amended as part of this Local Plan Review, and as a result, the updated Article 4 Direction will require to be promoted for this revised area.

Development Within and Adjacent to Conservation Areas

9.42 Inverclyde Council wishes to encourage development in conservation areas only where it will be in keeping with the character of the area, and particularly where it would lead to an overall improvement in its appearance. The sensitivity of these areas, however, is such that it will be necessary for designs to reflect their predominantly traditional characteristics and the Council will take account of such matters, outlined in **Policy HR1** and, in **Policies HR11** and **HR12**, for development proposals that are brought forward.



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App B, SD No. 4

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Para 9.49

Prop Map F

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Policy HR11 Development Within and Adjacent to Conservation Areas

Development proposals both within and adjacent to Conservation Areas will be acceptable where they are sympathetic to the existing character, pattern of development and appearance of the area and the following matters are satisfactorily addressed, as appropriate:

- (a) *siting and orientation of new buildings;*
- (b) *overall design and style;*
- (c) *scale of building, extension or alteration;*
- (d) *design details;*
- (e) *finishing materials; and*
- (f) *landscaping and boundary materials.*

Policy HR12 Impact of Development Within Conservation Areas

When assessing Conservation Area development proposals (both within and adjacent to it) consideration will be given to the impact they will have on townscape and the wider landscape, especially when viewed from adjacent transport routes and vantage points accessible to the public.

Demolition in Conservation Areas

9.43 The demolition of a building within a conservation area will require conservation area consent. The advice of the Head of Planning (or equivalent) should be sought on this matter.

9.44 **Policy HR13** is included to ensure that those buildings which contribute positively to a conservation area are retained, while at the same time allowing for the demolition of buildings which do not reflect the architectural or historic character responsible for the area's designation.

Policy HR13 Demolition in Conservation Areas

Proposals for the demolition of unlisted buildings in Conservation Areas will be assessed against the impact on the historical street pattern and building form, and will only be permitted where there will be an enhancement in the character and appearance of the area.

Conservation Area Enhancement

9.45 From time to time, the Council is obliged to formulate and publish proposals for the preservation and enhancement of its conservation areas. The Council is currently concentrating its limited available resources for this purpose on the two Greenock OCAs: Cathcart Square/William Street and the West End.

Cathcart Square/William Street

9.46 Details of proposals for the upgrading of the environment of Cathcart Square and the linked Clyde Square areas, which includes most of the William Street/Cathcart Square OCA, are part of the broader area being considered for environmental enhancement, under the Town Centre Action Plan for Greenock.

Ch 8, Pol R7, p 126

West End

9.47 The original development grid for the West End was characterised by wide, tree-lined streets. Now however, various factors have led to the partial loss or distortion of individual specimens and to an unacceptable erosion of the street character, in parts of the West End. If the area is to regain anything of its original built quality and character, it will be essential to redress the damage and to establish a scheme of planting and management reflecting the original design but in keeping with modern techniques.

Proposed Boundary Changes

9.48 The Council has reviewed the boundaries of the five Conservation Areas and proposes changes to two of them at this stage: Greenock (West End) and at Quarrier's Homes. The alteration to Quarrier's Homes is detailed below. Both the change to Quarriers and a proposed alteration to Greenock (West End) are shown on the Proposals Map. Detailed drawings showing the extent of each of the new areas and the changes from the existing areas are available for inspection at Planning Services. It is the Council's intention to consult fully on the alteration to Greenock (West End).

Paras 9.40-41

Paras 9.49

Greenock (West End)

9.49 Details of a proposed boundary change, to enhance the OCA, are included on the Proposals Map. The Council intends to consult with a number of amenity bodies, including The Scottish Civic Trust, to clarify and confirm the justification for a change. The new boundary will then be advertised to allow a full public consultation process to be carried out prior to confirming any change being made to the boundary. It is intended to have this public consultation completed as soon as practicable when resources allow, and in any event, it would be the Council's intention to bring forward at a future date an Alteration to the Plan.

Proposal HR1 Greenock West End OCA

Inverclyde Council is reviewing the Greenock West End Outstanding Conservation Area and intends to consult on the review and on the re-drawing of a proposed new boundary. One option for change is shown on the Proposals Map.

Quarrier's Homes

9.50 The Council has decided to amend the boundary of the Quarrier's Homes OCA. The purpose of the change is largely to remove anomalies that have arisen due to new development within the conservation area boundary.

9.51 The modern housing development at Craigends Avenue has been removed from the OCA. This development was built on a gap site within the conservation area and is not in keeping with the original built form, layout and buildings of Quarrier's Homes. For similar reasons, Carsemeadow Primary School, along with the buildings to the east of Torr Lane, up to and including the Fire Station building beyond Torr Avenue, have also been removed. Although the Fire Station served the original Quarrier's settlement and is an attractive building, its setting is now somewhat compromised by the adjacent new houses. Similarly, the former swimming pool site now developed for housing and the three plots at the west end of the main road have been removed. This new OCA boundary corresponds better with the original planned settlement of Quarrier's Homes, 1875.

Extension of Kilmacolm Conservation Area to the Village Centre

9.52 The Council will investigate, as and when resources are available, the case for any redrawing of the Conservation Area within Kilmacolm to extend the boundary north to include the village centre.

LISTED BUILDINGS

9.53 Listed buildings are structures that are deemed by The First Minister to be worthy of special protection because of their age, historical associations or architectural merit. Buildings on the list are assigned to one of three categories - 'A', 'B' and 'C(S)' - according to their relative importance, although all three categories have equal legal protection.

9.54 A total of 235 buildings are listed in Inverclyde as summarised in Table 9.3. A comprehensive Directory of Listed Buildings in Inverclyde is available for inspection at the Planning Service.

Table 9.3 : Summary of Listed Buildings

<u>Category</u>	<u>No of Buildings</u>
A	23
B	146
C(S)	66
Total	235

9.55 The most important direct effects of the listing of a building are that:

- (a) most forms of otherwise usually permitted alterations and extensions require the benefit of the planning authority's approval and that of the First Minister, as and when applicable;
- (b) demolition is not permitted without the prior permission of the planning authority and the First Minister; and
- (c) the local authority may take action over neglected buildings.

Alterations and Extensions to Listed Buildings

9.56 Listing does not automatically imply opposition to development as new proposals may often complement or enhance the existing structure. Development affecting a listed building will be expected to be of a particularly high standard, however, and in addition to **Policy HR1**, proposals to alter or extend a listed building will be assessed against the provisions of **Policy HR14**. The Council may also apply **Policies HR1 and HR14** in cases where development is proposed adjacent to a listed building and where this could affect the setting of the structure.

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Policy HR14 *Alterations and Extensions to Listed Buildings*

Proposals to alter or extend a listed building must respect the reasons for listing, be of a high standard and will only be approved where the proposed works are satisfactory in terms of the following matters (as and where appropriate):

- (a) *overall design;*
- (b) *scale and form;*
- (c) *materials and finishes;*
- (d) *landscaping proposals;*
- (e) *form of boundary enclosure; and*
- (f) *compliance with Policy HR1.*

Setting of Listed Buildings

9.57 As well as the building itself, the setting of listed buildings may also contribute to the attractive image that it presents. Such settings can be prejudiced by development proposals that, if approved, could have the cumulative effect of reducing the attractiveness of the listed building. It is important to safeguard listed buildings from development that may be to their detriment as a consequence of scale, position and design, including use of inappropriate materials.

9.58 The Council, as Planning Authority, will ensure that the implications of any such applications are assessed fully and will refer to **Policy HR15**, in addition to **Policy HR1**, as and when necessary, in order to resolve such issues.

9.59 Historic Scotland's 'Memorandum of Guidance on Listed Buildings and Conservation Areas' offers advice on assessing proposals as they affect listed buildings. Development both within and outwith the curtilage of a listed building can have an impact on its setting and on the historic skyline.

Policy HR15 *The Setting of Listed Buildings*

Development will be required to have due regard to the effects on the setting of, and principal views from, Listed Buildings and shall be without detriment to their principal elevations and the main approaches to them.

Demolition of Listed Buildings

9.60 The Council will consider proposals for the demolition of listed buildings under the terms of **Policy HR1**, as such works constitute a form of development. While the Council will usually wish to preserve these buildings, it accepts that there may be occasions where demolition proves to be the only realistic and viable course of action, particularly given the limited finances currently available to public authorities and the competing demands for this resource.

9.61 It is Government policy that no worthwhile building should be lost to an environment unless it is demonstrated beyond reasonable doubt that every effort has been exerted by all concerned to find practical ways of retaining it. Government guidance requires a full assessment of the importance, condition and alternative development proposals as part of any application to demolish a listed building. **Policy HR16** reflects this guidance.

Policy HR16 Demolition of Listed Buildings

There is a presumption in favour of the retention of Listed Buildings. Demolition, in full or in part, will only be accepted after a full assessment of the importance and condition of the building has been made and alternative development proposals indicate that an enhancement to the immediate environment will result.

THE PUBLIC REALM

9.62 The term 'public realm' has in recent times supplanted the terms 'public domain' and 'public space', each of them being interchangeable to describe that part of the built environment to which members of the public have free access, such as parks and civic space, which includes squares, streets and other paved and hard landscaped areas.

Improving the Public Realm

9.63 There are a number of ways in which public places can be improved for the benefit of those using them, not least a regular and well resourced regime of street-cleaning and maintenance. Collectively, buildings and the spaces in between determine the character of a place. Together they create the townscape that frames the public realm where people meet and interact. Through the improvement and maintenance of the built environment, the public realm is in turn improved.

9.64 Planning has an important role in this area through its legislative powers, to secure the improvement of the quality of individual buildings and the spaces in between. With this aim in mind, The Scottish Executive has produced a booklet aimed at the promotion of quality in design of buildings and measures to improve townscape generally. In addition to these general powers, individual initiatives and special projects can contribute to the improvement of the public realm. One such scheme, 'The Per Cent for Art Scheme' facilitates the provision of public art in large developments by encouraging developers to put 1% of the development costs towards art or crafts in the public domain.

9.65 The Council is keen to promote such initiatives and Inverclyde already has a number of good examples that have helped to improve the public realm and at the same time, promote a sense of place and civic pride. **Policy HR17** is designed to continue with these initiatives.

Policy HR17 Improving the Public Realm

Inverclyde Council will seek to improve the public realm by entering into partnerships with other agencies and the private sector, to promote good design and landscaping, and by encouraging developers to contribute to public works of art within new developments.

ARCHAEOLOGY AND CULTURAL HERITAGE

9.66 Archaeological remains are valuable sources of evidence of past societies and their cultures and practices, and are therefore an important component of Inverclyde's heritage resource. In Inverclyde, as elsewhere, these remains are a finite and a non-renewable resource. In NPPG5 and PAN42, the Scottish Executive has advised that archaeological remains, including industrial archaeology, should be regarded as part of the environment to be protected and managed.

9.67 The Council contributes to the West of Scotland Archaeology Service (WSAS), responsible for the maintenance of the 'Sites and Monuments Record' (SMR). This is a comprehensive list of all archaeological sites as well as any suspected areas of archaeological potential and, includes the industrial archaeology resource identified in the 1995 Strathclyde Structure Plan and now, safeguarded in the Glasgow and Clyde Valley Joint Structure Plan.

Ch 3, paras 3.43-44

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9.68 All archaeological sites are identified either on the Proposals Map and/or in the Supplementary Documents which show the extent of each site and other information relating to the resource. The latter are available for inspection at Planning Services.

9.69 If a prospective developer is in any doubt as to whether he may have a potential archaeological issue arising from a development proposal, they should contact the WSAS.

9.70 Development affecting these and other identified archaeological remains will be subject to the provisions of **Policy HR1**.

Site Recording

9.71 There will inevitably be cases where, on balance, in terms of **Policy HR1**, the physical preservation of archaeological remains in situ, cannot be justified in the circumstances of a particular case, and that development resulting in the loss of the archaeological remains, should proceed. In such cases, the Council endorses the approach advocated in NPPG5 and the Structure Plan, both of which recommend that the remains should be recorded prior to allowing work to proceed. The Council will therefore apply **Policy HR18** where such circumstances arise and where it is considered appropriate to do so.

Policy HR18 Development Affecting Archaeological Sites

Development on or adjacent to Scheduled Ancient Monuments, other archaeological sites and industrial archaeological resources, will normally only be permitted where there is no adverse impact on the resource. Where development is permitted affecting sites of archaeological importance, conditions will be attached to planning consents to allow for excavation and recording before or during development. The Council will require developers to fund such works.

Historic Gardens and Designed Landscapes

9.72 The 'Inventory of Gardens and Designed Landscapes in Scotland' identifies three assets in Inverclyde, at:

- * Ardgowan House;
- * Duchal House; and
- * Finlaystone House (also partly in the Renfrewshire Council area).

9.73 The Council, in accordance with NPPG18 and the Structure Plan, acknowledges the historic, aesthetic and habitat value of these areas, and the cultural heritage embodied within them. All three are identified on the Proposals Map. Further details are outlined in Supplementary Document No. 8, which also contains the 'Interim List of Non Inventory Historic Gardens and Designed Landscapes' and is available for inspection from Planning Services. To protect these assets from development that would have an unacceptable impact on their site or setting, the Council will refer to **Policy HR1** and **Policy HR19** below, in cases where development proposals are likely to affect these assets.

Policy HR19 Historic Gardens and Designed Landscapes

Development on sites in Inverclyde included in the Inventory of Historic Gardens and Designed Landscapes in Scotland (refer to Supplementary Document SD No 8) will normally be permitted only where there is no adverse impact on the resource.



App B,
SD Nos. 5, 6 & 7

p 140

20

21

App B

Reference Notes

Reference
number

- 1 Joint Structure Plan (JSP), SP7, Sch 7(a)
- 2 JSP, SP1, Sch1(e)
- 3 Report by Land Use Consultants for SNH, G&CVLAs and GCVJSPC (Sept 1998)
- 4 National Planning Policy Guideline (NPPG) 13 'Coastal Planning'
- 5 World Monuments Fund 'Six UK Sites named on watch list of 100 Most Endangered Sites (worldwide)', Oct 2001
- 6 JSP, p48 and 81, and SP9 and SP10B(iii)c
- 7 JSP, SP7, Sch7(b)
- 8 JSP, SP8, Sch8(a); and GCVJSP Technical Report (TR10/05) 'Review of the Indicative Forestry Strategy and Forestry and Woodland Framework' (May 2005)
- 9 The Macaulay Institute for Soil Research, 'Soil Survey for Scotland: Land Capability for Agriculture' (Map Sheet 63 'Firth of Clyde'), 1986
- 10 SDD Circular 18/1987'Development Involving Agricultural Land' (Amended), 1984
- 11 JSP, SP9B(iv)
- 12 Inverclyde Council (IC) Committee Decisions
- 13 'Memorandum of Guidance on Listed Buildings & Conservation Areas', 1998
- 14 NPPG 18 'Planning and the Historic Environment'
- 15 'Designing Places - A Policy Statement for Scotland', SEDD Nov 2001 and PAN67 'Housing Quality'
- 16 NPPG 5 'Archaeology and Planning'
- 17 Planning Advice Note (PAN) 42 'Archaeology: The Planning Process and Scheduled Monuments Procedure'
- 18 Strathclyde Structure Plan, 1995
- 19 JSP, SP9B(v)
- 20 NPPG 5, para 26
- 21 NPPG 18 'Planning and the Historic Environment'

Paragraph
number

- 9.4
- 9.4
- 9.6
- 9.14
- 9.15
- 9.18
- 9.21
- 9.24
- 9.27
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- 9.71
- 9.73



Table 9.2 : Conservation Areas/Article 4 Directions**A. Existing Article 4 Directions : Inverclyde Conservation Areas**
(The Town and Country Planning (General Development) (Scotland) Order, 1981) (as amended)

<u>Development</u>		<u>Conservation Area</u>				
Class		Greenock (Cathcart Sq/ William St)	Greenock (West End)	Inverkip	Kilmacolm	Quarrier's Homes
I	Development within the curtilage of a dwellinghouse			o	o	o
II	Sundry minor operations	o		o	o	o
IX	Repairs to Services					o
XI	Development by local authorities					o
XII	Development by local highway authorities					o
XIV	Development by sewerage authorities					o
XV	Development by statutory undertakers [C,D,E(5)(a)(ii)(iii)(iv) & (f)]					o

Notes

- The Article 4 Directions documented above continue in force under Article 8(2) of the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order (June, 1992) until superseded by the Article 4 Directions proposed in Part B have been submitted to the Scottish Ministers for approval. Those proposed for Greenock (West End), will follow confirmation of the proposed new boundary for this OCA.
- Classes are described in more detail in the General Development Order (1981), as amended.

B. Proposed Article 4 Directions : Inverclyde Conservation Areas
(The Town and Country Planning (General Permitted Development) (Scotland) Order 1992) (as amended)

<u>Development</u>		<u>Conservation Area</u>				
Part	Class	Greenock (Cathcart Sq/ William St.)	Greenock (West End)	Inverkip	Kilmacolm	Quarrier's Homes
1	Development within the curtilage of a dwellinghouse			o	o	o
	1 Enlargement, improvement or alteration of a dwellinghouse			o	o	o
	3 Ancillary development	o	o	o	o	o
	6 Satellite antennae		o	o	o	o
2	Sundry minor operations					
	7 Gates, fences, walls and other means of enclosure	o	o	o	o	o
	8 Access provision and unclassified roads	o	o	o	o	o
9	Repairs to private roads and private ways	27 Maintenance and improvement works	o	o	o	o
10	Repairs to services	28 Inspecting, repairing, renewing facilities	o	o	o	o

cont'd

Part	Class	Greenock (Cathcart Sq/ William St.)	Greenock (West End)	Inverkip	Kilmacolm	Quarrier's Homes
12 Development by local authorities	32 Sewerage works	o	o	o	o	o
13 Development by statutory undertakers	38 Water undertakings	o	o	o	o	o
	39 Public gas suppliers	o	o	o	o	o
	40 Electricity undertakings	o	o	o	o	o
	41 Tramway or road development ancillary to road transport	o	o	o	o	o
	43 Post Office requirements	o	o	o	o	o
20 Development by telecommunications code system operators	67 Development for the operators system affecting the operators land	o	o	o	o	o
23 Demolition of buildings	70 Demolition of a building	o	o	o	o	o

Notes

1. Proposed Article 4 Directions will be submitted to the Scottish Ministers for approval, including that for the amended (reduced) area of the Quarrier's Homes OCA.
2. The Article 4 Direction for Greenock (West End) will be submitted to the Scottish Ministers for approval when the new boundary is confirmed.
3. The General Permitted Development Order (1992) (as amended) refers to 25 Parts and 72 Classes of development in total but the Council does not consider it necessary to extend the Article 4 coverage to all of these.
4. Classes are described in more detail in the GPDO (1992), as amended.
5. The definition of 'demolition' and what constitutes 'development' under Class 70 of Part 23 of the 1992 GPDO, is updated in SEDD Circular 1/2001 'The Town and Country Planning (Demolition which is not Development) (Scotland) Direction 2001', to include partial demolition, which includes unlisted gates, fences, walls and other means of enclosure in conservation areas.



Schedule 9.1 : Environmental Resources and Built Heritage Designations

NATURAL HERITAGE DESIGNATIONS

International

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

National

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

Local

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

BUILT HERITAGE DESIGNATIONS (All National, unless indicated)

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

23 'A' Listed Buildings(e) #

146 'B' Listed Buildings(e) #

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

7 Scheduled Ancient Monuments (f)

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

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

9 Industrial Archaeological Resources (Regional) (h) #

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

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

OTHER DESIGNATIONS

National

32 Tree Preservation Orders (TPOs) (j)

Strategic

1 Regional Park [Policy DS11 'Clyde Muirshiel']

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

Green Belt [Policy DS8 'Glasgow and Clyde Valley']

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

NB: The number in each category of designation is as at January 2005. These will be subject to change. Additional sites/buildings designated in any category will be protected under Policy HR1.

- (a) refer to Supplementary Document (SD No.1) & Policy HR3 'Inner Clyde Estuary'
- (b) refer to Supplementary Document (SD No.1)
- (c) refer to Supplementary Document (SD No.2)
- (d) refer to Supplementary Document (SD No.4) & Policies HR11 and HR12.
- (e) refer to 'Directory of Listed Buildings in Inverclyde', & Policies HR14, HR15 and HR16.
- (f) refer to Supplementary Document (SD No.5) }
- (g) refer to Supplementary Document (SD No.6) } & Policy HR18
- (h) refer to Supplementary Document (SD No.7) }
- (i) refer to Supplementary Document (SD No.8) & Policy HR19
- (j) refer to Supplementary Document (SD No.3) & Policy HR9.

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

CHAPTER 10 : OPEN SPACE, ACCESS AND RECREATION

Aim

- * To assist in the social, economic and physical regeneration of Inverclyde by making provision for an appropriate range, quality and distribution of recreational opportunities to cater for all sections of the community and through this, to raise the profile of Inverclyde as a tourist destination.

Objectives

- * To protect and enhance the quality of open space within the built-up areas.
- * To assist in providing an appropriate distribution and good standard of recreational open space.
- * To protect, promote and improve public access throughout the urban areas, to the countryside and along the coast.
- * To enable provision to be made for indoor and outdoor sports facilities.
- * To assist in the promotion of sustainable tourism.

BACKGROUND

10.1 The existence of a wide range of accessible recreation facilities contributes greatly to the general quality of life. Participation in sport has grown over recent years as people have more leisure time, are generally more affluent and are becoming more aware of the benefits of exercise to personal well-being and health.

10.2 However, Inverclyde has relatively high levels of poor health, making it particularly important to encourage and provide for increased participation in sport and recreation, including ensuring that any strategies meet the requirements of people with disabilities. In this way, the Local Plan can contribute to one of the principal policy objectives of the Council: that of social inclusion. The Plan can demonstrate the role that leisure and recreational provision can play in the social regeneration of Inverclyde and through a range of improvements in access, of all kinds, assist those elements in the Development Strategy concerned with improving accessibility and the linking of different places.

10.3 This chapter is in four main parts:

- safeguarding open space and 'green corridors';
- provision of leisure, recreation and sports facilities;
- access within and beyond Inverclyde; and
- provision of development opportunities to assist tourism.

POLICY CONTEXT

Open Space, Recreation and Sport

10.4 The increasing importance of sport and recreation, and the role of open space in urban areas, is recognised in national policy. This states that the Government's objective through the planning system is to seek to protect and enhance the land and water resources required for the nation's sport and physical recreation. Other bodies, such as SportScotland and Scottish Natural Heritage (SNH) provide guidance on the development of policies and proposals for both formal and informal recreation and the protection of open space.

10.5 At a strategic level, SportScotland has identified that the Structure Plan area, including Inverclyde, has major concentrations of population with inadequate quality of provision of facilities and in some areas, open space standards. The Structure Plan therefore states that Local Plans should safeguard existing facilities, including zoned open space, and make provision for an increase in the resource and the development of additional facilities.

The Provision of Facilities

10.6 The Leisure Trust is now the main body for the effective delivery of a range of leisure, recreation and sports facilities and the implementation of new projects within Inverclyde.

1

Ch 3

2

3

App C

Ch 18, Pol DC1,
PPAN No3
4, 5

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10.7 Leisure-related developments such as cinemas, bowling and bingo halls are supported and encouraged to locate within the town centres, as a means of retaining their vitality and viability. The application of the sequential test for selecting sites, is incorporated in policy in relation to leisure developments, where considered appropriate.

Access

10.8 The Lower Clyde Greenspace Initiative, the Inverclyde Access Strategy and Clyde Muirshiel Regional Park's Integrated Land Use Strategy, are major vehicles for encouraging and increasing access to and within the countryside and within the built-up area. Chapter 5 'Transportation and Accessibility' introduces the sustainable development principles central to the Development Strategy of the Plan and the way this will be assisted by directing development to locations that will be equally accessible by walking, cycling and by public transport, as well as the private car. The promotion of alternatives to the private car, where practicable, through the provision of more footpaths and cyclepaths to encourage walking and cycling, is an important element in the Plan's sustainable and socially inclusive Development Strategy. This would include the completion of the necessary links to the strategic 'Coastal Route' and other key strategic and local links, both within the urban area and to the countryside, as indicated on the Proposals Map.

Tourism

10.9 No Scottish planning policy guidance has been produced which addresses tourism development. However, other policy guidance and strategies produced over the last decade state that the planning system can facilitate and encourage development and improvements in tourist provision, while tackling any adverse effects of existing tourist attractions and activity. These publications also recognise that the planning system can only assist tourism development by taking full account of other related policies.

10.10 In relation to Inverclyde, planning policy in the Structure Plan notes that any growth in tourist facilities must be balanced against any adverse impact on the environment.

10.11 The wide ranging growth, impact and importance of tourism is reflected in the number of agencies involved in, and strategies prepared for, the subject at both a local level and on a wider basis. The agencies involved include the Scottish Tourist Board, Scottish Enterprise National, and Renfrewshire, and the Inverclyde Regeneration Partnership.

10.12 In relation to Inverclyde Council, the strategy produced by the Joint Committee for the Clyde Muirshiel Regional Park is an important contribution to the development of tourism and visitor attractions. More generally, the Council identifies the role of tourism to the economic prosperity of Inverclyde and this finds expression, in terms of employment potential, in the Economic Development Strategy. In relation to recreational provision, the Leisure Trust has a growing influence in improving the attractiveness of Inverclyde as a tourist destination.

OPEN SPACE

10.13 The open space resource in Inverclyde is comprised of areas of formal and informal open space. The former category includes parks, town squares, play-areas and valued, maintained open space; while the latter includes 'green space' (wedges and corridors) that provide links from the urban area to the open countryside and coast. The latter category includes 'wild', 'uncultivated' or 'naturally regenerated' open space, often found along transport corridors or in land pockets 'left over' following development. Each of these categories contribute to a more attractive townscape by providing a softer, more pleasant environmental setting to surrounding developed land.

10.14 In addition to the above categories, there is also active recreational open space, often found in parks but also provided by schools and clubs, such as playing fields, golf courses, bowling greens, tennis courts and allotments. The environmental amenity value of open space associated with cemeteries and burial grounds is also recognised and shown on the Proposals Map. The provision of public open space and/or play areas linked to new housing developments, is outlined in Chapter 7.

10.15 Open space has two important roles. Firstly, it provides opportunities for active and passive recreation. Secondly, it may also be an important part of the visual amenity of an area. Moreover, many amenity spaces, both private and public, embrace both recreational and visual amenity roles. It is therefore important to the Council that Inverclyde has an adequate provision of open space.

Ch 8, Pol R10

Ch 4, paras 4.26/27 & Pol DS9
Para 10.30-3; Ch 5, paras 5.39-41; & Ch 4, paras 4.32/33 & Pol DS11
Ch 5, Pol TA1, TA2

Ch 5, Pol TA7

App B, SD No. 9

7

8

9

10, Ch 6, paras 6.63-69

App C

Ch 7, Pol H11, & paras 7.89/90

10.16 NPPG11 advises that the levels of provision “should be determined locally on the basis of a range of factors, including the quality and value of facilities and open space locally, that is, amenity and environmental factors, as well as quality.”

Safeguarding Open Space

10.17 Although the Council has not undertaken a comprehensive review of the quantity and quality of open space provision in recent times, preliminary assessment indicates that there is currently a shortfall in parts of Inverclyde. Given this apparent shortfall, which is recognised in the Structure Plan, any attempt to make adequate provision should start by safeguarding existing open space, whatever the size. For example, where a school becomes surplus to requirements, any associated playing fields should be safeguarded from development. In terms of facilities provided, the Council would wish to encourage and support the improvement and/or addition of new facilities where these would lead to an increase in the use of a formal open space, such as a park, playing fields and other maintained open space, and therefore help to protect its future. Part (c) of Policy LR1 below is intended to deal with this issue, on condition that the facility is relevant and compatible with the open space in question.

10.18 Policy LR1 addresses all categories of open space in Inverclyde. Proposals by private householders to incorporate areas of open space into their private gardens will also be considered in terms of this policy.

Policy LR1 Safeguarding Open Space

Inverclyde Council, as Planning Authority, will support, safeguard and where practicable, enhance:

- (a) areas identified as ‘Open Space’ on the Proposals Map; **
- (b) other areas of open space of value in terms of their amenity to their surroundings and to the community and their function as wildlife corridors or wedges; and*
- (c) where appropriate, encourage other relevant and compatible development for the purposes of leisure, recreation and sport.*

[**Note** :* The size threshold for depicting open space on the Map is ‘over 0.1 hectare’. In addition to this policy, the Council must refer to Scottish Ministers where the Council is proposing development that would affect any land currently in use, or last used, as a playing field; or where SportsScotland maintain an objection to a proposed development on designated open space.]

Securing Open Space by Planning Agreements

10.19 Occasionally pressures can arise for the development of existing open spaces and recreation areas, for other uses. Under **Policy LR1** these pressures will be opposed wherever possible with permission only granted where:

- (a) there is a surplus of certain facilities; or
- (b) better facilities are being provided on site; or
- (c) alternative facilities of equal or better community benefit can be provided on a suitable site elsewhere.

10.20 In order to provide additional safeguards, **Policy LR2** deals with situations where the grant of planning permission would lead unavoidably to a loss of formal, active recreational open space or an important recreational facility.

Policy LR2 Securing Open Space by Planning Agreements

Where it is proposed to grant planning permission for a development that would involve the loss of formal, active open space or other recreational facility, the Council will seek to secure suitable alternative provision at another nearby location, where necessary through an agreement under Section 75 of the Town and Country Planning (Scotland) Act, 1997.

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PROVISION OF RECREATION AND SPORTS FACILITIES - Within Settlements

10.21 Recreation and sports facilities within the built-up area provide opportunities for a variety of activities. The leisure complex at the Greenock Waterfront provides a central facility that was not previously available within Inverclyde, with the provision of a leisure pool and ice rink. A cinema and a bingo hall are also in this locality and there is still the potential to develop a heritage centre at 'The Harbours' as part of this mixed-use development on the edge of Greenock Town Centre. At Rankin Park, Greenock, the Council consider that the comprehensive renewal of the Park for predominantly leisure uses will provide a significant leisure and recreational asset within Inverclyde. The Council has recognised that a limited residential development of between 4 and 6 houses within the site would assist this proposed renewal of the area, and have earmarked the former tennis courts to the rear of the existing bowling greens for this purpose. When considering any further proposals for indoor facilities, the Council will have regard, amongst other matters, to:

- (i) accessibility for all potential users and spectators, including people with disabilities;
- (ii) accessibility to public transport;
- (iii) adequate car parking provision; and
- (iv) the extent to which it would complement other leisure facilities.

10.22 In terms of land use planning, new developments or extensions to existing leisure facilities will have to be assessed against their potentially detrimental impact upon neighbouring land uses and in particular, the character and amenity of a town centre or residential area. Equally, in view of the potential of such development to enhance the vitality of town centres, regard needs to be had to the sequential approach when assessing suitable sites for certain types of leisure facilities. **Policy LR3** is designed to address these matters.

Policy LR3 Provision of Recreation and Sports Facilities

Development of leisure, recreation and sports facilities within the built-up area will be assessed against the following criteria:

- (a) the potential detrimental impact upon neighbouring land uses and in particular, residential amenity in terms of excessive noise, overspill floodlighting, disturbance, traffic congestion and road safety and parking;*
- (b) the potential impact on Inverclyde's heritage resource;*
- (c) the potential impact upon the vitality and viability of an existing centre, where appropriate;*
- (d) the application of the 'town centre sequential test'(*), where appropriate; and*
- (e) other relevant Local Plan policies.*

[Note : (*) The town centre sequential test is defined in NPPG8 as 'first preference should be for town centre sites, where sites or buildings suitable for conversion are available, followed by edge of centre sites, and only then by out-of-centre sites in locations that are, or can be made easily accessible by a choice of means of transport.']

Council Owned Facilities

10.23 Schools and other educational establishments are important to local communities over and above their educational role. It is Council policy to promote the more general use of these facilities as part of its social inclusion agenda and to assist in community regeneration, as expressed in **Policy LR4**. A wide variety of community leisure and recreational activities can be focused on such sites.

Policy LR4 Community Use of Council Facilities

Inverclyde Council will make available, where practicable, the use of its recreation and sports facilities within schools, for the community.

Ch 13, Pol SA1
Sch 10.1, p 168

Ch 7, Sch 7.1
(site ref 'ho47')

Ch 8, paras 8.4 &
8.74

14

PROVISION OF RECREATION AND LEISURE FACILITIES - Outwith Settlements/Built-up Area

10.24 The majority of Inverclyde's population lives within the main built up area. On their doorstep lie substantial areas of attractive countryside. It is important that residents have easy access to this countryside, but at the same time this accessibility must be balanced against the need to protect the environment, and have regard to the need to protect the Green Belt.

10.25 In addition to the major agencies for promoting the use of the countryside, namely the Clyde Muirshiel Regional Park and Lower Clyde Greenspace, all of Inverclyde's countryside is designated as either Green Belt or Countryside and covered by either **Policy DS8 or DS10**, thus affording an additional measure of protection. These policies provide the broader strategic context within which countryside recreation will be encouraged, improved and enhanced through the Local Plan.

Clyde Muirshiel Regional Park

10.26 Clyde Muirshiel Regional Park is one of four Regional Parks in Scotland, designated in 1990. The purpose of a regional park is to make people more confident about their access rights and to control recreational pressures, in order to reduce conflict with other land uses, including damage to crops and livestock. Among the important recreation and leisure resources within the Park's boundaries in Inverclyde are Lunderston Bay, Loch Thom and Gryffe Reservoir and the Greenock Cut.

10.27 The re-drawn Park boundary and the Policies that determine what development will be permitted within the Park are also covered in Chapter 4.

10.28 Many countryside recreation activities are informal and do not require special facilities. However, there are some that do have an impact, especially on the landscape, such as golf courses: proposals relating to golf courses are also covered under **Policy LR11**. **Policy LR5** sets out the criteria for development proposals outwith the built-up area, including the Green Belt.

Policy LR5 Recreation Proposals Outwith the Built-up Area

Recreation proposals outwith the built-up area will be encouraged where:

- (a) *there is no detrimental impact on the environment and adjoining uses, in terms of visual amenity and noise;*
- (b) *there is no detrimental impact on Inverclyde's environmental and heritage resources;*
- (c) *there is no loss of prime quality agricultural land;*
- (d) *there is no irreconcilable conflict between other recreational pursuits;*
- (e) *there is no significant impact in terms of traffic congestion and road safety;*
- (f) *improvements to public access are secured where practicable; and*
- (g) *there is no conflict with other Local Plan policies.*

ACCESS

10.29 Currently, there is a shortfall of appropriate access provision within Inverclyde. This, together with the low car ownership rate, indicates a requirement to improve and extend the access network, within both urban and countryside areas, and the connections between both. In addition, it is important that the existing access network is protected from development that would deter its use.

The Inverclyde Access Strategy

10.30 In January 2002, the Council adopted "Routes to Regeneration - The Inverclyde Access Strategy", the stated aim of which is to provide a well used, socially inclusive access network that will contribute to improved health and civic pride amongst local people and which plays a key role in the social, economic and physical regeneration of Inverclyde. The Access Strategy is intended to be relevant to the quality of peoples' everyday lives and its key themes relate to health, social inclusion, economic development, environmental improvements, safe routes to schools, shops and work places as well as to recreation. It is essential that this themed approach is maintained by emphasising access potential within the urban area. Thus the provision of access opportunities through implementation of the Access Strategy can be seen as an appropriate tool to make a difference to the everyday lives of the people of Inverclyde. These matters are covered by **Policy LR6**.

Ch 4, Pol DS8

Ch 4

App B, SD No. 5

Ch 4, Pol DS8 &
Pol DS10

p 165

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Policy LR6 Inverclyde Access Strategy

Inverclyde Council, as Planning Authority, will seek to protect and promote the 'core path network' (both existing and proposed) and the other key themes of the adopted Inverclyde Access Strategy, where these do not conflict with other Local Plan policies, in particular DS8 and DS10.

10.31 The Inverclyde Access Strategy provides the Council with the means to initiate and implement a range of measures to protect, improve, extend and enhance public access to, and within, the Authority. Under the Land Reform (Scotland) Act, the Council is required to prepare a 'Core Paths Plan', which will form the basis for defining priorities in the implementation of its Strategy. The Council in the pursuit of these objectives will have regard to the needs of the whole community, including the disabled. In its support for the development of the 'core path network', it will have regard for routes that support the rural economy. In this way, it will be expected to assist and complement the promotion of recreation and tourism projects in the countryside, while at the same time assisting in the conservation or enhancement of the natural environmental and built heritage resources of Inverclyde.

10.32 Among the ways the objectives of the Access Strategy can be promoted and realised are by:

- (a) working with local communities, users and land managers to define, implement and manage a network of local routes suited to the requirements of walkers, cyclists and other users of all abilities;
- (b) establishing new and developing existing strategic links between settlements, particularly where this brings social, economic and health and recreational benefits;
- (c) assisting and promoting the on-going development of long-distance walking, cycling and other access routes, including for shared use;
- (d) assisting and promoting the provision of information for users in the form of signage, way-marking, maps and leaflets, as appropriate;
- (e) safeguarding the line of potential access routes necessary to develop the core path network; and
- (f) examining the scope to integrate access provision in particular and exercise in general, into the full range of the Council's Service Plans and activities.

10.33 The Land Reform (Scotland) Act imposes a duty on local authorities to uphold access rights. Therefore, when determining applications for planning permission, the Council will make use of appropriate mechanisms to secure any access opportunities which may be achievable as a result of a development, particularly where this would support the core path network. Where existing or proposed components of the core path network or other important paths are affected by development proposals, these will be safeguarded and will be expected to be incorporated into the proposed development, unless a satisfactory alternative can be agreed. Where a proposed development involves the temporary disruption of an access route, an alternative route will be sought for the duration of the works and the original route or a satisfactory alternative should be reinstated as part of the scheme.

10.34 Development proposals will be expected to incorporate safe and attractive access for users of all abilities. This should include the protection of existing routes and the provision of routes linking into any surrounding paths, particularly where they can form part of the core path network.

10.35 Implementation of the Access Strategy proposals will be guided by the Inverclyde Access Forum, which should be established in 2005, and be achieved by a partnership of key agencies, including Inverclyde Council, Lower Clyde Greenspace and Clyde Muirshiel Regional Park. The proposals will be identified through a series of local Pilot Studies, comprising a significant degree of community consultation. The rest of this section deals with the principal routes within Inverclyde, in the context of the adopted Access Strategy.



App C

Ch 9

Pol LR9

Prop Map

17

Access Priorities - Walkways and Cyclepaths

10.36 A major objective of the Council and its partners in relation to the creation of a core path network is the development of further walkways/cyclepaths to link the coast to the already established routes. These include the N75 Sustrans Route (footpath/cycleway), which is part of the strategic Glasgow to Inverclyde Cycle Route identified in the Structure Plan. The route in Inverclyde runs from the Authority boundary with Renfrewshire near Quarriers Village, on through Kilmacolm to Greenock (at the waterfront). The route connects with other strategic and local footpaths, both within the urban area and linking the urban areas to the countryside to the south.

10.37 The Council is keen to see the remaining gaps in the Sustrans Route completed with new extensions around the coast beyond Gourock and to Clyde Muirshiel Regional Park at Cornalees Bridge. A further cycle route is being considered to run from Kilmacolm directly to Clyde Muirshiel Regional Park at Old Largs Road, Loch Thom. These latter routes would then link into the off-road routes within the Park which are only suitable for mountain bikes. Further consideration will be given to these routes through the auspices of the Inverclyde Access Strategy involving the relevant landowners and special interest groups. Each of these walkways/cycleways and the scope for potential new routes are indicated on the Proposals Map and included in **Schedule 10.1**.

10.38 The Council recognises that conflicts often occur between walkers and cyclists and other users of multi-use paths and will take this into consideration when examining the potential of any new routes. However, it is important to realise that multi-purpose use is not always possible or desirable, and that paths by their very location could be limited to one specific type of use.

10.39 The re-opening of the Glasgow to Bridge of Weir/Kilmacolm railway link is identified in the Structure Plan for investigation. This would provide a valuable public transport connection but would require the re-routing of the Sustrans footpath/cycleway, to retain this part of the National Cycle Route. These matters are covered in **Policy LR7**.

Policy LR7 Strategic Route: Glasgow to Inverclyde

Inverclyde Council supports and will protect the strategic Glasgow to Inverclyde Route. Proposed extensions to this route to enhance the 'core path network' will be supported, taking into account potential conflicts of users and land uses. An alternative route will be secured in the event of the re-opening of the Glasgow Central-Bridge of Weir-Kilmacolm railway line, which formerly occupied part of this strategic route.

Inverclyde Coastal Route

10.40 The Council has had a longstanding policy for the promotion of a coastal footpath, reflecting the objective identified in the former Structure Plan to have a strategic route, extending along the entire length of the south bank of the River Clyde, from Glasgow down through Inverclyde and onwards to Ayrshire. The current Structure Plan retains this policy objective. Over the last decade, much progress has been made in implementing this strategic route in Inverclyde, including the completion of the Parklea/Kelburn to Coronation Park section, linking Kelburn Riverside Park and Newark Castle Park; the environmental improvement of the Greenock Waterfront/Custom House Quay and related harbour-side walkways; improvements in the west end of Greenock at the Esplanade; and considerable up-grading and improvements along the shore both within Gourock (Cardwell Bay/Battery Park), the west end promenade (Ashton), and beyond on the coast to and through Lunderston Bay, to Inverkip.

10.41 Despite these achievements, there are still considerable stretches of the coast that are not accessed by a footpath/cycleway route. This combined strategic network of walkways and cyclepaths will be implemented, as and when it is feasible, during the redevelopment of Inverclyde's urban fabric, particularly within the Inverclyde Waterfront/A8 Corridor Special Area. The urban network has been extended from Cartsburn to the Greenock Esplanade, and west, to the Ferry Terminal at Gourock. The former section takes the form of a multi-use path and the latter sections include footpaths alongside the cycleway.

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Para 10.40

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10.42 It is envisaged that the potential extensions to the coastal route will be either alongside the foreshore (including alongside docks and harbours) or with access points onto the coast where businesses and other essential maritime land uses prevent more extensive access. The existing and proposed network (where agreed) is indicated on the Proposals Map and potential new links are included in **Schedule 10.1**. **Policy LR8** deals with the particular issues concerning this route.

10.43 In order to promote the awareness and use of the coastal route and other linked footpaths and cyclepaths within Inverclyde, a programme of signage needs to be implemented to inform the public of where the paths run to/from and of appropriate entry and exit points to assist access to the paths. The latter information is particularly important while the paths remain incomplete.

Policy LR8 Inverclyde Coastal Route

Inverclyde Council supports and will seek to complete the Inverclyde Coastal Route (footpath and cycleway), as part of the 'core path network' throughout Inverclyde. Developers will be required to make appropriate provision in submitting planning applications, particularly in the four coastal Special Development Areas, identified in the Plan.

Rights of Way and Other Routes

10.44 It is the responsibility of the Council to "assert, protect and keep open and free from obstruction or encroachment any adopted public Rights of Way wholly or partly within their area." Within Inverclyde there are currently 20 claimed Rights of Way, most of which lie outside the main urban areas. A Supplementary Document is available from Planning Services containing a full list of Rights of Way along with the four-fold classification used to describe the status of Rights of Way and the essential requirements to define them under common law. All Rights of Way are identified on the Proposals Map and SD No. 9 shows the extent of each Right of Way in detail. From time to time, new Rights of Way may be accepted and these will be added to the records.

10.45 Other routes, which are strategic or local routes but not Rights of Way, are identified on the Proposals Map and shown in detail in SD No. 9. With the progression of the Inverclyde Access Strategy, additional Other Routes are likely to be identified as part of the core path network and will be included in SD No. 9.

10.46 Whilst it is important that such routes should be established and protected, there may be circumstances where development may affect the footpath network. Where this occurs, the Council will seek through **Policy LR9** to ensure suitable diversions or alternatives are provided.

Policy LR9 Rights of Way and Other Routes

Inverclyde Council will endeavour to protect the claimed Rights of Way and Other Routes in Inverclyde. Where new development occurs which makes it necessary to close sections of footpaths, provision of an alternative route will be required.

PROMOTION OF TOURISM : Development Opportunities

10.47 Tourism as a growth sector of the economy of Inverclyde is addressed in the Plan. This deals with aspects of tourism that are currently bringing in revenue and are a source of employment, and can be exploited further in future. As well as this aspect, however, the effect of tourism on land use has to be considered.

10.48 Given the wide range of activities that can be regarded as tourism, there are many potentially conflicting demands on land use. This demand and the developments arising from it must be balanced with the protection of Inverclyde's valued natural resources and built heritage. The provision of adequate signage, where appropriate must also be considered. **Policy LR10** sets out the criteria for assessing these tourist demands.

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App B, SD No. 9

Ch 6, paras 6.33/39

Policy LR10 The Promotion and Provision of Tourist Facilities

The provision of new or improved tourist facilities which offer social, economic and physical benefits to the area, will be supported provided that proposals meet the following criteria:

- (a) there is no significant adverse impact on the natural environment and/or built heritage;*
- (b) a high standard of design is achieved;*
- (c) there is accessibility by public transport; and*
- (d) there is no conflict with other Local Plan policies.*

Golf Courses

10.49 It is recommended in PAN 43 that consideration should be given to the provision of municipal 'pay-as-you-play' courses to make up the present shortfall in public golf courses and as supported in the Structure Plan. These may be provided either by the Council or through private funding.

10.50 The demand for golf is evident within Inverclyde with Whinhill, the only public golf course, being overplayed. The requirement for additional facilities will either involve extending the existing course at Whinhill or providing a new course.

10.51 PAN 43 makes clear that the development of golf courses would normally be an acceptable use in the Green Belt. However, any additional development associated with golf courses (e.g. housing or other commercial leisure and recreation use) would require firstly to be assessed against Green Belt Policy. Local Plan Policies DS8, DS9 and DS10 expand on the types of permitted development in the Green Belt, the Urban Fringe and the Countryside respectively, to reflect the particular local circumstances in Inverclyde. Proposals for new golf courses or extensions to existing ones will be assessed against the criteria in **Policy LR11**.

Policy LR11 Golf Courses

Proposals for new golf courses or extensions to existing golf courses will be supported providing that:

- (a) there is no significant adverse impact on the natural environmental and/or built heritage;*
- (b) the design and management of the course will enhance the landscape and help achieve nature conservation objectives; and*
- (c) there is no conflict with other Local Plan policies.*

Water-Based Sports

10.52 The Structure Plan identifies the Clyde Estuary as a Tourism Development Area. It is important that the Inverclyde community and visitors are able to take full advantage of, and have access to, the Clyde Estuary so that it can be fully utilised for water-based leisure pursuits. Within Inverclyde there is a strong interest in sailing, although this appears to be less frequent in the east of Inverclyde where motorised launches play a more significant role.

10.53 Given Inverclyde's location on the Clyde Estuary, there is pressure for water sports activity and related coastal development including new marinas, marina extensions, piers, slipways and associated ancillary development.

10.54 Development of the un-built coastline will not normally be acceptable as this is within the Green Belt, in contrast to the coastline within the built up area. Any proposals on the un-built coastline would have to be assessed against **Policy DS8** (in association with **Policy DS10**), as well as against the criteria in **Policy LR12**.



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Policy LR12 Water-Based Sports

Provision of recreational facilities for water-based sports will be supported providing that:

- (a) there is no significant detrimental impact on the environment of the coastal zone in terms of visual amenity and noise;*
- (b) there is no significant adverse impact on the natural environmental and/or built heritage;*
- (c) there is no irreconcilable conflict with other recreational pursuits;*
- (d) associated facilities on land do not create traffic congestion and impact on road safety;*
- (e) a high standard of design is achieved; and*
- (f) there is no conflict with other Local Plan policies.*

Tourist Accommodation

10.55 Hotel and visitor accommodation is limited within Inverclyde, with supply being predominantly on the coast and concentrated in the west around Gourock, Inverkip and Wemyss Bay. There are ten hotels and three guest houses registered with the Scottish Tourist Board. There is a shortage of small budget bed and breakfast and self catering accommodation although this has been eased with 168 single rooms made available in the student halls of residence outwith term time.

10.56 There are no specific sites identified for new hotels in the Local Plan although their development is recognised as an acceptable land use in a number of the Special Areas. Proposals for hotel development are likely to be coming forward over the Plan period, to provide for the anticipated increase in tourist visitors to Inverclyde. New hotel provision will be accepted in those areas acknowledged to be instrumental in making Inverclyde a more important tourist destination. New hotel development will be viewed as being more acceptable when combined with other planned redevelopment and the redevelopment of the waterfront areas, as indicated.

10.57 An increase in demand for bed and breakfast accommodation could be met by the conversion of larger houses within established residential areas, providing the fire regulations are met. However, such changes of use can threaten residential amenity if an over-concentration of such a use is allowed. **Policy LR13** addresses these matters.

Policy LR13 Tourist Accommodation

Proposals for the establishment of hotels, guest houses and bed and breakfast accommodation will be supported providing that:

- (a) there is no adverse impact on the amenity of adjoining properties and land uses;*
- (b) a high standard of design can be achieved in terms of appearance, access and sufficient parking;*
- (c) there is no unacceptable additional traffic generation; and*
- (d) there is no conflict with other Local Plan policies.*

[Note : It should be noted that under the Use Classes Order, the use of a house or flat as a bed and breakfast or guest house establishment does not require the benefit of planning permission, provided where at any one time not more than two bedrooms are, or in the case of premises having less than four bedrooms, one bedroom is used for that purpose. If these conditions are met, the use of a house for such a purpose will fall within the same Use Class (Class 9), as a conventional house.]

Caravan Parks

10.58 There are two caravan parks within Inverclyde, Wemyss Bay and Cloch, west of Gourock. The former is currently undergoing expansion and improvements. However, there remain only a limited number of touring pitches available.

10.59 Caravan parks tend to require large areas of land and can have major implications for the environment. Any proposal for a new caravan park or for an extension to an existing one should not have an adverse impact on the local environment nor be significantly more visually intrusive over the wider area. **Policy LR14** deals with this matter.

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(Use Classes)

Policy LR14 Caravan Parks

The retention of the existing caravan parks will be supported. Applications for new caravan parks or extensions to existing ones will be supported providing that:

- (a) there is no adverse impact on the environment, particularly in terms of visual amenity;*
- (b) there is no adverse effect upon the landscape;*
- (c) they are readily accessible from a classified road; and*
- (d) there is no conflict with Green Belt, Countryside and other Local Plan policies.*

Reference number	Reference Notes	Paragraph number
1	SportScotland 'Sport 21' (1998)	10.1
2	National Planning Policy Guideline (NPPG) 11 'Sport, Recreation and Open Space'	10.4
3	Sport 21 (1998) & 1st Review (Sept 2000); 'Out there' - a policy document on countryside sports (June 2005)	10.4
4	Joint Structure Plan (JSP), page 11.66	10.5
5	JSP, SP6, Sch6(e)	10.5
6	Inverclyde Council (IC) Leisure Trust (formed 1 Oct, 2001)	10.6
7	National Tourism Strategy (Feb 2000) & Scottish Tourism - First Progress Report on 'The Tourism Framework for Action' 2003/4 (The Scottish Executive); and SPP15 'Planning for Rural Development', para 14	10.9
8	JSP, para 10.21	10.10
9	Clyde Muirshiel Regional Park (CMRP), 1996	10.12
10	IC Economic Development Strategy (2003)	10.12
11	NPPG 11, para 31	10.16
12	JSP, para 11.66	10.17
13	Scottish Office Circular 43/1997 'T & C P (Notification of Applications) (Scotland) Amendment Direction 1997 'Playing Fields'	10.18
14	IC Community Plan 'A Strategy for Change' (June, 2003)	10.23
15	SportScotland & JSP, para 11.66	10.29
16	Economic Development Services (EDS) Committee, Jan 2002 'Routes to Regeneration - Inverclyde Access Strategy'	10.30
17	EDS Committee, Mar 2002	10.35
18	SUSTRANS (The Sustainable Transport Charity)	10.36
19	JSP, SP4, Sch4(i)	10.36
20	JSP, SP4, Sch4(ii) [Approved Plan (May 2002)]	10.39
21	Strathclyde Structure Plan, 1995, Chap 15, page 253	10.40
22	JSP, SP4, Sch4(i)	10.40
23	Planning Advice Note (PAN) 43 'Golf Courses and Associated Developments' para 10	10.49
24	IC Leisure Trust	10.50
25	JSP, SP5, Sch5(e)	10.52
26	IC Economic Development Strategy (2003)	10.55

Schedule 10.1 : Leisure, Recreation and Access Opportunities

LP Ref	Location/Address	Policy Coverage	Relevant Chapters
Iro1	Rankin Park	LR1, LR2 & H5	7, 10
Iro2	Wellington Park	LR1, LR2 & H5	7, 10
Iro3	Gourock Bay/Marina	LR2, SA4, H5 & TA11, TA13	5, 7, 10, 16
Iro4	Garvel Island (West)	LR2, SA2(c) & TA11, TA12	5, 10, 14
Iro5	Cappielow Football Ground	SA2(b) & TA11, TA12	5, 14
Iro6	Inverkip Power Station	LR2, SA5, H5 & TA11, TA12	5, 7, 10, 17
not site specific	Inverclyde Coastal Route	LR8, SA1, SA2, SA4, SA5 & DS6	3, 10, 13, 14, 16, 17
not site specific	Glasgow – Inverclyde Sustrans Route	LR7 & DS9	4, 10
not site specific	Footpath/Cycleways (Access Strategy)	LR6, LR7, LR8, LR9, DS9 & DS11	4, 10
not site specific	Open Space Provision in Residential Areas	LR2 & H11	7, 10



CHAPTER 11 : UTILITIES AND SERVICE INFRASTRUCTURE

Aim

- * To enable the provision of utilities and service infrastructure necessary for the implementation of the Development Strategy.

Objectives

- * To maintain and make efficient use of existing utilities and service infrastructure.
- * To ensure that the environmental impact of new utilities and service infrastructure is kept to a minimum.
- * To establish a policy framework against which proposals for new utilities and service infrastructure can be assessed.

BACKGROUND

11.1 This chapter is concerned with the infrastructure and services that are necessary to assist with the implementation of the Plan's Development Strategy. It covers a broad range of issues including water supply and drainage, flooding, waste management, energy production and telecommunications.

Ch 3

11.2 It is recognised that in order for Inverclyde's economic, social and physical regeneration to continue, the supporting infrastructure has to be in place. This chapter, therefore, sets out a policy framework that is supportive of new investment in the area's infrastructure. However, it is recognised that such infrastructure can have significant impacts on the environment and residential amenity, and safeguards have also been established to protect these.

POLICY CONTEXT

11.3 Unlike the other topic chapters in this section of the Plan, this Chapter covers a broad range of issues, many of which have their own policy guidance. Issues in relation to waste and energy production are to a certain extent driven by international/European policy directives and obligations. At the national level many of the SPPs, NPPGs and PANs concern themselves with infrastructure issues, and the Structure Plan also sets a land use planning policy context for utility and service infrastructure.

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International/European Policy

11.4 The UK Government is a signatory to the Kyoto Protocol, an international, legally binding agreement requiring the majority of the world's developed countries to reduce greenhouse gas emissions. In order to meet its reduction targets, the UK Government has adopted a Climate Change Programme. This identifies the reduction of the use of fossil fuels for energy production, and an increase in energy production from renewable resources such as wind and water, as key objectives.

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11.5 A change in the way waste is managed in the UK is being driven by European legislation, particularly the Framework Directive on Waste and the Landfill Directive. The Framework Directive on Waste seeks to establish a European-wide integrated network of waste facilities to allow waste to be dealt with as close as possible to its point of origin. It also seeks to promote waste avoidance and waste recovery from recycling, reclamation and energy recovery. The Landfill Directive also seeks to stimulate recycling and energy recovery, and imposes a target on the UK of reducing the amount of biodegradable municipal waste going to landfill to 35% of 1995 levels, by 2020.

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National Policy and Advice

11.6 NPPG6 on Renewable Energy Developments (Revised 2000) sets out the Scottish Executive policy on how the land use planning system should deal with such developments. Generally, it is supportive of such developments and recognises the contribution renewable energy projects can make to the UK and Scottish Climate Change Programmes. PAN 45 on Renewable Energy Technologies (Revised 2000) offers good practice advice on individual technologies.

11.7 SPP7 on Planning and Flooding (2004) and PAN 69 Planning and Building Standards Advice on Flooding (2004) set out Government policy on flooding. This requires planning authorities to avoid the risk of flooding by not permitting development that will be at risk from flooding or cause flooding elsewhere.

11.8 NPPG10 on Planning and Waste Management (1996) sets out the Government's planning policies for development involving the management of waste. Its principle purpose is to set out the contribution that the land use planning system can make to create a more sustainable waste management system. PAN 63 on Waste Management Planning (2002) offers good practice advice on this topic. Scottish Environment Protection Agency (SEPA) has published a National Waste Strategy and 11 separate Area Waste Plans covering the whole of Scotland which, at this stage, concentrate on reducing the amount of biodegradable municipal waste (BMW) that is sent to landfill in Scotland. The land use planning system has an important role in implementing the actions of these plans.

11.9 NPPG19 on Radio Telecommunications (2001) sets out the Government's planning policies for telecommunication equipment. It is generally supportive of the growth of the telecommunications industry in Scotland, provided that the environmental impact of further telecommunications equipment is kept to a minimum. PAN 62 on Radio Telecommunications (2001) offers advice on the siting and design of telecommunications equipment.

11.10 PAN56 on Planning and Noise (1999) offers advice on how the planning system can prevent and limit noise pollution.

11.11 PAN 61 on Planning and Sustainable Urban Drainage Systems (2001) offers advice on how the planning system can help to have SUDS accepted as an integral part of the development process.

The Structure Plan

11.12 By directing new development, in the main, to existing built up areas, and particularly the 'Corridor of Growth' along the River Clyde, the Structure Plan, like this Local Plan, is encouraging new development to make use of existing utilities and service infrastructure.

11.13 The Structure Plan also contains policies and guidance in relation to some of the issues covered in this chapter. It requires the sensitivities of water catchments to be taken into account in the evaluation of development proposals and major land use change. Similarly, the Structure Plan states that there is a need to minimise the risk of flooding associated with development proposals and development plan allocations. With regard to renewable energy, the Structure Plan identifies *preferred* and *intermediate* areas for windfarm development and areas of opportunity for biomass crops. The Structure Plan offers support for Information and Communication Technology (ICT) infrastructure which accords with the provisions of Strategic Policy 9 of the Plan. This policy, which is used to assess development proposals, also contains criteria relating to waste management, SUDS, the prevention of flooding and a general requirement for developers to make provision for the infrastructure or facilities required to make a development acceptable.

LOCAL PLAN STRATEGY

11.14 The Local Plan's Development Strategy seeks to direct development to brownfield sites within urban areas and where appropriate, to sites in or adjacent to town centres. In doing so, this will allow use of existing infrastructure, including spare capacity, to be maximized, and thereby reduce the need for new infrastructure which can have significant financial and environmental implications. However, it is recognised that additional investment in existing and new infrastructure will be required over the plan period to enable the successful regeneration of the area.

11.15 In assessing planning applications that may affect the water supply, cause flooding or noise pollution, or involve hazardous uses, the Council will adopt the precautionary principle and seek to limit or prevent adverse impacts associated with such developments. Generally, the Council will be supportive of applications for renewable energy infrastructure, telecommunications equipment, and facilities required to help implement the Area Waste Plan, but will carefully assess the impacts of these developments on the environment, water quality and residential amenity.

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Ch 3, Pol DS1, p 40
Ch 3, Pol DS4, p 42

App C

IMPLEMENTING THE DEVELOPMENT STRATEGY

Sustainable Use of Existing Infrastructure

11.16 A key objective of this Plan is to bring about the economic, social and physical regeneration of Inverclyde through the redevelopment of significant areas of brownfield land. Such land normally has the benefit of already being connected to the service infrastructure network. By directing development to such areas and making use of existing connections to, and spare capacity within, the existing network, the need for the development of new service infrastructure can be reduced. In order to support this it is essential that the primary consideration of service providers is to undertake an ongoing programme of maintenance and repair of existing infrastructure, as indicated in **Policy UT1**.

Policy UT1 Sustainable Use of Existing Infrastructure

Inverclyde Council, as Planning Authority, will seek to direct new development to areas where connections to existing service infrastructure and public utilities are available, and will work with developers, public utility companies and other providers of service infrastructure to ensure that the most efficient use is made of existing infrastructure. The Council will also encourage continued investment in existing infrastructure, with a view to improving service provision.

New Infrastructure

11.17 Given the scale of development proposed in the Plan, it is likely that there is going to be a need for the development of new service infrastructure. The impact of new service infrastructure can vary significantly. Some services can be laid entirely underground, and if full restoration is undertaken the impact on the environment can be minimal. Other schemes can have a significant impact on the environment and their location and design have to be considered very carefully. The costs related to infrastructure schemes can also be significant, and developers may be required to justify and meet the excessive costs of unprogrammed infrastructure schemes required to serve proposed developments. **Policy UT2** deals with these matters

Policy UT2 New Infrastructure

Proposals for the development of new, or extensions to existing, utilities and service infrastructure, will be considered favourably subject to assessment against:

- (a) *impact on residential amenity;*
- (b) *impact on Inverclyde's built heritage and natural environmental resources;*
- (c) *impact on the landscape;*
- (d) *impact of any associated noise, smell or hazard; and*
- (e) *other relevant Local Plan policies.*

11.18 Where planning permission has been granted for new development, developers will be required to meet the excessive costs associated with the provision of unprogrammed service infrastructure required to support the new development.

Water Supply and Drainage

11.19 Inverclyde contains numerous reservoirs that are used to supply water to homes and businesses throughout the area and beyond. The need to safeguard the quality and quantity of water supplies is recognised by the Structure Plan. Much of the rural area of Inverclyde falls within the water catchment areas for these reservoirs and the tributaries that feed into them, so that any development, even some distance from these reservoirs, could impact on the quality of the water supply. This Plan seeks to protect the area's water supply in the context of the importance of safeguarding water quality and its role in the wider water environment of Inverclyde. The relevant policy is found in Chapter 9 (Policy HR4).



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Sustainable Urban Drainage

11.20 The use of Sustainable Urban Drainage Systems (SUDS) in new developments, as advocated by SEPA, would help to limit and control the rate of surface water run-off and reduce the adverse effects that it can have on water quality. Surface water run-off is created by water falling onto impermeable developed areas where it often becomes polluted with, for example, oil, road salt and detergents. Until recently, surface water run-off has been drained straight into watercourses causing water pollution, or has been combined with foul water, putting an unsustainable burden on foul water drainage and treatment infrastructure. Recent practice has introduced the use of SUDS, which collect and treat surface water run-off, normally on the site from where the water is drained. This reduces water pollution and the burden on foul water treatment infrastructure. SUDS can also help to alleviate flooding by controlling the flow of surface water run-off into watercourses, which could possibly overflow on-site or elsewhere if surface water run-off was not controlled. Where it is proposed to discharge surface water run-off into watercourses, developers may be required to submit a watercourse assessment to prove that this can be carried out without causing flooding.

11.21 In order to ensure the continual successful performance of SUDS within developments, maintenance of the chosen system is essential. In order to ensure that continual maintenance is undertaken, in determining any planning application involving SUDS, the Council will require under **Policy UT3** a maintenance regime to be agreed with the developer before any planning permission is granted.

Policy UT3 Sustainable Urban Drainage Systems

Inverclyde Council, as Planning Authority, will encourage the inclusion of Sustainable Urban Drainage Systems in appropriate developments, and where included will require agreement to be reached in respect of the continual maintenance of the proposed system prior to planning permission being granted.

Flooding

11.22 Flooding problems throughout Scotland are predicted to worsen over the coming years as a result of climate change. It is predicted that sea levels, rainfall and the frequency and severity of storms affecting the country are likely to increase. Owing to Inverclyde's coastal location and topography, there could be a risk of flooding from both tidal inundation and heavy rainfall.

11.23 The Scottish Executive expects developers and planning authorities to give consideration to the possibility of flooding from all sources and to err on the side of caution when making decisions where flooding is an issue. In line with SPP7 'Planning and Flooding,' the Council has convened a Flood Liaison and Advice Group (FLAG) with adjacent authorities to share knowledge and offer advice on flooding issues.

11.24 The Council has responsibilities with regard to flooding. It must assess watercourses to ascertain if they are in a condition that is likely to cause flooding of non-agricultural land, within or outwith Inverclyde. The Council is also required to prepare and publish biennial reports specifying: the measures needed to prevent or mitigate any potential flooding of land in Inverclyde; measures taken since the publication of the previous report to prevent or mitigate the flooding of such land; and all occurrences of flooding of such land since the publication of the previous report.

11.25 The Council's Transportation and Roads Service records areas with recurring flooding problems. This allows the Council to assess development proposals for flood risk. SEPA also hold information on areas that are at risk from flooding. The Council is required to consult with SEPA when considering development proposals that may increase the number of buildings at risk of being damaged by flooding.

11.26 As planning authority for the area, the Council is guided by SPP7 as to the role that the land use planning system has in helping to reduce the risk of flooding. SPP7 requires planning authorities to give consideration to the possibility of flooding when considering proposals for new development and ensure that new development is free from significant flood risk and does not materially increase the probability of flooding elsewhere. To make this assessment the Council will require a Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) to be submitted with proposals for development on sites known to be at risk from flooding, or on which development is likely to cause flooding elsewhere. It is likely that most proposals for development along the urban waterfront and coastline generally will need to be supported by an FRA.

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11.27 The degree of flood risk for any area of land is calculated from historic data and expressed in terms of the expected frequency of a flood of a given magnitude, e.g. a 10-year, 50-year or 100-year flood, meaning that there is 10%, 2% or 1% chance, respectively, of a flood of that magnitude happening in any given year. SPP7 indicates that land with above a 0.5% chance of flooding in any year, i.e. land that would be affected by a 1 in 200 year flood, is considered to have a 'medium to high risk of flooding' and development on it should incorporate flood prevention measures. The Association of British Insurers (ABI) Insurance Template requires protection against a 1 in 200 year flood event as a minimum for standard residential development, with increased levels required for sheltered housing, residential institutions, hotels and bungalows. Having regard to both SPP7 and the Insurance Template, **Policy UT4** seeks the incorporation of protection against a 1 in 200 year flood event in all new developments, or a justification as to why such a level of protection is not required. With regard to coastal development, research undertaken for the Scottish Executive has indicated that by 2050 development below the 5-metre contour line will be vulnerable to flood risk. New development at this level should therefore be protected against the likelihood of coastal flooding.

11.28 As with SUDS, it will be necessary as part of the assessment of any application requiring flood prevention measures, for agreement to be reached in respect of the continual maintenance of the measures implemented prior to planning permission being granted. **Policy UT4** sets out the matters the Council will take into consideration when assessing development proposals which may be affected by, or cause, flooding.

Policy UT4 Reducing Flood Risk

Inverclyde Council will seek to reduce the risk of the flooding of non-agricultural areas by resisting development on functional flood plains. Where development is proposed for an area considered to be at risk from flooding, the Council will:

- (a) *require the preparation of a Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA);*
- (b) *seek the incorporation of flood prevention measures able to cope with, as a minimum, a 1 in 200 year rainfall event, depending on the type of development proposed, taking into consideration predicted climate change and sea level changes in the period to 2050, or justification as to why this standard of protection is not required;*
- (c) *consult with SEPA where development is likely to result in a material increase in the number of buildings at risk from flooding; and*
- (d) *require Clyde waterfront and coastal development to be protected against coastal flooding to a level of 5 metres above the ordnance datum.*

Flood prevention measures and sea defences should not increase the risk flooding elsewhere or have an adverse impact on the natural or built environment. For planning permission to be granted, the Council will require agreement to be reached in respect of the continual maintenance of flood prevention infrastructure and sea defences associated with the proposed development.

Waste Management

11.29 Currently, the majority of waste produced in Inverclyde is landfilled. Inverclyde Council collects approximately 40,000 tonnes of household and commercial waste a year, which is disposed of in a landfill site in West Dunbartonshire. Much of the privately collected commercial and industrial waste that is produced in Inverclyde is also landfilled.

11.30 The National Waste Strategy: Scotland (NWS(S)), published in 1999, sets out the approach that will be taken in Scotland to reduce the amount of waste sent to landfill, so as to comply with the European Landfill Directive. In accordance with the NWS(S) an Area Waste Plan was published for the Glasgow and Clyde Valley area in 2003, and sets out the Best Practical Environmental Option for the sustainable management of waste in this area until 2020. Initially an increased level of recycling and composting will be used to meet landfill reduction targets. However, in order to meet later, more stringent targets, other recovery technologies such as thermal treatment, anaerobic digestion and autoclaving may have to be introduced. To allow this strategy to be implemented a network of additional waste management facilities such as recycling centres, composting plants and waste transfer stations are likely to be required within the Glasgow and Clyde Valley area and, perhaps within Inverclyde.

11.31 National planning policy and advice on waste management is provided by NPPG 10: Planning and Waste Management and PAN 63: Waste Management Planning. NPPG 10 requires planning authorities to help implement the NWS(S) and promotes regional self-sufficiency, where waste arising within a structure plan area is treated within that structure plan area, and the proximity principle, which requires waste to be dealt with as close as possible to its point of production. PAN 63 offers good practice advice for waste management planning and in relation to development plans advises that plans should aim to identify suitable sites for waste management facilities. However, at this time there is no absolute certainty as to the type or location of the additional waste management infrastructure that will be required within Glasgow and the Clyde Valley. Therefore **Policy UT5** sets out the factors that will be taken into consideration when assessing any proposals for waste management facilities within Inverclyde.

Policy UT5 Waste Management Facilities

Proposals for the development of waste management facilities will be assessed against the following criteria:

- (a) **compliance with the Glasgow and Clyde Valley Area Waste Plan and National Waste Strategy (Scotland);**
- (b) **the facility being primarily required to cater for waste arising in Inverclyde;**
- (c) **there being no adverse impact on residential amenity;**
- (d) **there being no adverse impact on the built heritage or natural environment, including the landscape; and**
- (e) **where necessary, an acceptable restoration plan for the site will be required.**

Renewable Energy

11.32 The UK's Climate Change Programme sets out a package of measures that will be undertaken in order to meet the commitment made under the Kyoto Protocol, which requires a reduction in the amount of greenhouse gases produced in the UK. One of the measures introduced was a requirement on electricity suppliers to increase the proportion of electricity generated from renewable resources to 10% by 2010. As a result of this there has been an increased level of developer interest in renewable energy schemes.

11.33 The Utilities Act 2000 describes renewable energy sources as 'sources of energy other than fossil fuel or nuclear fuel'. Sources include the sun, water, wind, energy crops, waste and landfill gas. In Scotland the most developed methods of producing electricity from renewable sources involve water and wind power. Within Inverclyde, where there is currently no commercial production of electricity from renewable resources, wind power is the most viable source, owing to windy conditions throughout the area, and particularly in the West Renfrew Hills, part of Clyde Muirshiel Regional Park.

11.34 Whilst renewable energy sources do not generate greenhouse gases such as carbon dioxide and methane, they are not free of environmental impacts. For example, wind farms can have significant impacts in terms of visual amenity and noise. It is the role of the planning system to reconcile the benefits of potential renewable energy developments with any detrimental effects they may have on the local and wider environment. In Inverclyde, this particularly applies to the Regional Park.

11.35 The Structure Plan identifies *preferred* and *intermediate* areas for windfarms and supports windfarm development in the preferred areas. There are no preferred or intermediate areas within Inverclyde. However, as a result of the developments in wind energy technology and the anticipated outcome of research into wind energy developments and landscape character, a review of Structure Plan policy is currently underway. In accordance with NPPG6 *potential areas of search* for wind farm development will be identified in the Structure Plan, having regard to the protection of existing areas of sensitivity, including environmental resources. Smaller scale wind farms will continue to be determined through local plan policy in accordance with Structure Plan policy.

11.36 Energy production companies have shown interest in Inverclyde, and it is therefore important to establish criteria against which proposals for renewable energy development can be assessed. In assessing proposals, the Council will take account of the cumulative impact of nearby renewable energy developments, whether existing or proposed, including those in adjoining authorities. The Council will also seek to impose conditions requiring the removal of proposed infrastructure once it becomes redundant. The following criteria in **Policy UT6** will be used to assess the impact of the means of access to any renewable energy site as well as the infrastructure itself.

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Ch 9. Pol HR5

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Policy UT6 Renewable Energy Infrastructure

In assessing proposals for renewable energy infrastructure, Inverclyde Council, as Planning Authority, will have regard to the impact on:

- (a) *the natural environment and built heritage of the locality;*
- (b) *the landscape, particularly when viewed from major transport corridors;*
- (c) *residential amenity;*
- (d) *tourism and leisure resources, particularly if within the Clyde Muirshiel Regional Park; and*
- (e) *the operation of aircraft and telecommunications equipment.*

Telecommunications

11.37 The telecommunications industry has developed rapidly over the past decade with an increase in mobile phone usage and satellite and cable television systems that contribute both to business and household needs. This growth has led to an increase in demand for mast sites and base stations which is likely to continue with the development of third generation mobile phone technology.

11.38 The Scottish Executive is supportive of the continuing development of this industry. However, whilst it is important that the Council is generally supportive of such development, telecommunications equipment can be large scale, obtrusive and unattractive. As operational requirements often dictate where such equipment can be sited, conflicts may arise with the environmental objectives of the Plan. A balance must therefore be struck between the protection of amenity in urban and rural areas and the requirements for this technology. These matters are covered in **Policy UT7**.

11.39 A number of masts have already been located on sites that have caused public concern about both their visual impact and the perceived health implications of their proximity to residential areas. In light of this, the Scottish Executive produced NPPG 19 to reflect changes in telecommunications legislation, including changes to the General Permitted Development Order (GPDO), to bring all ground-based masts and a range of other developments under full planning control. Circular 5/2001 details changes to the GPDO and PAN 62 has been produced to provide advice on siting and design.

Policy UT7 Telecommunications Equipment

Applications for the siting of telecommunications equipment should be accompanied by a statement justifying the need for the equipment at the proposed location, and include reference to any site selection exercise that has been undertaken and whether site and/or equipment-sharing has been considered. This statement must also confirm that the equipment to be installed fully complies with ICNIRP guidelines. Proposals will be assessed against the following criteria:

- (a) *the siting and design of the equipment being in accordance with PAN62 on Radio Telecommunication;*
- (b) *there being no satisfactory alternative es;*
- (c) *appropriate landscaping and screening works being incorporated where necessary; and*
- (d) *there being no adverse impact, including cumulative, on the built and natural heritage, including the landscape. The application of the above criteria will take into account technical and operational requirements.*

[Note : The International Commission on Non-ionising Radiation Protection (ICNIRP) publish Exposure Guidelines. Based on the reviews of scientific results the ICNIRP set out the basis for limiting exposure and recommend exposure limits].



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App C

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Hazardous Uses: Notifiable Installations

11.40 Hazardous substances are those that when stored or used in quantities, at or above specified limits, present major fire, explosion or toxic hazard risks to people and property. All installations handling significant quantities of hazardous substances have a consultation zone around them defined by the Health and Safety Executive (HSE). Planning authorities are required to consult with the HSE on significant development proposals within these zones. It is therefore necessary to control developments within these consultation zones and also ensure that new hazardous installations are not developed in inappropriate locations. **Policies UT8** and **UT9** deal with these issues. There are currently five hazardous installations and two exclusion zones in Inverclyde.

Table 11.1 The Location of Hazardous Uses and Consultation Zones

Location	Hazard	Consultation Zone
Gourock Harbour	Explosive	216 Metres
Wemyss Bay Pier	Explosive	191 Metres
Tail of the Bank	Explosive	2,670 Metres
Garvel Basin	Explosive	41 Metres
Container Terminal	Explosive	428 Metres
Gas Transmission Pipeline	Pipeline	22 Metres
Burnhead Moor (NW) & (SE)	MoD Technical Site	>257 or 258 Metres above sea level

[**Note** : The Gas Pipeline exclusion zone, MoD Technical Site and a schedule showing the extent of each of these consultation zones, including maps, are in Supplementary Document No. 10, and is available for inspection at Planning Services].

Policy UT8 *Proposals for Development within Hazardous Use Zones*

Proposals for development within the consultation zones of the hazardous installations listed in Table 11.1 will only be permitted with Health and Safety Executive approval and where there is appropriate separation between the proposed development and the hazardous installation.

Policy UT9 *Proposals for Hazardous Use Installations*

Proposals for new, or modifications to existing, hazardous installations will only be permitted where they will not result in an unacceptable increase in risk to humans or to the natural environment and built heritage.

Glasgow Airport Safeguarding Zone

11.41 Parts of the eastern area of Inverclyde fall within the Glasgow Airport Safeguarding Zone. The Council has a statutory obligation to consult the Civil Aviation Authority on developments within this zone depending on their height and location. A map depicting the Safeguarding Zone is available for inspection at Planning Services.

Noise

11.42 The control of noise is largely an Environmental Services responsibility. However, the planning system can help to prevent and limit noise pollution through controlling the location and design of developments likely to cause noise. Circular 10/1999 and Planning Advice Note 56 deal with the planning aspects of noise in relation to development. PAN 56 indicates that the planning system has an important role to play in preventing and limiting noise pollution, through guiding development to the most suitable locations and in regulating the layout and design of new development. It is particularly important that noise-sensitive uses such as housing, hospitals, educational establishments and offices are protected from the nuisance associated with land uses that generate high levels of noise. However, it is equally important to ensure that uses which generate high levels of noise can locate in areas where their activities will not be curtailed by the proximity of noise-sensitive uses. **Policies UT10** and **UT11** seek to ensure no conflict arises between noise-sensitive uses and noise-generating uses.

App B

App B, SD No. 11

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Policy UT10 Proposals for Development Involving Noise

Proposals for developments which involve noisy processes and/or extended hours of operation, will only be acceptable where they do not affect the amenity of noise sensitive uses.

Policy UT11 Proposals for Development Adjacent to Noise Generators

New developments of noise sensitive uses and proposals for new development shall be located away from existing sources of significant noise or from programmed development likely to generate noisy uses or activities.



Reference number	Reference Notes	Paragraph number
1	'Climate Change - The UK Programme', Department of Environment, Transport and the Regions (DETR), 2000	11.4
2	European Community (EC) Directive 74/442/European Economic Community (EEC) (as amended by 91/156/EEC)	11.5
3	EC Directive 99/31/EC	11.5
4	Joint Structure Plan (JSP), Para 5.6 - 5.9	11.12
5	JSP, Para 12.13	11.13
6	JSP, Para 9.3 - 9.5	11.13
7	JSP, Para 12.13 & SP8(b)	11.13
8	JSP, Para 9.7	11.13
9	JSP, SP9(C)(i)	11.18
10	JSP, p48 and 81, and SP9 and SP10B(iii)c	11.19
11	Scottish Environment Protection Agency (SEPA), Policy No. 15	11.20
12	Planning Advice Note (PAN) 61 'Planning and Sustainable Urban Drainage Systems'	11.20
13	Scottish Planning Policy (SPP7), Para 15	11.23
14	Flood Prevention and Land Drainage (Scotland) Act 1997	11.24
15	SEPA, Waste Data Digest 2001, Table 31	11.29
16	NPPG 10, Para 24	11.31
17	Climate Change - The UK Programme, DETR, 2000	11.32
18	Utilities Act 2000, Section 62(8)	11.33
19	JSP, Para 12.13 & SP8(b)	11.35
20	GCVJSP Issues Report 'Wind Energy in the Structure Plan Area' (Sept 2003); and GCVJSP Technical Report (TR11/05) 'Renewable Energy in Glasgow and the Clyde Valley' (May 2005)	11.35
21	NPPG 19 & PAN 62	11.38
22	www.icnirp.de	11.39
23	PAN 56, para 5	11.42

SECTION D

SECTION D



Special Development Areas

CHAPTER 12 : SPECIAL AREAS - INTRODUCTION

12.1 The social, economic, environmental and physical constraints impinging upon new investment and development in Inverclyde, as outlined in Chapters 1 and 3 (and Appendix A), are particularly apparent in those areas identified as Special Areas, in Section D of the Local Plan. These areas require a more detailed planning policy framework than that provided by the Local Plan's more general planning policies. These more detailed policies, where applicable, are contained in the five Special Area chapters, 13 to 17.

12.2 Three of the Special Areas are associated with Inverclyde's maritime and industrial past but now retain extensive areas of vacant and/or derelict land. Each of them are in prominent locations which add to the concerns of the Council as they are all highly visible from Inverclyde's strategic road and/or rail network. Two of the areas, Central Coastal Gourock (Chapter 16) and Inverkip Power Station (Chapter 17), are identified as major new potential development opportunities for investment in Inverclyde.

12.3 The largest and most strategically important of the Special Areas - Inverclyde Waterfront/A8 Corridor (Chapter 14) - is as important as the 'rejected' council housing areas to promoting a new image and better future for Inverclyde. In 'Strategy for Change', Llewelyn-Davies emphasise in their integrated strategy the significance of getting the future development of the Waterfront right, since the use of much of this land resource is crucial to realizing the strategic dimensions of the Development Strategy of the Local Plan, and the spatial dimension 'Place Making and Key Locations'.

12.4 Notwithstanding the varied problems and constraints to development in these areas, each of the Special Areas contain most of the major development opportunities in Inverclyde. Development strategies have already been prepared for several of these areas in advance of this Local Plan, and in some respects, these strategies form the basis of the Local Plan's policy coverage and development frameworks for the relevant areas.

DEVELOPMENT FRAMEWORKS AND POLICY COVERAGE

12.5 Each one of the Special Areas provides additional policy coverage. The Special Areas are delineated on the Proposals Map and for the particular circumstances of the large Inverclyde Waterfront Special Area, Sub Area Policies are denoted by the letters (a), (b), (c), etc. In addition, each Special Area is organised in the following manner:

- (i) a brief description of the background and policy context to the planning issues facing the areas concerned;
- (ii) the development framework which addresses matters such as acceptable land uses, built environment and design considerations and access requirements;
- (iii) the additional Special Development Area policy; and
- (iv) a reasoned justification for the development framework and policy.

12.6 The level of detail in each of the Special Development Area policies differs. In those areas where a masterplan and/or development brief has been agreed in principle, and adopted as Council policy, more detail in terms of design and access information is set out, as in 'The Harbours' Area (Chapter 13). This is not the case, nor appropriate, for other Special Areas.

12.7 In order to maximise the prospects of development, the Special Area policies are as flexible as possible. The capacity to do so has varied from area to area, however, and this is reflected in the various Chapters. Similarly some of the Special Areas require an overall comprehensive approach to development (eg. Inverclyde Waterfront) whilst with others, the appropriate development of smaller parcels of land is acceptable (eg. Greenock East, Chapter 15).



Ch 13, 14 & 15

Ch 3, paras 3.45 & 3.49

L-D Study, p 85

Prop Map

Ch 14, Table 14.1, p190

12.8 The additional planning policy coverage for the Special Areas should not be viewed in isolation but considered in conjunction with the Local Plan's general planning policy framework. For example, policies on business development, town centres, edge-of-centre retail development and waterfront housing sites, need to be read in conjunction with the respective topic chapters in the Plan. The Council will refer to the wider policy framework where it considers it appropriate to do so. In addition, the designation of a Special Area in the Local Plan will inevitably have implications for adjoining land uses. This is recognised explicitly in the Waterfront Special Area, and elsewhere where appropriate, regard has been had to such adjoining areas in devising the development framework of the relevant Special Area.

Ch 14, para 14.13

IMPLEMENTATION, PARTNERSHIP AND FUNDING

12.9 Whilst Inverclyde Council has made its planning policies for the Special Areas as flexible as possible, such an approach cannot by itself ensure that development will proceed. Perhaps of even more relevance in this respect are the individual and cumulative levels of funding that are required. Development within many of the Special Areas is unlikely to proceed without significant match funding which will be required from the various public agencies. In Chapter 19 'Implementation' the Council makes clear the continuing need for joint partnerships, including that between the public and private sectors, in order to make the necessary funds available. A principal theme running through this Local Plan is the need to secure additional funds, in partnerships, to realise development opportunities.

Ch 19, paras 19.9-19.13

12.10 The Derelict Land Strategy (DLS) and Inverclyde Waterfront Development Group (IWDG), should be the principle vehicle for co-ordinating the funds required to implement a programme of environmental improvements to assist private sector investment. A raising of the quality of the environment of the Special Areas is identified in the Plan as a prerequisite to increase the competitiveness of Inverclyde's economy and to promote the area as a 'place of choice' for investment and living. **Schedule 12.1** brings together these Local Plan priorities in terms of environmental improvement, three of which are linked to the proposed Town Centre Action Plans.

Ch 8, Pol R7, R8 & R9

12.11 The Development Strategy demonstrates one of the Council's primary objectives: to promote the re-use and redevelopment of vacant, derelict and underused land in Inverclyde, in accordance with national and strategic planning policy. In Chapter 6 'Economy and Employment', the Council recommends to the Scottish Executive, Scottish Enterprise and Scottish Enterprise Renfrewshire that the partnership with the Council (through the auspices of the DLS) continues in order to improve the quality of Inverclyde's business and industrial land supply, much of which is contained within the identified Special Areas. Similarly, in Chapter 7 'Housing and Communities', a number of recommendations are made to the Government and relevant agencies with a responsibility for deficit funding and land reclamation in order to continue to make brownfied sites effective and available for housing development.

Ch 3, para 3.3

Rec B1, p 80

Rec H1 & H2, p 104/105

12.12 A considerable amount of the land covered by the Special Areas is in private ownership, however, including the extensive land holdings of Clydeport in the Waterfront/A8 Corridor Special Area. The investment decisions of the private sector, working with the legislative and planning resources of the public sector, should together fulfil the aspirations embodied in these five Special Area development frameworks.



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

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



CHAPTER 13 : THE HARBOURS AREA, GREENOCK

BACKGROUND AND POLICY CONTEXT

13.1 A Masterplan document for the Greenock Waterfront, comprising an area extending from the Clydeport Ocean Terminal to Cartsburn Riverside (West), provided the basis for the subsequent development of much of this area over the early 1990s. The 'Greenock Waterfront' comprises the Retail Warehouse Park, James Watt College of Further Education Waterfront Campus, The Waterfront Leisure Complex and the associated hard and soft landscaping centred on East India Harbour and the coastal footpath, to both the east and west of Custom House Quay.

13.2 'The Harbours Area' comprising the harbours, docks, quaysides and adjoining lands associated with the East India Harbour (including land bordering the Custom House), Victoria Harbour and the Scotts Dry Dock, covers some fourteen hectares, including the water. Despite being the only part of the 'Greenock Waterfront' designated an Enterprise Zone, this area remains the only part of this earlier 'Special Area' that is not developed. In terms of the strategic planning policy context, this Special Area, while part of Greenock Town Centre, is designated an Urban Renewal Area. In 1998/99 Scottish Enterprise Renfrewshire undertook major refurbishment works on the harbour walls in the East India Harbour area, the bulk of which are of strategic importance to industrial archaeology, and implemented landscaping/environmental improvements. However, the Area remains largely unused, apart from occasional use for open air fairs/shows. 'The Harbours' were the centre of the very successful Tall Ships Race in July 1999. Full and permanent use of the harbours/dock and development of the associated vacant land remains a priority for the Council.

DEVELOPMENT FRAMEWORK

13.3 The Harbours Area is a prominent and important location on the Waterfront, adjacent to the A8 trunk road and within walking distance of Greenock Central Railway Station. The Area forms part of Greenock Town Centre, but lies outside the designated 'Central Shopping Area'. The need for uses compatible with this town centre location and strong physical and visual links between the area and the rest of the town centre is important and recognised in the following development framework.

13.4 The development framework for the Harbours Area will be housing-led, and aims to exploit its leisure and tourism potential and its coastal/waterfront assets, through a mixed-use development. It is important in the development of the Harbours that, whilst ensuring the continued use of the East India and Victoria Harbours for commercial marine operations, the remaining architectural and industrial heritage is protected and enhanced and that the character and visual amenity of the area is secured.

Prop Map G

JSP, SP1, Sch 1(b)
Ch 3, Fig 3.1

JSP, SP7 (d)
Ch 9

Ch 8 & Prop Map



SPECIAL DEVELOPMENT AREA POLICY (MD)

Policy SA1 The Harbours Area, Greenock Town Centre

Inverclyde Council, as Planning Authority, will support the development of sites () within The Harbours Area, identified on the Proposals Map as SA1, where it is in accordance with the following mixed use planning policy framework.*

Land Uses

The following uses will be permitted:

- (a) Residential Flats;*
- (b) Non-Residential Institutions (Use Class 10) of a tourist and heritage nature that are related to The Harbours' marine use, location and historical importance;*
- (c) Shops (Use Class 1) that are restricted to the servicing of the above tourism, heritage and leisure uses and do not exceed 100 square metres of gross floorspace;*
- (d) Food and Drink (Use Class 3) and use as Public House;*
- (e) Financial, Professional and other services (Use Class 2);*
- (f) Hotel (Use Class 7); and*
- (g) Marine-based commercial enterprises, including provision for marina facilities and a potential ferry operator.*

[() Sites to be confirmed and endorsed through a Masterplan/Development Brief and subject to the approval of the Council]*

Built Environment and Design

Any scheme will be required to incorporate the following design elements:

- (h) to retain and reinforce the urban setting of this Town Centre area with building and spatial arrangements respecting the existing structures and features of the harbours and providing pedestrian routes and views through and across the sites;*
- (i) to achieve the above, enclosures should be minimised and limited to service areas;*
- (j) materials, finishes and standards of design should reflect the urban and maritime history of the area;*
- (k) traffic-free harbour and dock-side areas, with areas for parking, servicing and traffic circulation strictly limited; and*
- (l) the provision of effective pedestrian and cycle routes through the site as part of the Inverclyde Coastal Route.*

Access

- (m) Highways access will be from Rue End Street via the existing signal-controlled junction at Virginia Street; and*
- (n) the provision of safe and effective pedestrian and cycle routes through the development area and to facilitate unimpeded access to Greenock Central Station.*

JUSTIFICATION

Land Uses

13.5 Given the Town Centre location and the area's environmental, historical and architectural importance, it is considered that this area can be developed for tourism and heritage-related leisure uses. One of the sites around the harbours is envisaged as a heritage centre: the current preference being a development to safeguard and secure the Scotts Dry Dock. Any such development should exploit the site's scenic waterfront location and its historical associations.

Sch 12.1
(site ref 'ei1')

13.6 The realisation of these tourism/leisure developments however, is dependent upon a permanent and viable mix of land uses. Housing is seen as the catalyst and primary form of development in order to anchor the other prescribed uses. It is envisaged that an appropriate density would be achieved by flatted housing, and an indicative dwelling capacity of 200 flats is included in the land supply.

Ch 7, Sch 7.1
(site ref 'ho35')

13.7 Although Greenock's Central Shopping Area is the preferred location for retail and leisure developments (**Policy R3**), such uses will be considered favourably where they specifically relate to the site's maritime location and heritage, in accordance with **Policy R5**. Any retail use should be ancillary to tourist, heritage or leisure uses, and a maximum of 100 square metres gross of retail floorspace will be allowed. A condition may be imposed to control the range of goods that can be sold in such retail floorspace.

Ch 8, p124

13.8 Food and Drink uses such as a tearoom or restaurant and bar/public house will be acceptable where they complement the leisure and heritage related uses. Hot food takeaways, including 'drive through' restaurants and public houses with no dining facilities, are not considered appropriate for this location.

13.9 Class 2 uses will be acceptable, but only in association with the flatted housing in the area between the individual harbours and Rue End Street, where they would not monopolise the prime harbour-side sites, which would be best used for heritage and leisure uses.

13.10 The continuation of commercial use of the harbours is envisaged in order to retain visual interest and vitality in the harbours. This would complement and add to the attractiveness of any tourist, heritage or leisure facility. Commercial uses would include a marina and provision for a ferry operator operating across or along the Clyde.

Built Environment and Design

13.11 The Harbours are within Greenock town centre. As such any development should be of a mass and scale that reflects its urban setting whilst providing open views onto and across the harbours. It is intended that buildings should be of two or more storeys with open spaces in between to allow sea views and pedestrian access. To achieve this, sites should be largely open with minimum enclosures and limited to servicing with no open storage areas. Buildings should present an attractive frontage onto both the quaysides and Rue End Street.

Ch 9, Pol HR17

13.12 Building materials, finishes, paving and means of enclosure should be to a high standard of design, similar to that already in place around East India Harbour and Custom House Quay. They should reflect the maritime heritage and historical importance of the docks and have regard to the setting of the 'A' listed Custom House, itself.

Ch 9, Pol HR15

13.13 Pedestrians should be allowed open access to the docksides and waterfront except where this is prevented by operational requirements. The site should operate as a traffic-free area with pedestrians having priority. Vehicles should be contained within parking and service areas except where access to the harbours is essential for operational reasons. Provision through the site for the Inverclyde Coastal Route should be maintained.

Ch 5, Pol TA7

Ch 10 & Pol LR8

Access

13.14 The signal-controlled junction for Rue End, Dellingburn and Virginia Streets will form the principal highway access to The Harbours. It is not envisaged that separate access will be taken from Cartburn Roundabout to serve development at the area's eastern end. However, if a viable scheme comes forward to use and/or modify the Scotts Dry Dock as the centre-piece of a tourist (heritage) attraction, consideration will have to be given to this issue, without compromising the integrity of this historic maritime structure.

Para 13.5

CHAPTER 14 : INVERCLYDE WATERFRONT/A8 CORRIDOR

BACKGROUND AND POLICY CONTEXT

14.1 The Inverclyde Waterfront/A8 Corridor covers an extensive area from the former Enterprise Zone of Cartburn Riverside, adjacent to 'The Harbours' Special Area, to the Newark Roundabout, east of Port Glasgow Town Centre. The Special Area extends back from the waterfront to the Glasgow-Gourock railway line for much of its length, although at Port Glasgow Town Centre the A8 trunk road delineates its southern boundary. The A8 trunk road dissects the western half of the Area, and along this stretch land to the north and south of the road is included within the Area.

14.2 The waterfront location and presence of the trunk road and railway line within this corridor of land makes this Special Area, and the development opportunities contained within it, the most significant within Inverclyde, particularly as the A8 trunk road and railway line form Inverclyde's main transport links with the rest of the Glasgow and Clyde Valley area. This Local Plan, through **Policy DS3**, recognises the strategic importance of the Waterfront and directs new investment and development to this area. This is required in order to support social, economic and physical regeneration throughout Inverclyde.

14.3 The strategic importance of the Waterfront is already recognised and identified on a number of levels. At the European level the Strathclyde European Partnership has classified the area as a 'Strategic Employment Location' under EU Objective II status. The Scottish Executive has also recognised the national importance of the wider Clyde Waterfront and the opportunities it offers.

14.4 At the regional level, the Structure Plan recognises the strategic importance of the area through a number of designations. The Inverclyde Waterfront Special Area forms the principal Inverclyde part of the 'Clyde Waterfront', a Metropolitan Flagship Initiative, which seeks to reclaim the River Clyde waterfront for the communities that live alongside it and to restore the Clyde as a major centre of economic activity. The Special Area also lies within the 'Corridor of Growth' identified by the Structure Plan. With the River Clyde at its heart, the 'Corridor of Growth' stretches through the structure plan area and contains the area's principal transport links, centres of employment and areas in need of renewal. Investment is directed towards this Corridor as it is the most accessible part of the Structure Plan area and because it contains the areas in most need of it.

14.5 Within Inverclyde, the Structure Plan identifies 'Inverclyde Waterfront' as a Core Economic Development Area (CEDA), recognising that it is an area that has suffered from employment loss, but one which offers accessible brownfield locations in a high profile location. The CEDA contains two Strategic Industrial and Business Locations (SIBL), also identified by the Structure Plan, at 'Cartburn' and 'Greenock/Port Glasgow (Riverside)'.

14.6 Notwithstanding this European, national and strategic planning policy support, the Waterfront presents a major urban regeneration challenge for the Council and its partners. The reality and perception of existing environmental conditions and the blight caused by derelict land and buildings visible from the A8 and main railway line, exceeds the scale and seriousness of dereliction found anywhere else in Inverclyde. Some 60 hectares – 50% of the Special Area – are classified as vacant or derelict. However, this scale of unrealised opportunities presents the Council and its public and private sector partners with the scope for bold thinking and the need for a *vision*, if the process of reversing the years of decline and abandonment of these traditional shipbuilding and marine engineering industrial areas is to be continued, and lasting reversal achieved.

IMPLEMENTING THE VISION FOR THE INVERCLYDE WATERFRONT

14.7 To realise the key aims and objectives of renewal and regeneration for the Waterfront, integrated planning and development proposals are necessary, preferably based on an agreed vision that is both realistic and achievable. The Vision is a central part of the Development Strategy of the Local Plan. This Vision applies equally for the 'Harbours Area' covered in Chapter 13.



Prop Map, B & C

Ch 3, p 42

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5

6

App A

Ch 3, para 3.50

14.8 The Development Strategy's Vision can be realised through the implementation of the development framework set out in this Special Area, in addition to that outlined for **Policy SA1**. The overriding objective for this Special Area is:

** To promote the strategic role and significance of the Waterfront for the future prosperity of Inverclyde, through a planning and development framework which will raise the area's profile and, by having quality of design in new building, townscape and landscaping as a priority, create a competitive place for investment and a place of choice for residents and visitors alike, while retaining and having regard to its nationally important maritime and industrial heritage.*

14.9 This Local Plan's vision and overriding objective for the Inverclyde Waterfront will be secured by:

- (i) promoting the Waterfront as part of the wider regeneration of Greenock and Port Glasgow;
- (ii) capitalising on the existing economic clustering;
- (iii) developing mixed use developments, including housing, to 'reclaim the waterfront' for local communities, in particular at the adjoining town centres of Greenock and Port Glasgow;
- (iv) linking the strategic Green Network to and through the area;
- (v) capitalising upon the rail, ferry and cycleway network and promoting new ferry services up and down-stream and across the river, especially to Argyll & Bute; and
- (vi) accommodating national visitor and recreational attractions, and capitalising on the industrial heritage associated with the river.

DEVELOPMENT FRAMEWORK

14.10 Informed by the vision and the strategic planning context outlined in Chapter 3, the following approach to the planning and development of the Inverclyde Waterfront Special Area has been established.

- (1) The identification, confirmation and promotion of quality employment sites, for both strategic and local employment opportunities, building on the existing concentrations of business and industrial use, and the locational and accessibility advantages of the area [refer Chapter 6].
- (2) The promotion of established housing development sites and the identification of further brownfield opportunities for 'quality' flatted and upper-middle market housing, in order to 'reclaim and re-connect the waterfront' for local communities and exploit its unique environment [refer Chapter 7].
- (3) The promotion of the tourism potential of the Waterfront, by having regard to the conservation and protection of the maritime heritage and listed buildings in any new developments, and fuller use of the river for leisure and recreation [refer Chapters 3, 9 & 10].
- (4) The development of landmark projects, to exploit the potential afforded by a number of prominent development sites such as at the Carlsdyke Roundabout, the Harbours and the Sugar Warehouses in Greenock, and the town centre expansion area and Gourrock Ropeworks in Port Glasgow [refer Chapters 3, 8 & 13].
- (5) The promotion of quality in urban design and landscaping in all new development, having regard to the impact and setting of new developments on the existing built heritage and evolving townscape in the different 'sub areas' of the Waterfront [refer Chapters 3 & 9].
- (6) The fuller integration, use and improvement of the transportation infrastructure, particularly the railway stations within and adjoining the area, would provide the vital sustainable public transport links to facilitate and encourage development at key locations/sites along the Waterfront/A8 Corridor [refer Chapters 3 & 5].

14.11 The nature of this Special Area, which contains established and prosperous business areas located alongside major development opportunity sites, requires the Development Framework to focus on those areas with development potential, while having regard to the successful businesses in the occupied areas and their role in the functioning of the Waterfront. To a considerable extent established business areas provide the townscape around which the planning of the undeveloped or underdeveloped areas should take shape. These 'fixed' developments, together with the two town centres at either end of the Special Area, and the intermediate railway stations, form the basis for the development framework.

Ch 13

7
Ch 3 & 6

paras 6.21-25 &
6.46-48; Sch 6.1

Sch 7.1 & Table 7.2

Ch 3, Fig 3.4

THE LAND USE PLANNING STRATEGY

14.12 This Local Plan Review provides the necessary strategic framework for the identification of key development sites on the Waterfront. These development opportunities can now be seen as functionally related to adjoining areas and should be of sufficient number and scale to provide the necessary catalyst for further developments and provide an impetus to a wider scale of urban renewal than previously undertaken in Inverclyde. The mix of uses outlined in the key Sub Areas for promoting regeneration, through **Policies SA2(a), (b), (c), (j)(1), (j)(2) and (m)** below, are intended to make the most of this 'Corridor of Growth' with its unique coastal environment, excellent transport links and historic built heritage of docks and harbours.

Paras 14.23-14.71

14.13 The proximity of Greenock and Port Glasgow town centres to the Inverclyde Waterfront Special Area, sited as they are at each end of the area, is crucial to the successful implementation of the development framework and the realisation of the full potential of the Waterfront. These nodes of activity and vitality need to be extended out, so that their respective spheres of influence are maximised to the benefit of a wider area. The proposals for a mixed-use development for 'The Harbours Area' is crucial, given its prominence on the main A8 trunk road and proximity to Greenock Town Centre. There is also a need to build on the successful business/office quarter that has developed over the last ten years at Cartsburn (Riverside) and Cartdyke, by identifying sites for the expansion of this area. Without such sites, the need for readily marketable business land in Inverclyde will not be addressed. At the Port Glasgow end of the Special Area, much hinges on the successful implementation of the proposals to extend Port Glasgow Town Centre, with a mix of uses including retail, commercial leisure, some Class 4 business use and housing.

Ch 13, Pol SA1

Ch 6

Ch 8, Pol R8

14.14 Achieving progress on developments that would act as catalysts at gateway sites and other prominent locations is vital to 'kick-starting' the renewal of the Waterfront. This includes an appraisal of the scope to re-connect the Waterfront with the rest of the urban area, especially at access points along the full length of the southern boundary, across to the other side of the railway line and into the SIP residential areas. This concern for better linkages and accessibility to the Waterfront is due to the increase in the area that is now considered to be marketable for housing, as well as improving access to employment sites.

Ch 3, Fig 3.4

14.15 It has been accepted by the Council and its partners for some time now that housing should play a greater role in the future of the Waterfront. Combining housing development with more extensive areas of mixed-use development, comprising leisure, recreation and tourism elements, changes the historic role of the waterfront.

Ch 7, paras 7.39, 7.53 & 7.61

14.16 Towards the centre of the Special Area, the preferred predominant land use remains industry and business. Given the continuing concern with regard to readily available and marketable employment sites there is an urgent need to bring sites forward for employment purposes. Such sites need to be identified to allow local, indigenous firms to expand or re-locate, and also to meet Structure Plan requirements.

Ch 6, paras 6.52-57

14.17 The A8 trunk road is not without traffic problems. Through the Inverclyde Waterfront there are a number of junctions and private accesses to/from the road that result in a large number of traffic manoeuvres which conflict with through traffic. The development framework acknowledges the functions of the A8 trunk road route and seeks to achieve a balance between the potential conflict of the effective operation of the road as a through-route and the significant remaining development potential of the area. In this regard, the Council has submitted a Route Strategy and Route Accident Reduction Plan for the A8 Corridor to the Scottish Executive. These reports propose measures to rationalise access along the road, including the elimination of right-hand turns across the central reservation and provision of new junctions on the remaining trunked section of Port Glasgow Road.

Ch 5, paras 5.45-47 & Sch 5.1

14.18 The A8 Corridor also suffers from a generally unattractive environment which, given its prominent location, presents a poor image of this part of Inverclyde. An objective of the Council is to improve the appearance of this corridor and the waterfront by securing an improvement in the design of buildings and the landscaping arrangements associated with them.

Ch 3 & Ch 6, paras 6.46-48, 6.56-62

14.19 Overall, what this strategy sets out is a new Vision for the Waterfront. It introduces greater flexibility with regard to the types of land uses that will be acceptable in the area, particularly through encouraging housing and other mixed use development in key locations. Employment generating uses will remain predominant, although it is envisaged that a broader range of employment sectors will locate in the area than in the past. It is intended that the creation of new well-designed buildings and the development of longstanding vacant and derelict land, along with general environmental improvements, will make the Waterfront a symbol of Inverclyde's renewal and a catalyst for further regeneration throughout Inverclyde.

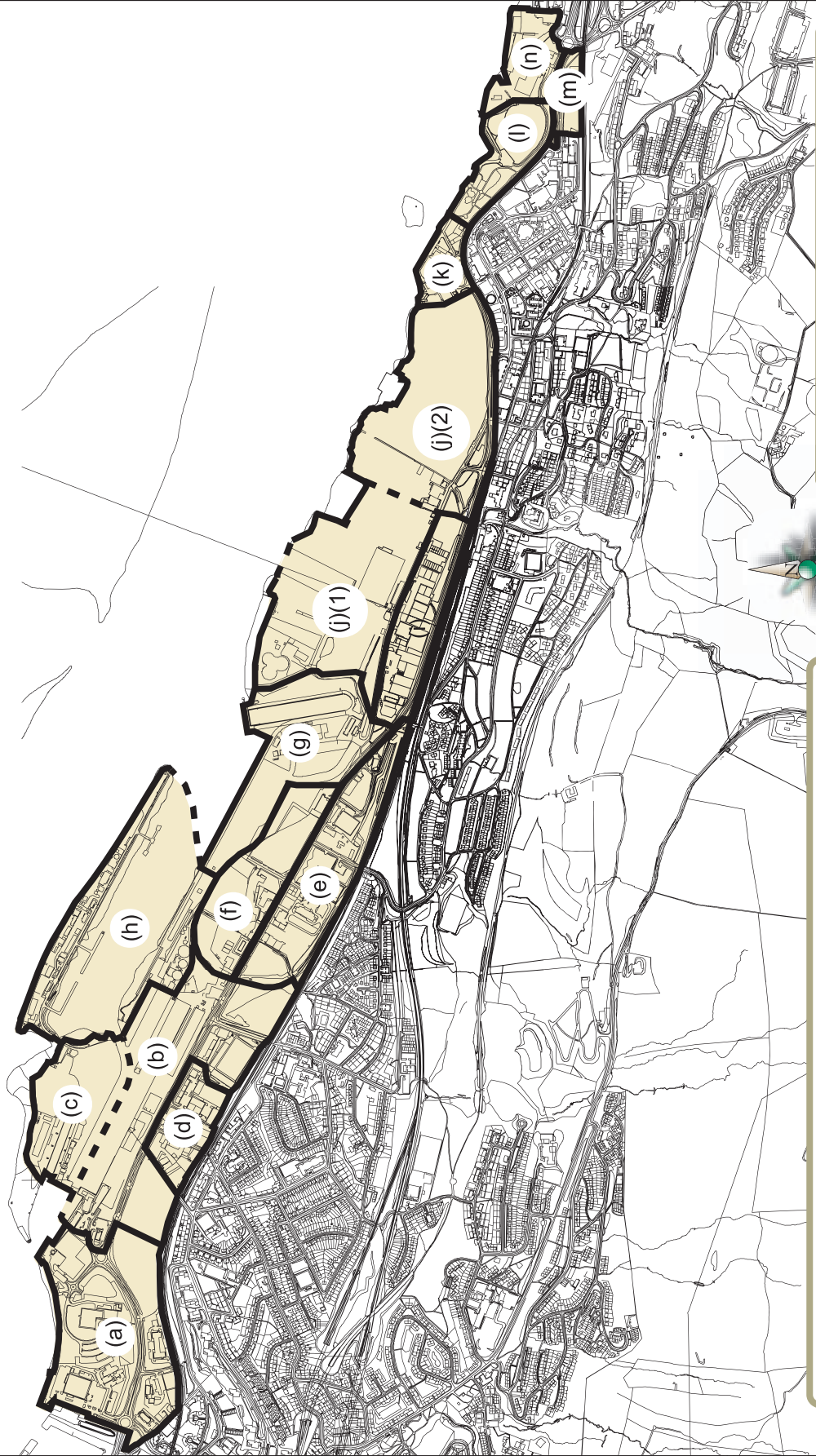
PLANNING SUB-AREAS

14.20 The Strategy for the Inverclyde Waterfront divides the area into 15 sub-areas, identified as (a) to (n) in Table 14.1 and Figure 14.1, and indicated on the Proposals Map by their respective land use designations. This shows the anticipated future role and function of each of the sub areas. However, the boundaries between these areas are not fixed, and the flexible approach that will be adopted for the planning of the area may lead to adjustments to these boundaries. There will, however, be less flexibility where boundaries are defined by existing uses or physical features such as roads and docks, and in the strategic employment locations where the Structure Plan requires the definition and protection of identifiable areas.

Table 14.1 Inverclyde Waterfront/A8 Corridor- Policy SA2 Sub Areas

No	Name	Description	Area/Policy Ref	Additional SA2 Policy (where applic in Chap)
(1)	Cartsburn (Riverside) & Cartsydyke	Edge of Town Centre Strategic Employment Location	(a)/ B3 (SIBL)	SA2(a) (part)
(2)	James Watt Dock (South Quay) & A8 Corridor (West)	Mixed Use Dock Area & Environs	(b)/ MD	SA2(b)
(3)	James Watt Dock (North) & Garvel Island (West)	Major Area of Potential Change	(c)/AO	SA2(c)
(4)	Cappielow West	General Business Area	(d)/B1	-
(5)	Pottery St (South)/Ladyburn Street & Bogston	Mixed (Business) Area	(e)/B2	-
(6)	Pottery St (North)/A8(T) Port Glasgow Road (North)	Strategic Employment Location	(f)/B3 (SIBL)	-
(7)	Inchgreen Graving Dock & Great Harbour (South)	Strategic Business & Industrial Location (Strategic Maritime Resource)	(g)/B4	-
(8)	Garvel Island (incl MoD) & Grt Harbour (South Quay(W))	Mixed (Business) Area	(h)/B2	-
(9)	Kingston Business Area	General Business Area	(i)/B1	-
(10)	Kingston Basin & Environs	Major Area of Potential Change	(j)/AO	SA2(j)(1)
(11)	Port Glasgow Waterfront	Major Area of Potential Change	(j)/AO	SA2(j)(2)
(12)	Port Glasgow (Riverside)(W)	Edge of Centre Mixed (Business) Area	(k)/B2	-
(13)	Port Glasgow Riverside	Open Space (Park) (l)/LR1		-
(14)	Newark(incl fmr Gourock Ropeworks)	Edge of Centre Mixed Use Area	(m)/MD	SA2(m)
(15)	Port Glasgow (Riverside)(E)	Edge of Centre Mixed (Business) Area	(n)/B2	-

Figure 14.1: Inverclyde Waterfront/A8 Corridor – Policy SA2 Sub Areas



Refer to Table 14.1 for Sub Area names and other details

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Not to Scale

14.21 The focus of this Chapter is on those areas where major development opportunities exist. The development framework and local plan policies for six of these crucial areas of the Waterfront is set out below for Sub Areas (a), (b), (c), (j)(1) & (2) and (m). Sub Areas (d), (h), (i), (k) and (n) are designated for employment purposes, and appropriate policy coverage for these areas is provided in Chapter 6 'Economy and Employment'. Likewise, sub-area (l) is an area of open space, and relevant policies for this area are provided in Chapter 10 'Open Space, Access and Recreation'. There is no need to provide any further policy coverage for these six areas in this chapter.

14.22 Whilst policy coverage is also provided for Sub Areas (e), (f) & (g) in the Economy and Employment chapter, additional comment on planning policy context for these areas is set out at the end of this chapter.

SUB AREA (a) CARTSBURN (RIVERSIDE) AND CARTSDYKE

BACKGROUND AND POLICY CONTEXT

14.23 This Sub Area, which is divided by the A8 trunk road, is centred around the largely developed former Cartsburn Enterprise Zone (EZ) sites. The major development opportunity in the sub-area is the western part of the derelict former Kincaids site, and is identified as a short term priority in the DLS. This site occupies a prominent position at the Cartsdye Roundabout, opposite the west-end of James Watt Dock and is identified in the Local Plan as an extension to the established 'Cartsburn' SIBL. Through this designation, the site will be safeguarded and importantly, should augment the poor supply of quality, marketable land in Inverclyde.

14.24 In total, two development opportunities are available in the sub-area and are identified on the Proposals Map: the above SIBL (site bi2); and the Royal Bank of Scotland Reserved Site (bi4). Development proposals for these sites will be assessed under **Policies B3 and B4**, respectively, and development proposals for site bi2 will be required to have regard to the additional guidance in **Policy SA2(a)**, below.

DEVELOPMENT FRAMEWORK – EDGE OF CENTRE STRATEGIC EMPLOYMENT LOCATION

14.25 The strategy for the extension to the Cartsburn SIBL is to build upon the existing commercial activity in the area by promoting further business development. An objective of the Council and Scottish Enterprise Renfrewshire (SER) is to continue to improve the appearance of this highly visible and prominent area by securing an improvement to the design of new buildings and associated landscaping. Only Business (Class 4) development will be acceptable on site bi2 within the extended SIBL of this Sub Area.

Special Development Area Policy (B3)

Policy SA2(a) Cartsburn (SIBL): Cartsdye (Extension)

Development of the Cartsdye (Extension) site of the Cartsburn (Strategic Industrial and Business Location) identified on the Proposals Map, will only be permitted where it is in accordance with Policy B3 of the Local Plan, and according to the following planning policy framework.

Land Use

- (a) *Use Class 4 (Business).*

Design

- (b) *Buildings will be required to be set back sufficiently from the A8 trunk road to allow the incorporation of a landscaped strip; and*
- (c) *The design and materials proposed for elevations (or parts thereof) visible from the A8 trunk road will be required to reflect the importance of the strategic route.*

Access

- (d) *No new highway accesses onto Main Street or East Hamilton Street will be permitted; development of the vacant site at the former Kincaids Works will be accessed from either the existing entry off Main Street or from the Cartsburn Roundabout.*

Ch 6, Pol B1 & B2

Ch 10, Pol LR1

Paras 14.72-77

Ch 6, Sch 6.2

Ch 6, Sch 6.1

Ch 6, Sch 6.1

8
Ch 6

JUSTIFICATION

14.26 Inverclyde is deficient in the supply of quality, marketable land and in readily available sites that can be promoted as strategic investment opportunities. This western part of the former Kincaids site (some 2.5 ha) is extremely well located in a prominent position adjoining the existing 'strategic economic location' of the Cartsburn SIBL, and in addition, is level and readily accessible to the road network. The site is currently derelict and this significantly contributes to the poor image of Inverclyde. However, its prominent position affording a splendid outlook across the River Clyde and, its location adjacent to the existing Cartsdryke business area of the aforementioned SIBL on the approaches to Greenock Town Centre, make it potentially one of the most prestigious development opportunities in Inverclyde and one of a number of 'landmark sites' in the Plan.

Ch 6, para 6.50,
Tab 6.1

Ch 3, para 3.37 &
Fig 3.4

SUB AREA (b) JAMES WATT DOCK (SOUTH QUAY) AND A8 CORRIDOR (WEST)

BACKGROUND AND POLICY CONTEXT

14.27 This Sub Area, which is also divided by the A8 trunk road, comprises, to the north of the road, the South Quay, middle pier and east end of James Watt Dock and, to the south of the road, the eastern part of the aforementioned Kincaid site, the Cappelow football ground, and the former Sinclair Street coal depot.

Prop Map B

14.28 The James Watt Dock area contains a number of important built heritage assets including the 'A' listed Sugar Warehouses and the 'A' listed Titan Cantilever Crane. The dock walls are also important strategic industrial archaeological assets. Much of the dock area was designated as an Enterprise Zone in 1989. Since then it has been the subject of several proposals for redevelopment and environmental improvement and a number of viability and feasibility studies for the area have been commissioned. Despite this, the area remains blighted by derelict land and buildings. Access to the dock area is unsatisfactory and the A8 frontage is rather stark, bleak and monotonous, adding to the enclosed and perceived unattractiveness of this area.

9
Ch 9

14.29 To the south of the A8 trunk road, the eastern part of the former Kincaid site sits on different levels and, owing to this, it is not as suitable for business development as the western part of the site. However, it is as prominent and is therefore also considered to be a 'landmark site'. Its proximity to the James Watt Dock and in particular, the Sugar Warehouses also means that its development could encourage the developer interest in the Warehouses.

Ch 3, p 28

14.30 Further to the east is Cappelow Stadium, the home of Greenock Morton Football Club. There has previously been interest in developing a new stadium for the Club in this locality, including one application for a stadium and a new foodstore. Immediately adjacent to the stadium is the vacant Sinclair Street site. This former coalyard (some 2.6 ha) has also been the subject of developer interest and an application was previously lodged to develop a car sales complex on the site. The site is identified as a potential marketable business/industrial site and is a short-term priority in the DLS.

Ch 6, Sch 6.2

DEVELOPMENT FRAMEWORK – MIXED USE DOCK AREA AND ENVIRONS

14.31 The development framework for this area seeks to enable through **Policy SA2(b)**, the creation of a vibrant mixed-use waterfront area, by encouraging a range of uses onto the separate development opportunity sites that will complement and support each other. The area sits immediately adjacent to the successfully developed Cartsburn area and as such offers the opportunity to build on this success. A key aim is to achieve appropriate development of the two landmark sites, these being the eastern half of the former Kincaid site and the Sugar Warehouse building. Of similar importance is the need to preserve the built maritime heritage of the area and ensure the continued commercial and leisure use of the docks. Such a development framework is consistent with the Local Plan's regeneration strategy and its preference for the re-use of derelict land and buildings on brownfield waterfront sites.

Ch 9, Pol HR14-16

Ch 3, Pol DS1

14.32 A mixed development with housing comprising the principal use is currently the most likely to assist with the redevelopment of the James Watt Dock (South Quay) area, and particularly the Sugar Warehouse, but another potential user could be James Watt College, depending on the outcome of a strategic review of their current estate and future requirements. Whatever the new use(s), it would require substantial preparatory environmental upgrading and enhancement of the immediate surroundings, and also the North Quay and Garvel Island. Other uses considered appropriate for the South Quay include maritime-based commercial enterprises, tourism and leisure related uses, business uses, workshops

Ch 7, Sch 7.1 (site
ref 'ho18')

Pol SA2(c) & Sch
12.1 (site refs 'ei4'
& 'ei5')

and small-scale ancillary retail units. Through encouraging and allowing such a mix of uses, there is the prospect of 'saving' the grade 'A' listed Sugar Warehouse.

14.33 The eastern part of the former Kincaid works is separated from the South Quay of the James Watt Dock and the Sugar Warehouses by the A8 trunk road but has a strong visual connection, and is itself a prominent landmark site. Its development would therefore have an impact on any development of the James Watt Dock, whether proposed or completed, and as such housing development or other uses compatible with and supportive of the uses proposed for the South Quay of James Watt Dock and the Sugar Warehouses would be appropriate for this site.

14.34 Redevelopment of Cappielow football ground on its current site is supported by this development framework. The relocation of the stadium onto the vacant Sinclair Street site is also supported. Alternatively, business and/or industrial development would be supported on the mixed (business) site of Sinclair Street.

Special Development Area Policy (MD)

Policy SA2(b) James Watt Dock (South Quay) and A8 Corridor (West)

Inverclyde Council, as Planning Authority, will support the development of sites () within Sub Area (b) identified on the Proposals Map, where proposals are in accordance with the following mixed use planning policy framework. Development must recognise and not obstruct the potential to renovate, convert and re-use the 'A' listed Sugar Warehouses.*

Land Uses

Site A: James Watt Dock (South Quay), including Sugar Warehouses

- (a) Residential Flats;*
- (b) Business (Offices and Light Industry) (Use Class 4);*
- (c) Assembly and Leisure (Use Class 11);*
- (d) Hotels and Hostels (Use Class 7);*
- (e) Residential Institutions (Use Class 8);*
- (f) Non-Residential Institutions, including Education (Use Class 10);*
- (g) Maritime-based commercial enterprises, including provision for marina berthing facilities; and*
- (h) Retail or Food and Drink (Use Classes 1 and 3), where ancillary to any of the above uses.*

Site B: Former Kincaids Works (East)

- (i) Residential Flats; and/or*
- (j) Other uses supportive of, and compatible with, the redevelopment of James Watt Dock and the Sugar Warehouses.*

Site C: Cappielow Football Ground

- (k) Leisure and Recreational use, with the retention of current football ground or*
- (l) Uses compatible with the mixed-use designation of Sub Area (b).*

Site D: Sinclair Street

- (m) Business, General Industrial or Storage and Distribution (Use Classes 4, 5 or 6) or*
- (n) Assembly and Leisure (Use Class 11), where associated with the redevelopment or relocation of Cappielow Football Ground.*

[Note (*) Sites to be confirmed and endorsed through a Masterplan/Development Brief(s) and subject to the approval of the Council]

Ch 7, Sch 7.1 (site ref 'ho17')

Ch 10, Sch 10.1 (site ref 'lro5')
Ch 6, Sch 6.1

Design

- (o) *The Council will require the design and finishing of all new buildings in this area, and especially those fronting onto the A8 trunk road, the docksides and the waterfront, to be of a high standard, reflecting the prominence of the development opportunity sites and their importance with regard to the image of Inverclyde as a whole.*
- (p) *Within James Watt Dock, land should be reserved for the Inverclyde Coastal Route (footpath and cyclepath).*

Access

Access to the development opportunity sites will be achieved from:

- (q) *a new junction on the A8 trunk road at the east end of the Sub-Area serving, to the north, the Sugar Warehouses, land to the east of the 'Titan' crane in James Watt Dock (South Quay), and Garvel Island (Sub Areas 'c' and 'h'); and to the south, the Sinclair Street site and Cappielow;*
- (r) *a western access from James Watt Way, an arm of the Cartsdyke Roundabout, to serve land to the west of the 'Titan' crane in James Watt Dock;*
- (s) *Ratho Street to access the former Kincaid Works (East); and*
- (t) *any development will be required to ensure safe and effective pedestrian and cycle routes through the development area and to facilitate unimpeded access to Cartsdyke Station.*

Tab 14.1 & Fig 14.1

JUSTIFICATION**Land Uses**

14.35 It is considered that the development sites within this Sub Area present the opportunity for the creation of a vibrant mixed-use zone within the Inverclyde Waterfront area. Whilst some of the sites are considered to be suitable for a single purpose, and others for a range of purposes, the successful implementation of the above strategy would be the creation of an attractive area to live, work and visit.

Ch 3, paras 3.50-52

14.36 The development framework for the James Watt Dock (South Quay) site, including the Sugar Warehouses, has been adopted in order to maximise the opportunities for saving the Sugar Warehouses and converting it to a suitable use. A range of uses are considered suitable and appropriate for the building and surrounding vacant site, all of which are considered to be complementary and able to co-exist. Residential uses are expected to play a prominent role in the development of this area and this ties with the wider aim of opening up the Waterfront to the community. Any business uses locating in the area should be compatible with residential use, thus offices and small workshops are envisaged to be appropriate. The encouragement of maritime-based commercial enterprises reflects and seeks to take advantage of the area's marine location, which should be fostered. Such uses could be related to tourism and leisure or other commercial enterprises that would be compatible with emerging residential uses in the area. A range of uses, including educational provision listed in the policy, are also considered to support the mixed-use development framework for this area.

Ch 9, Pol HR14

14.37 The differing levels of the eastern part of the former Kincaids site make it unsuited to business use and limits the range of uses that could be successfully developed on the site. However, the site's elevated location and proximity to the James Watt Dock (South Quay) and Sugar Warehouses (Site A), also requires that any development on it complements and is compatible with the relatively new mixed-use leisure-based developments at the western end of the dock, and any uses proposed for or developed on Site A. Given these circumstances, it is considered that residential would be an appropriate use for this 'landmark' site, although other uses supportive of and compatible with development on Site A will be considered, subject to assessment against other Local Plan policies.

14.38 Cappielow is the current home of Greenock Morton Football Club and the redevelopment of the existing stadium or construction of a new stadium on this site would therefore be appropriate.

14.39 The Sinclair Street site is not as prominent as the other development opportunity sites in the Sub Area, and given its location, situated between a football ground, traditional industrial areas and the railway line, it is considered to lend itself best to an industrial or business development. Alternatively, any scheme to provide a new stadium for Greenock Morton Football Club that would entail the use or part-use of this site would also be acceptable, subject to other development plan policies.

Design

14.40 The majority of the development opportunity sites within this Sub Area occupy prominent positions within Inverclyde, being immediately adjacent to the A8 trunk road and the waterfront. The renovation of the Sugar Warehouses and adoption of a high standard of design for new development fronting onto the A8 trunk road and dock sides would make a significant improvement to the image of the area. The advantages of removing the high walls along the dock area frontage and 'opening up' the riverside sites, can be seen in the Cartsburn and Harbours areas and, is to be encouraged in this area, as is the hard landscaping of the docksides which has significantly improved parts of the Harbours area.

Access

14.41 National policy seeks to minimise the number of highway junctions along trunk roads. This is supported by **Policy TA11**. Therefore, road access to the opportunity sites in this Sub Area should be limited to those junctions set out in the above policy, and listed in **Schedule 5.1**. Transport Assessments will be required in relation to proposals for the major opportunity sites.

14.42 This Local Plan seeks to continue to support for the Inverclyde Coastal Route through Port Glasgow, Greenock and Gourock. The scheme has been implemented at Cartsburn and there is an opportunity to extend the route through James Watt Dock. This will be required as part of any development.



Ch 3, paras 3.87-90,
Pol DS5

Ch 5
p 68

Ch 10, Pol LR8

SUB AREA (c) JAMES WATT DOCK (NORTH QUAY)/GARVEL ISLAND (WEST)

BACKGROUND AND POLICY CONTEXT

14.43 Garvel Island, to the north of James Watt Dock, was part of the EZ. Although partly in use for maritime industrial purposes, much of this 10ha island is vacant and derelict. It is one of the most problematic parts of the Inverclyde Waterfront in terms of its future role and function. This is due to a number of severe constraints, including inadequate access and infrastructure associated with being an island, and extensive and long-term dereliction. It is also located some distance from the main road and is not as visible and prominent as other sites in the Special Area.

DEVELOPMENT FRAMEWORK – MAJOR AREA OF POTENTIAL CHANGE

14.44 The area's proximity to, and strong visual connection with, James Watt Dock (South Quay) and the Sugar Warehouses (Sub Area (b)), means that the future of both areas are very closely linked. However, the dereliction of the Garvel Island site, coupled with this proximity, means that it is likely that development of the James Watt Dock and the Sugar Warehouses will require significant environmental improvement to be undertaken on the island before any successful redevelopment can take place around the dock and in particular, conversion of the Warehouses. It is for this reason and the particular planning and access issues affecting Garvel Island, that this area is treated separately in the planning framework for the Waterfront.

14.45 The land use planning strategy for this area therefore seeks to complement that for Sub Area (b) through **Policy SA2(c)**. However, in view of the uncertainty over the future potential of the entire dock area, and the Sugar Warehouses in particular, a flexible planning regime similar to that for Sub Area (b) is also applicable for this Sub Area. The prospect of residential use, in particular, and associated environmental improvements, to act as an anchor to secure development of the docks and the warehouses, requires the development framework for the North Quay of the dock and Garvel Island to include the option of *housing as an alternative acceptable land use*. This is in line with the changed vision for the Waterfront, as a whole and the need to have at key locations catalysts to stimulate renewal of the dock area. Therefore, this 'Major Area of Potential Change' is likely to be contingent and dependent upon the successful implementation of adjoining mixed-use development in Sub Area (b).

14.46 As such, development is likely to follow rather than precede development in Sub Area (b), so that in the short-to-medium term, the continued use of the area for marine-based industrial uses will be acceptable. This need not preclude necessary environmental improvements to be undertaken in the short term, to assist the redevelopment of the rest of the dock area.

Special Development Area Policy (AO)

Policy SA2(c) James Watt Dock (North Quay) and Garvel Island (West)

Sub Area (c) is identified on the Proposals Map as a 'Major Area of Potential Change' (AO). The following land use options are considered to be acceptable, providing they are supportive of, and complementary to, the redevelopment of the James Watt Dock (South Quay) and Sugar Warehouses, and providing they conform to a Masterplan/ Development Brief, to be agreed in advance by the Council.

Land Use Options

- (a) *Housing (Use Class 9) and use as Residential Flats; and/or*
- (b) *Other uses, including education, compatible with the mixed use designation of Sub Area (b), including outdoor recreational use with ancillary development which exploits the leisure potential of the island resource and setting; or*

Prop Map B

Para 14.32

Ch 3, para 3.50 &
Para 14.15Ch 12, Sch 12.1
(site ref 'ei5')

- (c) *Business, general industrial and/or storage or distribution uses (Use Classes 4, 5 or 6), including maritime-related commercial use, will be considered in the short-to-medium term, subject to assessment against other relevant Local Plan policies. Such uses will be granted temporary planning permission with conditions attached.*

Access

Access (subject to feasibility studies and the masterplanning exercise (refer (f) below), would be through:

- (d) *the new junction on the A8 trunk road at the east end of Sub-Area (b);*
 (e) *the construction of a new bridge (on the present site) to access the island; and*
 (f) *any development will be required to ensure safe and effective pedestrian and cycle routes through the development and to facilitate unimpeded access to Cartsdye Station.*

Other Considerations

- (g) *Subject to the land uses implemented within Sub Area (b) and (c), a more appropriate access to Sub Area (c) may be achieved via Sub Areas (f) and (h).*

JUSTIFICATION

Land Use Options

14.47 The future use of the Garvel Island site is fundamentally important to create developer confidence in the wider dock area and is likely to have a significant impact on the prospects for the successful redevelopment of James Watt Dock and the Sugar Warehouses. Residential use, in particular, is considered to be an appropriate and compatible use for this area, although other uses compatible with those proposed for Sub Area (b) will also be acceptable, such as educational provision and recreation and leisure, the latter potentially exploiting the island location and riverside setting.

14.48 If no feasibility study can demonstrate that this major re-structuring of the dock area can be made viable and that a scheme can be devised to re-use the Sugar Warehouses over the short term, proposals for the development of similar, compatible land uses to those existing – maritime-based industrial uses – will be considered acceptable. However, in order to encourage developer interest in the mixed use vision for the dock area, as a whole, any new proposals for business and industry will only be granted temporary planning permission. In these circumstances, it is envisaged that Sub Area (c) will remain largely unchanged from its current maritime-based industrial use, at least over the short-to-medium term.

Access and Infrastructure Constraints

14.49 Subject to any feasibility studies regarding access and infrastructure matters, the preferred and least cost route – sharing the existing access off the A8 at the eastern entrance to the Dock – might not be the most optimal in terms of potential conflicts created by industrial traffic with the housing-led mixed use development on the remainder of the dock. In these circumstances, an alternative access may be required. An alternative route could be through Sub Areas (f) and (h), entering the dock area/Garvel Island from the east. This access would certainly be preferable if, as seems likely, the outer part of Garvel Island ('The Plinth') remains in maritime industrial use.

14.50 In addition, depending on the future use of the Island, a footbridge at the western end of the dock would facilitate easy access from the new developments to the small leisure/tourist-related area by Cartsdye Roundabout and west into the Town Centre. These additional considerations are not set out in the policy but are included for prospective developers at this stage as guidance in the preparation of their masterplans for the whole dock area.

Tab 14.1 & Fig 14.1

Ch 7, Sch 7.1
(site ref 'ho26')

Ch 10, Sch10.1 (site
ref 'lro4')

Tab 14.1, Fig 14.1 &
Para 14.72
Ch 6, Sch 6.1

Ch 5, Pol TA7

SUB AREA (j) KINGSTON BASIN AND ENVIRONS (1) and PORT GLASGOW WATERFRONT (2)

BACKGROUND AND POLICY CONTEXT

14.51 As the title suggests, this Sub Area is considered in two parts: Kingston Basin and Environs, the western part; and the Port Glasgow Waterfront, the eastern part. The former Kingston Shipyards straddle the Greenock/Port Glasgow boundary and include the former slipways and deep-water Kingston Basin are covered under **Policy SA2(j)(1)**. The area to the east of the route of the proposed realignment of the A8 trunk road, which delineates the boundary between the two parts of the Sub Area as indicated on the Proposals Map, is covered under **Policy SA2(j)(2)**.

14.52 Outline planning consent has been granted for a mixed-use development covering Sub Area (j) (2), extending over some 20 hectares. This fulfils the requirement identified in the Structure Plan for Port Glasgow to secure a retail development opportunity, to help regenerate the town. This planned town centre extension, in addition to food and non-food retail floorspace, also includes permission for commercial leisure, a hotel, and business and residential uses. In order to facilitate the integration of the existing town centre with the new retail area, a town square linking the existing town centre with the new area is envisaged, and permission has also been granted for the realignment of the A8 trunk road. The proposed route runs along the northern edge of the proposed development area, and also delineates its western edge as it reconnects with the existing A8 road.

14.53 In April 2000, at the Public Local Inquiry (PLI) into the mixed use development proposals, an indicative location was also identified to meet the Structure Plan requirement for a high quality inward investment site. Also at this time, the proposed Ferry Terminal and Commercial Port by Clydeport plc at Kingston Basin was being assessed, and it was envisaged that this transportation facility and ancillary warehousing would assist in the delivery of an appropriate size of site, to meet strategic requirements. The potential area envisaged as a SIBL on this part of the Waterfront was 3.5 hectares. The indicative masterplan at that time had these business areas sited to the west of the aforementioned re-aligned A8 trunk road, in Sub Area (j)1. This requirement for a SIBL is now planned to be sited in Sub Area (f) of the Waterfront.

14.54 In view of the foregoing planning policy position and remaining uncertainties, at least over the scale and nature of proposed developments, both parts of this Sub Area (extending to some 40 hectares) are designated as 'Major Areas of Potential Change' and are considered separately below.

DEVELOPMENT FRAMEWORK FOR SUB-AREA (j) (1) - MAJOR AREA OF POTENTIAL CHANGE

14.55 The future use of Sub-Area (j) (1) is very much linked with the proposed realignment of the A8 trunk road and the implementation of the proposed Port Glasgow town centre expansion. The potential of this area to retain business and industrial uses linked to its maritime assets continues to be recognised.

14.56 However, the successful regeneration of the land to the east for a mix of town centre uses may indicate that this area would be better suited for residential development. Certainly the size of the land resource in this location provides the necessary conditions to create a scale of development opportunity that would be attractive to the market. For this reason a flexible 'options' approach to the future use of this Sub Area is being adopted. Kingston Basin and its environs are considered to represent a significant housing development opportunity for Port Glasgow, and indeed Inverclyde, with the potential to act as a major stimulus for the town centre mixed-use development planned for Sub Area (j) (2).



Prop Map B & C

10
Ch 8, Pol R811
Ch 612
Ch 6, Para 6.26
& Para 14.74Ch 5, Sch 5.1
(ref 'tp2')Ch 7, Sch 7.1
(site ref 'ho17')

Special Development Area Policy (AO)

Policy SA2(j)(1) Kingston Basin and Environs

Sub Area (j)(1) is identified on the Proposals Map as a 'Major Area of Potential Change' (AO). The following land use options are considered to be acceptable, providing they conform to a Masterplan/ Development Brief, to be agreed in advance by the Council.

Land Use Options

- (a) Business use, general industrial and/or storage or distribution, including Marine-related commercial use (Use Classes 4, 5 or 6); or*
- (b) Housing (Use Class 9) and use as Residential Flats.*

Access

- (c) An eastern access to the area will be provided for vehicles from a new roundabout on the realigned A8 trunk road;*
- (d) A western access for vehicles from the A8 trunk road in the vicinity of the existing junction at Bogston will serve not only this area but also Sub Areas (g) and (i) This junction is identified as a 'trunk road improvement' in the Plan (Policy TA11, Schedule 5.1); and*
- (e) Any development will be required to ensure safe and effective pedestrian and cycle routes through the development area and to facilitate unimpeded access to Bogston Station.*

Additional Considerations

- (f) Any development will be required to include provision for the Inverclyde Coastal Route, allowing for any specific operational requirements of retained business and/or dock areas;*
- (g) Building lines will be required to be set back sufficiently from the principal thoroughfares, and in particular the realigned A8 trunk road, to allow the incorporation of landscaped strips; and*
- (h) The design and materials proposed for elevations that are visible from the A8 trunk road will be required to reflect the importance of the strategic route.*

DEVELOPMENT FRAMEWORK FOR SUB-AREA (j) (2) - MAJOR AREA OF POTENTIAL CHANGE

14.57 The structure plan requirement for additional food and non-food retail floorspace in Port Glasgow and the proximity of this area to the town centre, establishes the context for identifying this part of Sub Area (j) for a retail-led mixed-use extension to the town centre. To ensure the integration of the expanded area with the existing centre, planning consent has been granted on the condition that the A8 trunk road is realigned in such a way that it does not separate the existing and the planned development.

14.58 Should the consented development not go ahead, it is essential that any alternative development proposals takes cognisance of the importance of the successful regeneration of this site for the image of Inverclyde, as a whole and the significant role it can play in the regeneration of Port Glasgow town centre.

Tab 14.1 & Fig 14.1

13

Para 14.55

Special Development Area Policy (AO)

Policy SA2(j)(2) Port Glasgow Waterfront (Town Centre Extension)

Sub Area (j)(2) is identified on the Proposals Map as a 'Major Area of Potential Change' (AO). Development of sites within the area will be acceptable where it conforms to a Masterplan/Development Brief, to be agreed in advance by the Council and where it is in accordance with the following planning policy framework.

Land Uses

- (a) Shops (Use Class 1) for food and non-food retail;*
- (b) Food and Drink (Use Class 3);*
- (c) Use as Residential Flats;*
- (d) Business (Use Class 4);*
- (e) Hotels and Hostels (Use Class 7);*
- (f) Residential Institutions (Use Class 8);*
- (g) Community uses (Use Class 10);*
- (h) Assembly and Leisure (Use Class 11); and*
- (i) Public open space and other general environmental improvements, including the extension of the Inverclyde Coastal Route, where practicable.*

Built Environment and Design

Development will be required to have regard to the following principles:

- (j) the area immediately adjacent to the amended Town Centre boundary should be well integrated in land use and urban design terms with the existing Town Centre. There will be a requirement for strong physical linkages to be formed between the Town Centre and the new development and, in turn, between the new development and the coastal route;*
- (k) an urban sense of place and scale to be created, compatible with the tenemental urban form of the Town Centre; and*
- (l) the opportunity should be taken to create a new public open space/square as a focal point for the new development and to help integrate it with the existing Town Centre.*

Access

- (m) The realigned A8 trunk road will provide access for vehicles to this area, from three new roundabouts, as indicated in Schedule 5.1 and shown on the Proposals Map.*



JUSTIFICATION

Land Uses

14.59 The Structure Plan identifies an opportunity for additional comparison and convenience floorspace adjoining Port Glasgow Town Centre. It considers that such a development would help to achieve a better distribution of floorspace in Inverclyde, would increase the vitality and viability of the existing centre and also contribute towards urban renewal. With planning consent granted for the re-alignment of the A8 trunk road to facilitate a town centre expansion, **Sub Area (j)(2)** is considered to be an ideal site for such a development, being immediately adjacent to the existing town centre. The provision of additional retail facilities in Port Glasgow will reduce the need for residents of the town to travel elsewhere to shop. The identification of this area also means that the Council is taking the initiative in providing for future retail development in Inverclyde on an available site which is in a location adjacent to, and able to be integrated with, an existing town centre. However, retail floorspace provided on the site should not exceed that required in the relevant comparison and convenience shopping catchments.

14.60 A range of other uses appropriate for a town centre will also be permitted on this site. It is considered that these will improve the attractiveness of the site to developers and also to shoppers and visitors once complete. The development of residential flats on the site will have the twin benefits of increasing the immediate catchment population of the commercial elements of the development and combating depopulation in the area.

Re-alignment of A8 and Built Environment

14.61 The re-alignment of the A8 trunk road would allow full integration to be achieved between the existing town centre and development in Sub Area (j)(2). This is considered essential if the area is to be developed for town centre uses, as outlined in the policy. The integration of the two will increase the benefits of any new development for the existing town centre and also improve the accessibility of the newly developed area. A new town square or public open space between the existing centre and new development would also help to integrate the two areas.

Land Use Options

14.62 **Sub Area (j)(1)** is former industrial and dock-related land and at this time is still partially in use and occupied by a range of small businesses. It is still considered suitable for such uses. However, it is recognised that the development of Sub Area (j)(2) for the uses identified in the policy above will change the nature and potential of the area. Residential development on Sub Area (j)(1) would become a much more attractive prospect to both potential developers and residents in view of the planned retail-led development in Sub Area (j) (2). Should there be interest in residential development west of the re-aligned road, the interface between new residential uses and any remaining industrial and marine-related commercial uses would have to be carefully considered. The existing route of Old Port Glasgow Road is an artery that would provide a barrier between any new housing on the Kingston Yard/Basin sites and the Kingston Business Area.

Siting and Design

14.63 The siting and design of development in both sub-areas will also need careful consideration. The proximity of the sites to the A8 trunk road makes them very prominent, and development on these sites will effectively act as a gateway to urban Inverclyde. Buildings should be set back from the trunk road so that appropriate landscaping can be put in place, and elevations facing onto the road should reflect the prominent nature of the site, and its importance in presenting a positive, modern image of Inverclyde. Development in Sub Area (j)(2) should reflect its proximity to, and possible future inclusion in, Port Glasgow town centre, in terms of siting, design and density.



14

Ch 3, paras 3.50-57
& Ch 8, Pol R8
15

Ch 7, Sch 7.1
(site ref 'ho19')

Para 14.55

Ch 9, Pol HR17

Para 14.56

Prop Map B & C

Ch 3, para 3.43
& Pol DS5

Access

14.64 The opening up of the former shipyard areas to public access creates the opportunity to improve linkages between Port Glasgow town centre and the waterfront, and along the riverside, itself. The development of this area should include provisions to enable and encourage such access. Plans covering Sub Area (j) (2), connected with the route for the realigned A8 trunk road, reserve land along the coast to the north of the proposed road, to provide for a walkway/cyclepath. This will complete another stretch of the Inverclyde Coastal Route which the Council wishes to see implemented. Access to the waterfront and the further extension of the Coastal Route into Sub Area (j) (1) will also be supported by the Council, although it is recognised that the achievement of this will be dependent upon the nature of the future development in this area. However, it is expected that irrespective of the type of development, every effort should be made by developers/owners to reserve land for the Coastal Route through the Sub Area.

Ch 5, Pol TA7

Ch 10, Pol LR8

SUB AREA (m) NEWARK (including former GOUROCK ROPEWORKS)

BACKGROUND AND POLICY CONTEXT

14.65 The former Gourock Ropeworks is a prominent and derelict grade 'A' listed building situated just to the east of Port Glasgow Town Centre, adjacent to the A8 trunk road. This small Sub Area is situated in the northern part of a site formerly occupied by Clyde Canvas Goods and Structures Ltd. The building and adjoining land, covering some 1.5 hectares, is entirely vacant and in a particularly derelict state. The main Glasgow railway forms the southern boundary of the site and separates it from a partially developed site and more derelict land to the south of the railway line. The land bordering the former Ropeworks has been cleared, leaving the grade 'A' listed building and some single storey units.

Prop Map C

14.66 Sub Area (m) and the site to the south of the railway line formed the former Newark EZ site. The original EZ scheme envisaged the site being developed either as a single entity, utilising an underpass to link the two sites, or as two separate areas. The EZ scheme expected a significantly higher environmental and visual quality of development on the more visible northern site, that being this sub-area. That aspiration is incorporated in the following policy. The EZ scheme was reviewed in 1996 to introduce a more relaxed planning regime that allowed for the development of public/community facilities, including a police office, a non-food retail development and business and office uses. It is this more flexible planning policy framework that informs the current potential of the site.

16

14.67 In 1996 listed building consent was issued for the demolition of the Gourock Ropeworks building. Conditions attached to the consent instructed that no demolition could take place until designs for a replacement building had been agreed with Inverclyde Council and Historic Scotland, and required that applicants remain prepared to retain the listed building should any firm proposals involving this come forward. Planning permission has since been granted for the renovation and conversion of the listed building into residential flats and also for the remainder of the Sub Area. In terms of land use, this proposal is broadly in keeping with the development framework for the site outlined below.

Ch 9, Pol HR14 & HR15

DEVELOPMENT FRAMEWORK – EDGE OF TOWN CENTRE MIXED USE AREA

14.68 The land use planning strategy for the Gourock Ropeworks is one of mixed use development on an extremely high profile 'junction' site. Any development will require a high quality of design, especially in any new development involving the renovation (or demolition) of the grade 'A' listed building. The site has been identified as one of several 'landmark sites' on the Waterfront, requiring especially high standards of design and townscape treatment. Development will only be permitted where it is in accordance with the land use planning strategy expressed in **Policy SA2 (m)**, and other relevant policies of the Local Plan.

Ch 9, Pol HR16 & HR17



Special Development Area Policy (MD)

Policy SA2(m) Newark (including former 'A' listed Gourock Ropeworks)

Inverclyde Council, as Planning Authority, will support the development of Sub Area (m) identified on the Proposals Map, where it is in accordance with the following mixed use planning policy framework.

Land Uses

The conversion of the grade 'A' Listed Building and adjacent vacant land would be suitable for the following land uses:

- (a) Business use (Use Class 4);*
- (b) Hotel/hostel use (Use Class 7);*
- (c) Residential institution (Use Class 8);*
- (d) Housing (Use Class 9) and use as Residential Flats;*
- (e) Community use (Use Class 10); and*
- (f) Assembly and Leisure use (Use Class 11).*

If the Listed Building is demolished the same uses would be acceptable.

Design

- (g) Due to the visual prominence of the site and the grade 'A' Listed Building, a high standard of design will be required for development fronting the A8 and A761; and*
- (h) A high standard of landscaping will be required.*

Access

- (i) The existing access to Sub Area (m) is from Bay Street, using the junction onto the A8 trunk road. Any use that would generate increased traffic would require traffic control measures at the Bay Street/A8 junction. Future access from/to the town centre of Port Glasgow should also be investigated in any new development, thereby reinstating a direct link from the town centre to this mixed use area.*
- (j) Consideration in any new development should be given to using the underpass under the railway from/to the southern site, if this is acceptable to Network Rail, and by having access from either Newark Street or from a new access point to the site from Blackstone roundabout on the A761.*

JUSTIFICATION

14.69 The former Gourock Ropeworks building and the associated vacant land is in a very prominent site on both the main trunk road and rail approach to Port Glasgow town centre. It also lies on the edge of the defined town centre boundary and has the potential to become a 'landmark site' accessible to the centre, by creating a more direct route for pedestrians removed from the trunk road. The successful development of the site would also help to re-connect the inner east-end of Port Glasgow (Lower Bouverie and Robert Street areas), to the town centre and the waterfront.

Ch 3, Fig 3.4

14.70 A flexible land use planning framework has been adopted for the Sub-Area. Situated within walking distance of the town centre, the site is considered appropriate for a mixed-use approach to its development. While business use is still considered a suitable use, recent developer interest has been for a range of residential uses and uses associated with leisure and tourism. The Council wishes to encourage this interest and would look favourably on any one of the uses included in **Policy SA2(m)**.

Ch 7, Sch 7.1
(site ref 'ho5')

14.71 With regard to the grade 'A' listed building, until such time as any proposal can demonstrate that the re-use of the building is non-viable, the listed building consent for demolition of the building will not be implemented. Meanwhile, a similar flexible stance as adopted for the rest of the site, will be taken with regard to any new proposals for suitable uses that would preserve and retain the building.

ADDITIONAL POLICY CONTEXT

Sub Areas (e) & (f): Pottery St (South)/Ladyburn St & Pottery St (North)/A8(T) Port Glasgow Road, Greenock

14.72 The Structure Plan identifies the need for a SIBL in the 'Greenock/Port Glasgow (Riverside)' location in order to improve the competitive position of Inverclyde's land supply. The Council has concluded on this issue and identifies an area at Pottery St (North)/A8(T) Port Glasgow Road, which includes Council-owned land and buildings between James Watt Dock (East) and Pottery Street, and extends further east to include the former Bus Depot, now vacant. The identification of a SIBL in this Sub Area requires the rationalisation and consolidation of land uses and ownerships, and the relocation of existing businesses, including Council property and garages. This strategic site of some 10 hectares would increase considerably the amount of potential quality, readily marketable land in Inverclyde, which is at a premium.

Ch 6, Sch 6.1 & 6.2

Ch 6, paras 6.50-55

14.73 There is in addition, the potential afforded by the Joint Council/SER scheme at Pottery St (South)/Ladyburn (Sub Area (e)), to bring forward land on the south side of the A8 to develop, potentially in combination with Sub Area (f), a large 6 hectare mixed-use business park. The scheme is recognised as a short-medium term priority in the DLS.

Ch 6, Sch 6.2

14.74 At the Public Local Inquiry in April 2000 into the Port Glasgow Town Centre extension proposal, the Pottery Street North/Great Harbour area was proposed as an alternative potential SIBL to the area being 'lost' at the former Scott Lithgow/East Glen Shipyards sites (Sub Area (j)(2)). The provision of such an alternative location was found to be acceptable by the Scottish Ministers in their approval of the scheme. The alternative site which has now been confirmed, Pottery Street (North), comprises a minimum area of 10 hectares, with the potential to expand on both sides of the street (within Sub Area (e)), providing a total site area of 16 hectares.

Paras 14.53/54
& Ch 6, para 6.26

14.75 Development opportunities within these two Sub Areas are identified on the Proposals Map as sites bi3 and bi6. Proposals for development on these sites will be assessed in accordance with **Policies B3 and B2**, respectively, where appropriate.

Ch 6, p 77

Sub Area (g): Inchgreen /Great Harbour (South Quay)

14.76 The Inchgreen Graving Dock and associated berthing facilities on the quay to the west at Great Harbour, with the agreement of Clydeport plc, is retained and protected in the Local Plan as a 'Strategic Maritime Resource', under **Policy B4**. This protection will not compromise any future potential use of the Great Harbour quayside as an alternative 'Ro-Ro' berth to Kingston Basin for the planned ferry terminal, which was granted outline planning permission, with conditions, in September 2000.

Ch 6, p 77

14.77 The Ferry Terminal and Commercial Port proposals are a potential 'flagship initiative' which would have considerable multiplier impacts for the area. Whether this flagship initiative goes ahead or not, there is a firm undertaking in this Plan, with the agreement of Clydeport, to safeguard the railway solum and the bridge across the A8 into the dock area, to serve the ferry terminal. In the anticipated first phase, the reinstatement of the railway would provide a freight link to the port, while in any second stage involving passengers, the provision could be made for a fully sustainable transport link into the ferry terminal from Bogston Station. Even without such a link, the location of the station illustrates the untapped potential of this infrastructure to serve the anticipated new developments in this Sub Area, and at other key sites on the Waterfront/A8 Corridor.

Para 14.53

Ch 5, Pol TA1, TA3,
TA6 & TA10

Ch 3, para 3.52 &
Fig 3.4



Reference number	Reference Notes	Paragraph number
1	Joint Structure Plan (JSP) & 'ClydeReBuilt', Clyde Waterfront Working Group, (June 2002)	14.3
2	JSP, JPC1, page 31	14.4
3	JSP, page 12	14.4
4	JSP, SP4	14.4
5	JSP, SP5, Sch5(c)	14.5
6	JSP, SP5, Sch5(b)	14.5
7	JSP	14.10
8	JSP, SP5, Sch5(b)	14.25
9	JSP, SP7, Sch7(d)	14.28
10	JSP, SP6, Sch6(c)	14.52
11	JSP, SP5	14.53
12	JSP, SP5, Sch5(b) & (d)	14.53
13	JSP, SP6, Sch6(c)(iv)	14.57
14	JSP, SP6, Sch6(c)(iv)	14.59
15	National Planning Policy Guideline 8, para 13	14.59
16	Inverclyde Council Local Plan, First Review: Consultative Draft 1998, Chap 6	14.66

CHAPTER 15 : GREENOCK EAST BUSINESS AREA

BACKGROUND AND POLICY CONTEXT

15.1 The Greenock East Business Area covers a wide range of different building types and ages within a predominantly traditional industrial area of the town. It includes land on both sides of Baker Street from Regent Street to Drumfrochar Road and parts of Ingleston Street and Regent Street. The majority of this 25 hectare area is within the Core Economic Development Area (CEDA), identified in the Structure Plan, and some 11 hectares in 11 sites are vacant and/or derelict.

JSP, SP5, Sch 5(c)

15.2 The neighbourhood is long established and many of the older buildings have either been adapted or demolished to create sites for new, predominantly industrial or business uses. There lingers, however, an air of neglect and dilapidation with poor standards of maintenance within this ageing and fractured townscape.

15.3 Part of the area was included in the former EZ and the majority of new industrial buildings have been developed on those designated sites, at Ingleston Street and Baker Street.

Ch 6, Sch 6.1

15.4 An important 'link road' bisects the area, running between the A8 and A78 trunk roads, avoiding the town centre of Greenock. There is a proposal to upgrade this road, including the re-alignment of Baker Street. This proposal, known as the Greenock Town Centre Relief Road, is covered in Chapter 5.

Ch 5, Pol TA13 & Sch 5.1

15.5 A study was carried out by consultants on behalf of the Council to look at the role and function of businesses in the area, at their employment levels and the likely effects of the proposed road re-alignment on business performance and employment generation. This study came to a number of conclusions regarding the performance of businesses in the area and the development prospects for the vacant and/or derelict sites. There is a suggestion that some of these sites would be suitable for the re-location of local companies, either looking to expand or where major land renewal is planned, for example the Waterfront/A8 Corridor. These conclusions have informed the development framework and land use policies for the different parts of this Special Area.

Greenock East
Business Area Study
(April 2002)

DEVELOPMENT FRAMEWORK

15.6 Greenock East comprises a mixture of business and industrial uses and it is an important area for the number of jobs it sustains. The area has a role as a location for smaller local businesses, the service industries, as well as some larger enterprises.

15.7 The Council's land use development framework for the area is as a mixed business/industrial and commercial area with an improved urban environment and highway access, including the Baker Street re-alignment, as part of the Greenock Town Centre Relief Road, as outlined in [Policy SA3](#).

15.8 The Special Area is sub-divided into four separate sub-areas for the purposes of land use planning policy:

- (i) Area A: Regent Street (the former British Telecom depot);
- (ii) Area B: Baker Street (East and West);
- (iii) Area C: Former Tate & Lyle Works, Drumfrochar Road; and
- (iv) Area D: Land between the Railway Lines, south of Drumfrochar Road.

15.9 The land use planning policy frameworks for the Regent Street area and the former Tate & Lyle Works, Drumfrochar Road are more flexible than the rest of the Special Area. Unlike the core business/industrial area – Area B – these two more peripheral areas relate as much to land uses surrounding the business/industrial area as to Ingleston (centred on Baker Street), itself. Regent Street lies adjacent to the main railway station and is opposite a residential area; while the former Tate & Lyle Works is separated from Ingleston by the disused railway cutting and extends west with housing adjoining on its north west side. Therefore, these two areas – Areas A and C are more suited to a wider range of potential uses.

Prop Map B

SPECIAL DEVELOPMENT AREA POLICY (B1, B2 & MD)

Policy SA3 Greenock East Business Area

Inverclyde Council, as Planning Authority, will support the development of sites within the Greenock East Business Area identified on the Proposals Map as SA3, in accordance with the following planning policy framework.

Land Uses

Area A: Regent Street (fmr BT Depot)

Area A is identified on the Proposals Map as a mixed use area (MD) and the following land uses will be acceptable:

- (a) Business, Office, General Industrial and/or Storage & Distribution (Use Classes 4, 5 or 6), applying the provisions of Policy B2; or*
- (b) Uses compatible with the mixed (business) and light industrial nature of the area, including the Sale or Display of Motor Vehicles; or*
- (c) Residential Institutions (Use Class 8); or*
- (d) Housing (Use Class 9) and use as Residential Flats; or*
- (e) Community Uses (Use Class 10).*

Area B: Baker Street (east and west)

- (f) Business, General Industrial and/or Storage and Distribution (Use Classes 4, 5 or 6), applying the provisions of Policy B1; and*
- (g) Uses compatible with the mixed (business) and light industrial nature of the area.*

Area C: Former Tate & Lyle Works, Drumfrochar Road

Area C is identified on the Proposals Map as a mixed use area (MD) and the following land uses will be acceptable:

- (h) Business, General Industrial and/or Storage and Distribution (Use Classes 4, 5 or 6), applying the provisions of Policy B2; or*
- (i) Uses compatible with the mixed (business) and light industrial nature of the area, including the Sale or Display of Motor Vehicles; or*
- (j) Residential Institutions (Use Class 8); or*
- (k) Community Use (Use Class 10).*

Area D: Land Between Railway Lines, south of Drumfrochar Road

- (l) Public Open Space; and*
- (m) Environmental Improvement and new access (footpath and cycle links).*

[Note: the existing industrial uses in Area D will be encouraged to relocate, if feasible, and any intensification of the existing industrial uses will not be permitted, to allow for general environmental improvements]

Additional Considerations

- (n) Land will be reserved for the Greenock Town Centre Relief Road re-alignment and associated landscaping, at Baker Street and Drumfrochar Road, in accordance with Policy TA13, as indicated on the Proposals Map.
- (o) The solum of the railway line to Ocean Terminal will be protected to allow it to be re-opened, in accordance with Policy TA10, as indicated on the Proposals Map.

Design

- (p) New buildings and the re-aligned road route should include suitable landscaping. A landscaped area should be created on either side of the re-aligned road to enhance the main through route.
- (q) Development on Area A should be to a high standard of design to reflect its visibility from the main transport routes of both road and rail. A high quality street frontage will be required for any new development on Regent Street to reflect its location on a main transport route.

Access

- (r) No direct access should be taken from the re-aligned road to serve premises. Once the road re-alignment takes place the former route of Baker Street should be used as a service access road along with Dellingburn Street, Scott Street, Lynedoch Street and Carlsburn Street.



JUSTIFICATION

Land Uses

15.10 A flexible land use planning framework has been adopted for the Regent Street site. The site is on an important local through-route and on the fringes of the industrial core of the Special Area. It also lies adjacent to residential uses and Greenock Central railway station. For this reason, whilst industrial and business uses are acceptable on the site, its use for residential purposes and community uses would also be acceptable. This mixed-use approach provides a flexibility which will hopefully strengthen the interest in the site, already expressed by some housing developers.

Ch 6, Sch 6.1
(site ref 'bi7') &
Sch 6.2 & Ch 7,
Sch 7.1
(site ref 'ho42')

15.11 Most of the available land on the east side of Baker Street has been redeveloped with new industrial units. The site to the north of Ingleston Street is the exception to this. This site remains predominantly derelict but also contains a builders yard and the Sea Cadet hall, the latter likely to remain as it will not be affected by the proposed road re-alignment. Poor ground conditions, including undermining, have precluded the remainder of this land from being developed. This remaining area could, however, prove suitable for some form of environmental improvement scheme.

Ch 12, Sch 12.1
(site ref 'ei8')

15.12 The former Tate and Lyle sugar refinery has been demolished and some parts of the site reused, including the land taken up by 'Rosseyew' for their future expansion. There remains an opportunity for a major redevelopment of this area to be undertaken in a comprehensive manner. The adoption of a flexible land use planning framework is intended to strengthen developer interest and unlock the area's full potential. It recognised that, like Regent Street, the area is somewhat set apart from the industrial core of the Special Area, and that it is bisected by the route of the planned Greenock Town Centre Relief Road. Therefore, it is an area suitable for a range of uses, including further business uses, but residential institutional and community uses would also be acceptable.

Ch 6, Sch 6.1,
Pol B6
& paras 6.58-62

15.13 As discussed in Chapter 5, the solum of the disused railway line which crosses the southern part of the Special Area and terminates at Ocean Terminal, requires to be protected. In addition, there is the potential for a rail link (using an old solum) onto the Port Glasgow – Wemyss Bay line, to access the eastern of the two sites on the south side of Drumfrochar Road.

Ch 5, Pol TA10

15.14 Part of Wellington Park lies within the Special Area and this part of the park is well used. The adjoining land is vacant and a footpath link was created to replace the pedestrian route that was removed when the railway over-bridge was demolished. This area of open space would benefit from environmental improvement.

Prop Map B, Pol LR1

15.15 The existing industrial premises at Upper Cartsburn Street, between the aforementioned disused railway line and the Port Glasgow – Wemyss Bay line, are in poor condition and are served by an unsatisfactory access road. In the longer term, these premises could be relocated. This area would also benefit from a programme of environmental improvements but this would require the relocation of the existing businesses. On a wider perspective, such land renewal schemes would enhance the overall environmental setting for the new housing already built (and planned) in the major development opportunity to the south of the railway line in 'greater Strone'.

Ch 7, Sch 7.1
(site refs 'ho23'
& 'ho24')



CHAPTER 16 : CENTRAL COASTAL GOUROCK

BACKGROUND AND POLICY CONTEXT

16.1 The Central Gourock Special Area covers the area from the Gourock outdoor swimming pool in the west to the Admiralty Jetty in the east. It includes part of Gourock town centre, Gourock Pierhead, the railway station and the Gourock-Dunoon ferry terminal.

16.2 The Central Gourock and Gourock Bay areas have been the subject of developer interest through the years and in response to this the Council has produced a number of studies and strategies to help guide development in this sensitive area. Although focusing on a different area, a study in 1991 did consider the coastal stretch from the Admiralty Jetty to the Gourock Pierhead including the ferry terminal and railway line and station. This study identified specific residential and other opportunities for the development of a marina, a hotel and leisure, tourism and sports facilities. The study aimed to encourage any development to respect its high quality setting and sought to protect the internal and external views associated with the area's coastal location.

16.3 In 1994, the Council produced another strategy, which focussed on the Gourock town centre area. This Strategy was updated and republished in 1999 and used as a brief to guide submissions of development bids for the area. The key elements of this Strategy were the creation of a large development opportunity site in the Gourock Pierhead area, the development of a public transport interchange, and a new road to remove through traffic from Kempock Street, Gourock's main shopping street. The Central Gourock Development Strategy remains relevant and is the basis for the development framework for the area, and **Policy SA4**, as set out below.

DEVELOPMENT FRAMEWORK

16.4 There are three key elements required for a comprehensive development strategy for the Central Gourock area. These are the Gourock Pierhead development opportunity site, the development of a public transport interchange and the creation of the Kempock Street Relief Road. The three elements are inter-related and integral to the Special Area development framework and the regeneration of Central Gourock.

16.5 Perhaps the most significant of the three key elements is the Gourock Pierhead development opportunity site. This is centred on the current railway station car park, but will be enlarged by the relocation of the railway station. This will present a large town centre development opportunity suitable for a range of uses. The predominant use will be a Class 1 foodstore. Additional non-food retail units may also be acceptable, as would other town centre uses such as cafes, restaurants and pubs. It is envisaged that the other predominant land use will be housing, probably in the form of flatted developments. Tourism related development such as hotels and visitor attractions would also be acceptable and a new public space/promenade should form the centre-piece and focus of renewal at the northern end of the Pierhead.

16.6 The relocation of the railway station to a site adjacent to the ferry terminal will allow the creation of a public transport interchange, which will also be served by bus and taxi. This scheme has already been awarded funding from the Scottish Executive Public Transport Fund.

16.7 The Kempock Street Relief Road will remove through traffic from Kempock Street, and will be achieved by running a new road from the edge of the Gourock Pierhead development site along the coast to the north of Kempock Street. The road will be developed on land currently occupied by a car park and on land reclaimed from the coast. It will reconnect with the A770 to the west of Kempock Street at Albert Road. Such a development will enable consideration to be given to how best to improve the pedestrian environment of Kempock Street, and allow the improvement and expansion of the Kempock Gardens which effectively acts as a town square for Gourock.

16.8 At the south eastern end of the Special Area at the Admiralty Jetty, planning permission was previously issued for the development of a marina, hotel and sports, leisure and tourist facilities. Such uses and residential development, would be in keeping with the strategy for the Special Area, which seeks the regeneration of the coastal area of Central Gourock.

Prop Map D

Gourock Bay/
Battery Park Study

Central Gourock
Development
Strategy
Updated CGDS
Study

Ch 8, Pol R9 &
Sch 8.1
(site ref 'ro2')

Ch 7, Sch 7.1
(site ref 'ho61')

Ch 8, Pol HR17,
Sch 12.1
(site ref 'ei3')

Ch 5, Pol TA6,
Sch 5.1
(site ref 'tp19')

Ch 5, Pol TA12,
Sch 5.1
(site ref 'tp16')

Ch 7, Sch 7.1 (site ref
'ho62') & Sch 10.1
(site ref 'lro3')

16.9 Other smaller development opportunities exist within the Central Gourock Special Area that would be appropriate for a range of town centre uses and residential development. All developments within the Special Area will need to have regard to the sensitive nature of the area, and not obstruct the extremely important short and long-distance views across the Clyde Estuary, associated with the area.

Ch 3, Pol DS5 &
DS6, p 43/44

SPECIAL DEVELOPMENT AREA POLICY (MD)

Policy SA4 Central Coastal Gourock

Inverclyde Council, as Planning Authority, will support the development of sites within the Central Coastal Gourock Special Area, identified on the Proposals Map as SA4, subject to an agreed Masterplan. Any Masterplan should take cognisance of the Central Gourock Development Strategy (1999) and the following mixed use planning policy framework.

Comprehensive Development

The three key elements of the development framework for this area are the Gourock Pierhead development opportunity site; the public transport interchange; and the Kempock Street Relief Road. The development of all three of these elements will be required to ensure the regeneration of Gourock town centre.

Land Uses

The development of Gourock Pierhead will be required to include an integrated transport interchange, the Kempock Street Relief Road, improved highway access to the development opportunity sites and provision for the Inverclyde Coastal Route.

In addition the following uses will be permitted:

- (a) Shops (Use Class 1) for food and non-food retail;*
- (b) Food and Drink (Use Class 3) and Public House;*
- (c) Hotel (Use Class 7);*
- (d) Use as Residential flats; and*
- (e) Visitor/Tourist facilities (Use Classes 10 or Class 11).*

Development of the Gourock Bay/Admiralty Jetty area will be encouraged by permitting the following uses:

- (f) Hotel (Use Class 7);*
- (g) Use as Residential flats; and*
- (h) Sports/Leisure/Tourist facilities (Use Classes 10 or Class 11); and*
- (i) Marina and related commercial development, including ancillary retail, restricted to the servicing of the above tourism, leisure and sports facilities.*

Built Environment and Design

Any scheme will be required to incorporate the following elements:

- (j) the retention and enhancement of views of the Firth of Clyde, the shoreline, loch entrances and hills from both across and within the Pierhead and from the adjacent shores, including open views across Cardwell Bay and Gourock Bay from Cove Road and Battery Park as identified in the 'Gourock Bay/Battery Park Study' 1991;*
- (k) the provision of effective and quality pedestrian and cycle routes both through the site and as a waterfront esplanade, linking with Kempock Street, Kempock Place, Shore Street and Cardwell Road and, as part of the proposed Inverclyde Coastal Route, to Ashton Promenade and Cove Road;*
- (l) a quality of urban design, detail and materials which reflects and complements the urban character of this prominent coastal location in Gourock Town Centre;*

- (m) *an attractive area of open space at the Pierhead, possibly as part of a harbour/pier feature; and*
- (n) *a pedestrian priority and environmental improvement scheme for Kempock Street and Kempock Place.*

Access

Highways access to the area for vehicles should be from:

- (o) *a western access at Albert Road/ Kempock Street as the western end of the Kempock Street Relief Road;*
- (p) *a northern access at Kempock Street/ Kempock Place/ Station Road, at the eastern end of the Kempock Street Relief Road, to serve the major development opportunity at Gourock Pierhead;*
- (q) *a central access at John Street/ Shore Street to serve the integrated transport interchange and site; and*
- (r) *a southern access from Tarbet Street to serve the Gourock Bay development area.*

JUSTIFICATION

General

16.10 The Pierhead development opportunity will be of greatest benefit to Gourock if developed in a comprehensive manner within the context of an approved Masterplan. This Masterplan will be required to conform to the principles laid down in the Central Gourock Development Strategy (1999) and any subsequent Council approved amendments.

Land Uses

16.11 The relocation of Gourock Railway Station to a site adjacent to the ferry terminal will have twin benefits. It will enable a larger development opportunity site to be assembled immediately adjacent to the town centre, which will be suitable for the uses outlined in (a) – (e), above. It will also offer the opportunity to create an integrated public transport interchange, focused on train and ferry services, but also incorporating bus and taxi services. This should encourage public transport use, and perhaps help to encourage more visitors to the town.

Ch 5, Pol TA6

16.12 The development of a relief road to take through-traffic away from Kempock Street, with the aim of reducing the conflict between pedestrians and vehicular traffic, is a major component of the Strategy. It will provide the opportunity to implement pedestrian priority and environmental improvement schemes in Kempock Street/Kempock Place and the expansion of Kempock Gardens. Through improving the environment of what is effectively the heart of the town centre, the town centre as a whole should benefit.

Ch 12, Sch 12.1
(site ref 'ei3')

16.13 Within the Gourock Pierhead development opportunity site it is considered that the development of a modern foodstore will help to retain local expenditure in Gourock, and provide spin-off benefits for other town centre businesses. It would also reduce the need for Gourock residents to travel to Greenock and elsewhere for modern shopping facilities. The retail floorspace of the foodstore should not exceed that required to meet the convenience shopping requirements of the Gourock town centre catchment. The Council also considers the Pierhead to be appropriate for public entertainment and leisure uses such as hotels, public houses and restaurants. Such uses would be consistent with Gourock's traditional tourist role and appropriate for the site's prime coastal location.

Ch 8, para 8.26

16.14 Residential development within the Special Area would assist in making the overall development financially viable and increase the population and therefore the customer base for central Gourock.

Ch 7, p 103
& Sch 7.1 (site refs
'ho61 & 62')

16.15 Within Gourock Bay there is boating activity around the Admiralty Jetty from where the views of the Cowal Hills are largely obscured by the built-up area of Gourock Town Centre and the Pierhead. Therefore the Council accepts the principle of some development in the vicinity of the Jetty. It is envisaged that development in this area would include a marina, associated leisure uses and residential development. The area is restricted to take account of the turning area required by the ferries using Gourock Pier and to retain views to the north west from Cove Road and Cardwell Bay.

Ch 7 & 10, Sch 10.1
(site ref 'lro3')

Built Environment

16.16 The Gourock Pierhead affords panoramic views of the Firth of Clyde and the area beyond, both from within and across the site. It is in the public interest to seek the retention and enhancement of these views and their retention will be a major concern of the Council in its consideration of the details of a Masterplan and associated development proposals.

16.17 It is a fundamental objective of the Council to ensure that development of the Pierhead site integrates fully with, and complements, the existing centre. The provision of effective pedestrian links is a major element of this objective and the Council will therefore wish to ensure that this is achieved. This Local Plan Review seeks to continue a policy of securing the implementation of the Inverclyde Coastal Route through the main built-up area of Greenock, Port Glasgow and Gourock. This scheme is already in place to the west of the Pierhead development opportunity and adjacent to the Cardwell Bay/Battery Park area in the east. There is an opportunity to extend the scheme further through this site and the Masterplan and associated development proposals will be required to allow for this project.

16.18 Any new retail and commercial units on the Gourock Pierhead development opportunity site should be located adjacent to the majority of shops on Kempock Street and indeed be regarded as a continuation of this street. Of equal importance to ensuring the integration of the site with the Town Centre will be the application of high standards in relation to urban design, detail and materials. The design of buildings and the materials used in their construction should reflect the architectural character of the better quality buildings in central Gourock.

16.19 The most northerly point of the Pierhead area represents an excellent opportunity to create an area of quality coastal public open space. This scheme would be consistent with, and would complement, other similar areas in Gourock and would be of direct benefit to local residents and visitors. The provision for this facility will therefore be a major concern of the Council in its consideration of the details of a Masterplan and associated development proposals.

16.20 Following the removal of through traffic from Kempock Street, the 'Central Gourock Development Strategy' envisages a scheme giving pedestrians priority whilst maintaining vehicular access. The anticipated line for the relief road offers the opportunity for Kempock Gardens to be extended eastwards and enhanced.

Access

16.21 The strategy envisages that the Relief Road/Kempock Street eastern junction will provide access to the Pierhead area. The public transport interchange area will be accessed by two means. A new access to be created in the vicinity of the junction of Shore Street and John Street will provide access from the west whilst the existing Tarbet Street access would continue to provide highways access for the majority of vehicular traffic from Greenock and Glasgow to the east. Tarbet Street would also provide access to any Gourock Bay development and as a result of any such development it is likely that a signal control will be required at its junction with Cardwell Road.



Ch 3, Pol DS6

Ch 3, Pol DS4
& DS7

Ch 10, Pol LR8

Ch 3, Pol DS4
& DS5

Ch 9, Pol HR17

Ch 9, Pol HR17

Ch 5, Sch 5.1
(site ref 'tp17')

Ch 5, Sch 5.1
(site ref 'tp19')

CHAPTER 17 : INVERKIP POWER STATION

BACKGROUND AND POLICY CONTEXT

17.1 The Inverkip Power Station site lies on the west coast of Inverclyde immediately adjacent to the Firth of Clyde and between the settlements of Wemyss Bay and Inverkip. The power station, which was developed during the early 1970's, has not been used as a major source of power in recent times, but has been retained as a strategic reserve source of power by its owners, Scottish Power. Scottish Power have given consideration to decommissioning the power station and have been working with the Council to achieve this and consider acceptable future uses.

17.2 The site measures some 43 hectares in total, with buildings covering approximately half of this area and the remainder forming an established landscape framework. This succeeds in hiding many of the buildings on the site when viewed from the landward east, although the main production plant and 236 metre high chimney are clearly visible from surrounding areas. A maturing tree belt, now designated a Tree Preservation Order (TPO), separates the site from the immediately adjacent Wemyss Bay, whilst Inverkip lies approximately 1km to the north of the power station buildings and is further separated from it by the A78(T) and the Wemyss Bay-Glasgow railway line.

17.3 The Power Station site is accessed from the Brueacre Interchange, a 'diamond' interchange, on the A78(T), which also serves the Hill Farm housing area to the north east. The Wemyss Bay-Glasgow railway line is separated from the site by the A78(T), with the nearest railway stations being in Inverkip and Wemyss Bay. A public footpath connecting Inverkip and Wemyss Bay runs past the site.

17.4 The Power Station site was previously designated as Green Belt by both the 1988 Inverclyde Local Plan and the 1998 Inverclyde Local Plan First Review (Consultative Draft). With the future of the Power Station being reviewed it became necessary to assess whether this designation was still appropriate. The conclusion reached is that it is no longer appropriate to designate the site as Green Belt as it does not serve any of the purposes for which Green Belts were established, as set out in Scottish Development Department Circular 24/1985. In addition, given the Council's intention to identify the site for new uses, the option of retaining the site in the Green Belt would severely circumscribe the future development prospects of the site. Therefore, it would be inappropriate to retain the site in the Green Belt.

17.5 The A78(T), onto which traffic from this site would have immediate access, suffers from localised but significant congestion and road safety problems. Inverclyde Council have previously prepared a Route Strategy Study and Road Accident Reduction Plan for this road. It is recognised that a further updated study of transportation problems in the A78 Corridor is necessary. Whilst this will necessarily focus on problems with the road itself, it will also consider the parallel passenger railway line and other public transport options. Development of the Power Station site will have implications for this study.

DEVELOPMENT FRAMEWORK

17.6 The following development framework and **Policy SA5**, which has been developed in liaison with Scottish Power, will be applied following the full decommissioning of Inverkip Power Station. Scottish Power have undertaken to decommission, demolish and clear the site on the basis that the site can be developed in accordance with the mixed-use principles of **Policy SA5**. The Council is satisfied that it has all the necessary safeguards and undertakings from Scottish Power that it requires in relation to the future development of the Power Station site. These undertakings cover the timing of the decommissioning and removal of the power plant and the timing of future development on the site, which is not anticipated to commence until 2012, at the earliest.

17.7 Once cleared the Power Station site will offer an attractive coastal development opportunity set within an established landscape framework. It is considered that an 'urban village' type development in a number of clusters, incorporating elements of leisure and tourism uses on the coast, housing and community uses, and small scale retail and employment uses, would be most appropriate for this large site. Development will generally be restricted to previously developed areas and the established landscape framework will be retained and enhanced. It is expected that the Inverclyde Coastal Route (footpath/cyclepath) and a footpath network through the wooded areas will be established, and that these, along with waterfront leisure uses and pubs/restaurants, will expand the area's tourist attractions and be used by residents and non-residents, alike.

Prop Map E

Ch 9, Pol HR9,
Tab 9.1

Para 17.10

Ch 5, paras 5.45-47

Master Planning
Principles for the
Redevelopment of
Inverkip Power
Station, Inverclyde
(April 2002); and 'A
New Sustainable
Neighbourhood'
(Aug 2005)

App C

Ch 10,
paras 10.40-43

SPECIAL DEVELOPMENT AREA POLICY (MD)

Policy SA5 Inverkip Power Station

Inverclyde Council, as Planning Authority, will support the redevelopment of the Inverkip Power Station site, identified on the Proposals Map as SA5, by having regard to the implementation of the Development Strategy, and subject to a Masterplan/Development Brief, to be agreed in advance by the Council. The Masterplan should take cognisance of the following mixed use planning policy framework.

Land Uses

The preferred strategy is for the development of an 'urban village', wherein the following uses will be permitted:

- (a) Leisure: Watersports Facility and other Outdoor Recreation (Use Class 11), Hotel (Use Class 7), Food and Drink (Use Class 3) and Public House;*
- (b) Community Facilities (Use Class 10);*
- (c) Houses (Use Class 9) and use as Residential Flats;*
- (d) Neighbourhood Retail (Use Class 1); and*
- (e) Employment: Financial, Professional and Other Services (Use Class 2) and Business (Use Class 4).*

Siting and Design

The following siting and design guidelines will be applied:

- (f) new development will be restricted to previously developed areas and the established landscape framework should be retained;*
- (g) the design and layout of buildings and the materials used in their construction should take cognisance of the coastal and rural nature of the area; and*
- (h) the layout of uses should encourage links to develop between the site and the village of Wemyss Bay.*

Access

- (i) the principal road access should be taken from the Brueacre Interchange, which will be required to be improved (Schedule 5.1);*
- (j) a direct vehicular link should be formed between the site and Wemyss Bay;*
- (k) pedestrian and cycle links should be established to/from Wemyss Bay, and also within the site, including provision made for the extension of the Inverclyde Coastal Route ;*
- (l) the site should be served by public transport; and*
- (m) visitor car parking should be provided throughout the site.*

[Notes: (1) Depending on the scale of development proposed, an Environmental Impact Assessment may be required to support any application for the development of the site.

(2) A Transport Assessment will be required to support any application for the development of the site. It is likely that development in accordance with the planning policy framework set out above will require improvements to the A78(T), not only at the Brueacre Interchange, but at other points along the route. Whilst these wider improvements cannot be considered to be the sole responsibility of the developer of the Power Station site, they will be required prior to, or in association with, any planning permission for the development of the site being issued. The Scottish Executive is responsible for the maintenance and development of trunk roads within Scotland. Its input into any proposals for this site will be sought at the Masterplan/Development Brief stage, as well as in relation to the more detailed examination of traffic impacts on the A78(T). In accordance with Policy TA8, Inverclyde Council will also require a commitment from the developer of the site to it being served by public transport.

(3) The principal considerations the Council will take into account in assessing the success or otherwise of the Plan's Development Strategy and the timing of any housing land release in the western part of the Inverclyde HMA, will be Policy H7 'Annual Monitoring and Review of Housing Strategy', national planning policy (SPP3) and the Structure Plan, to accord with the requirement to have an adequate number, range, choice and distribution of housing sites within the HMA.]

p 65

p 64

p 106

JUSTIFICATION

Local Plan Development Strategy

17.8 This Local Plan is seeking to address an imbalance in housing demand within Inverclyde between the favoured western areas and the less popular eastern areas. Recent housing audits have shown that the majority of the effective and established housing land supply in the Inverclyde Housing Market Area is to be found in west Greenock, Gourock, Inverkip and Wemyss Bay. East Greenock and Port Glasgow are by far less popular and are experiencing depopulation. Whilst the identification of the Power Station site for development, including residential purposes would appear to compound this situation, there is expected to be a long lead-in time before any housing is completed on the Power Station site. This is due to the need for demolition and land preparation, and also the need to prepare a Masterplan and obtain planning permission. It is likely therefore that with residential development identified for part of the Power Station site, this will result in current build rates in the western areas being maintained into the longer term, rather than being increased in the short to medium term. Given these circumstances, the inclusion of housing in the redevelopment of the Power Station is not considered to conflict with the Council's aim of urban renewal in Greenock and Port Glasgow. In addition, the identification of the Power Station site at this stage will allow it to be prepared for future development when it will provide a brownfield opportunity in an area where there will continue to be a demand for new housing.

Land Uses

17.9 When the issue of the possible decommissioning of this site first arose it was considered that if this site was to be redeveloped for other uses, then either industrial development making use of the site's deep water jetty or a mixed use 'urban village-type' development would be most appropriate. Early consultations indicated that it would not be appropriate to reserve the site for industrial purposes owing to the availability of such strategic sites elsewhere and the proximity of residential uses in nearby Wemyss Bay.

17.10 The option of retaining the site in the Green Belt was considered. However, taking into account the three purposes for establishing Green Belts, as set out in SDD Circular 24/1985, it is considered that: owing to its developed nature, the site does not assist in defining the physical boundaries of Inverkip and Wemyss Bay or preventing their coalescence - this purpose is better served by the Green Belt area to the north east of the Power Station; it does not provide countryside for recreational or institutional purposes; and it does not contribute to the landscape setting of either settlement, rather it detracts from this coastal environment. To demolish the Power Station and return the whole site to a nature compliant with Green Belt status would incur costs that are unlikely to be recovered through the re-use of the whole site for a low intensity use compatible with Green Belt policy. Therefore, if the site was retained in the Green Belt, it is likely that the Power Station buildings or at least, the remaining hardstanding, underground structures and the sea wall, would remain at this prominent coastal location. Taking into consideration the assessment that the site in its current condition does not lend itself to the purposes of Green Belt, and the likelihood that it would remain essentially in this same condition if it remained designated as Green Belt, the Council considers it justifiable to remove the Green Belt designation from the site.

17.11 The conclusion was therefore reached that the most appropriate form of development on that part of the site to be developed would be a mix of residential, leisure and recreation (including marina-related use), and community uses. By incorporating a range of uses onto the site it is hoped that an 'urban village' type development can be created. The provision of neighbourhood retail and community facilities within the development may be justified in due course depending on the scale of the residential development opportunity. Such facilities would help to establish the area as a new identifiable community. The inclusion of such uses would also help the newly developed area to foster links and integrate with the existing community of Wemyss Bay, and to a lesser extent, but by no means less important, Inverkip.

17.12 It is also hoped that by forming coastal and woodland paths and by providing the opportunity for the development of a waterfront leisure complex with a restaurant/pub, facilities will be created that will make the site an attractive place to both live and visit.

Ch 7

Ch 7, Sch 7.1 (site ref 'ho71') & Tab 7.2

Ch 3

App C

Para 17.4
Ch 4Ch 7, Pol H10 &
Ch 8, Sch 8.1
(site ref 'ro3')

Ch 3, Fig 3.6

Ch 10, Sch 10.1
(site ref 'lro6'),
Pol LR8 & Ch 12,
Sch 12.1
(site ref 'ei9')

Siting and Design

17.13 The Power Station site is rather self-contained, situated on the edge of Wemyss Bay, and much of it has never been developed. As a result, a semi-rural landscape framework has been retained around the Power Station buildings, which act to hide views of the Power Station from immediately surrounding areas. It is therefore considered appropriate to retain these undeveloped areas and use them to delineate and create a landscape framework for the future development on the site. Limited development on previously undeveloped areas may be permitted where this will not lead to an inappropriate incursion of development into those areas presently unbuilt.

17.14 The layout and design of the buildings proposed for the site and the materials used in their construction will be expected to be sympathetic to the coastal nature of the site and also take advantage of this unique location. Common themes in respect of layout, design and materials should run through all of the buildings on the site, in keeping with the 'urban village' concept.

17.15 The Power Station site lies immediately adjacent to the village of Wemyss Bay. Although the site offers the opportunity for the creation of a separately identifiable area, it is not expected to function in isolation from Wemyss Bay. Links between the two areas are to be encouraged, as would the sharing of any communal facilities that may be built in both. To this end, it is intended that any shops and community centre proposed as part of this development should be sited in a location easily accessible to the existing residents of Wemyss Bay.

Access

17.16 The Brueacre Interchange already offers the Power Station site a means of access to, and egress from, the A78(T). It is intended that this junction should continue to serve the site, although improvements to it will be required. These will be required in advance of any development on the Power Station site and in view of the likely completion of further housing at Hill Farm, Inverkip, which in itself, will mean that this junction and the trunk road will be dealing with substantially more traffic.

17.17 The development of the site and others in the area that already have planning permission will create a general increase in traffic on the A78(T), a road which already has localised but significant congestion and road safety problems. The Structure Plan requires developers to provide the infrastructure and facilities required to make proposed developments acceptable. In this case, this means that road improvements will be required not only at the Brueacre Interchange but at other problematic junctions and sections of the A78(T). Inverclyde Council acknowledges that these wider improvements should not be the sole responsibility of the developers of the Power Station site, but will nevertheless require the necessary improvements to be made.

17.18 The vehicular, pedestrian and cycle links between the Power Station site and Wemyss Bay are required to help establish links between the two areas, and in the case of the vehicular link, remove the need for short journeys on the A78(T) between the two areas.

17.19 Given the site's distance from both Inverkip and Wemyss Bay railway stations it may be necessary to ensure that buses serve the site so that there is some form of public transport provision. The level of residential development on the site will determine whether this justification can be made.

17.20 It is hoped that the site's waterfront leisure facilities, pubs, restaurants and woodland and coastal walks will attract non-residents. To cater for this, visitor parking over and above that normally provided for residential visitors should be provided, both at the facilities likely to attract visitors and dispersed throughout the site.

(see ref note, para 17.6 - Aug 2005)

(see ref note, para 17.6 - Aug 2005)

Ch 5, Sch 5.1
(site ref 'tp11')
Ch 7, Pol H6

JSP, SP9(C)

Ch 3

Ch 5, Pol TA7

Ch 5, Pol TA2

(see ref note, para 17.6 - Aug 2005)



SECTION E

SECTION E



Implementation, Monitoring and Review

CHAPTER 18 : DEVELOPMENT CONTROL ADVICE

CONTEXT

18.1 Inverclyde Council receives over 400 applications for planning, listed building and advertisement consent each year. There is a statutory obligation to decide applications within two months, with the Government setting targets of 90% for householder, 85% for minor business and industry and overall, 80% for all applications being determined within the statutory period.

18.2 Considerable delays can result when proposals require amendment and applicants often face the additional expense of preparing revised plans and notifying neighbours.

18.3 Sixteen planning practice advice notes (PPAN's) have been prepared with the intention of providing detailed guidance which if followed, will assist clients wishing to receive planning permission within the statutory period and this will also assist the Council in achieving Government targets.

18.4 To establish good practice the overarching context upon which the sixteen planning practice advice notes have been prepared is set down in **Policy DC1**.

Policy DC1 Development Control Advice

Inverclyde Council, as Planning Authority, will support applications for planning, listed building and advertisement consent, where applicable, which accord with the principles established in the Council's Planning Practice Advice Notes.

Table 18.1 Planning Practice Advice Notes

PPAN No. 1	Backland and Tandem Development
PPAN No. 2	Single Plot Residential Development
PPAN No. 3	Private & Public Open Space Provision in New Residential Development
PPAN No. 4	Residential Care in the Community
PPAN No. 5	Design & Siting of Houses in the Countryside
PPAN No. 6	Design Guidelines for Farm Buildings in the Countryside
PPAN No. 7	House Extensions
PPAN No. 8	Balconies
PPAN No. 9	Dormer Windows
PPAN No. 10	Roof Lights in Listed Buildings and Conservation Areas
PPAN No. 11	Replacement Windows
PPAN No. 12	Shopfront Design
PPAN No. 13	Signage and Advertisement
PPAN No. 14	Satellite Television Dishes
PPAN No. 15	Garden Decking
PPAN No. 16	Planning Enforcement

18.5 As new issues arise, further PPAN's will be prepared, if considered necessary, and would have the same status as currently approved PPAN's under **Policy DC1**.



Inverclyde
Development
Control Returns
to SEDD

CHAPTER 19 : IMPLEMENTATION

INTRODUCTION

19.1 The Local Plan has been drawn up with full regard to the needs of implementation of the Development Strategy. The adoption of a three-fold division in Section 'C' of the Plan, of 'Development Strategy', 'Implementation' and 'Development Control' policies, in the principal chapters - Economy and Employment, Housing and Communities, and Town Centres and Retailing - illustrates the importance attached to implementation in this Local Plan. As the three chapters noted above comprise the bulk of the development opportunities and proposals in the Plan, this central focus on implementation is vital to the delivery of the Development Strategy and to Inverclyde's social, economic and physical regeneration.

19.2 The Transportation and Accessibility chapter is different insofar as the main vehicle for implementation of the transportation projects and proposals is the Council's Local Transport Strategy. However, this Chapter like the three noted above, shows the significance of the land use planning dimension to realising these transportation and access improvements, to maintain Inverclyde's competitive position and to continue the successful regeneration of the main urban areas.

19.3 The other core chapters in Section 'C' - 9, 10 and 11- are equally drafted with a view to stressing the vital role of the land use planning system to the social, economic and physical regeneration of Inverclyde in a sustainable manner. However, the three-fold division adopted for chapters 6, 7 and 8 is not so relevant or necessary in these chapters, since like chapter 5, the principal implementation vehicles lie outwith the land use planning system and/or the range of matters covered, as in chapter 11, does not lend itself to the same approach.

FRAMEWORK FOR IMPLEMENTATION

19.4 Inverclyde Council will pursue the Development Strategy of the Local Plan and will implement its aims and objectives in the following ways, by having regard to:

- (1) development that is of a scale to secure significant economic and employment gain and be of greatest benefit to the community, as a whole;
- (2) what is achievable in terms of the phasing of development, particularly in the 'New Neighbourhoods', according to the three timeframes embodied in the Strategy;
- (3) the development frameworks of the Special Areas, as the principal means to secure substantial, comprehensive redevelopment in Inverclyde, if the area is to restructure and change its image sufficiently, and create a 'place of choice' that is sustainable for the long term;
- (4) the need to secure 'early action' and/or 'landmark projects', that will increase the prospects of, and not undermine, the potential for further capital investment over the medium-to-longer term;
- (5) the development control policy framework; and
- (6) the shape and form of actual development on the ground.

19.5 The first two components of this framework for implementation are encapsulated in the Development Strategy policies of the Plan, while the third and most of the fourth are found in Section 'D' on the Special Areas. The fifth and sixth components are central to the Council's legislative powers through the administration of the development control policy framework, which forms the bulk of policies in the Local Plan.

19.6 The Council will refer to the latter two components of this framework when assessing both major development proposals and also more minor planning applications that can cumulatively contribute to the sustainable regeneration of the area. The need to do so is prescribed by Sections 25 and 37 of the Town and Country Planning (Scotland) Act, 1997 which requires relevant planning decisions to accord with the Development Plan, unless material considerations indicate otherwise. The Council will strive to do so in as consistent a manner as possible in order to provide as much certainty as possible for developers, investors and members of the public.

Ch 6, 7 & 8

Sch 6.1, 7.1 & 8.1

Ch 5

Sch 5.1

Ch 3
Ch 12

T & CP (S) Act 1997

A PARTNERSHIP APPROACH TO BROWNFIELD LAND RENEWAL

19.7 The sustainable social, economic and physical regeneration of Inverclyde's economy and communities, is dependent to a large degree on the sixth component of implementation: the successful and appropriate development of much of the vacant and derelict land that remains within the area. The extent and variety of this land supply is such that development will inevitably require substantial contributions, including of a financial kind, from all relevant public sector agencies and also the private sector. Perhaps even more crucially it will often require multi-agency partnerships and the co-operation of all such agencies. Each of these major regeneration challenges illustrates why the Local Plan has adopted a medium-to-long term timeframe in the Development Strategy.

19.8 The partnership approach has been the cornerstone of many developments already completed, including the major development projects at the former Cartersburn EZ site and the Greenock Waterfront scheme. Proposals anticipated to secure the next phases of successful regeneration through partnership would include the redevelopment of the James Watt Dock and conversion of the Sugar Warehouses, Gourrock Pierhead and the 'New Neighbourhood' initiatives.

FUNDS FOR IMPLEMENTATION

19.9 Joint partnerships are considered essential in view of the likely continuing constraints on public sector funding. Partnerships are also vital to generating additional funds from a range of external sources, most notably the European Union's structural funds for regional development and special initiatives (eg. URBAN II Community Initiative), and through the social fund.

19.10 For its part Inverclyde Council will actively pursue development opportunities both in corporate and planning terms, where circumstances permit and where it is best placed to take the lead. Where it is more appropriate for other public sector agencies or the private sector to progress matters then the Council will endeavour to co-operate fully, again both corporately and by way of its Planning Services. These commitments of the Council are given within the context of the limited personnel and funding resources available to it.

19.11 Whilst the Council will do all in its power to progress this implementation agenda, circumstances will inevitably change during the course of the Local Plan that will affect the levels of regeneration achieved. Changes in the wider economic climate could affect investment decisions, for example, the resources of the various public sector agencies may be reduced or redirected, so that planned project funding would be postponed or abandoned. It should be remembered therefore that the inclusion of development proposals in the Local Plan is not a guarantee that they will be implemented.

19.12 Notwithstanding the above concerns over funding and the course the wider macro-economy may take, the Local Plan highlights Inverclyde Council's concerns over the need for the allocation of adequate and sustained resources for: the DLS, to continue the progress in treating vacant and derelict land, in advance of both business and residential development; and also, for the necessary upgrading of the infrastructure, to serve these sites and the area in general. A co-ordinated programme of such investment is fundamental to the implementation of the Local Plan's Development Strategy and in particular, the comprehensive restructuring of the Waterfront and the Council housing areas identified in the Plan as 'New Neighbourhoods'.

19.13 To successfully undertake these plans and to maintain the regeneration of Inverclyde, the various appropriate public agencies and the private sector need to continue to liaise and work with the Council. To address the development proposals and opportunities in the Plan, and in particular, the issues raised in **Recommendations B1, H1 and H2**, funding contributions are required of the Government and the Council's key partners, to implement the combined objectives of the Local Plan's Development Strategy.

Ch 3, Pol DS1

Ch 6 & 8
Ch 14, Pol SA2(b)
Ch 16, Pol SA4
Ch 7, Pol H3

App C

Ch 6, Sch 6.2

Ch 20

Ch 6, Sch 6.2

Ch 11, Pol UT1

Ch 3, 13 & 14
Ch 3 & 7

Ch 6 & 7, paras
6.52-62 & 7.70-72



CHAPTER 20 : MONITORING AND REVIEW

INTRODUCTION

20.1 Inverclyde Council will use the Development Strategy of this Local Plan as the basis of its decision-making framework, in accordance with the legislation referred to in Chapters 1 and 19. The supporting key policies and proposals contained in the core Section 'C'; and the Development Frameworks and policy guidance set out in Section 'D', will in addition, provide the Council with the land use planning and development 'tools' to implement the Local Plan. The Council will only be able to do this, however, so long as the document remains effective and up-to-date.

para 1.3 & para 19.6

20.2 The Council has set out a longer term vision in this Plan and has made explicit, its preferred land use planning strategy, over the short, medium and longer term timeframes. In accordance with Government planning advice, the Council is required to monitor and, if necessary, update, modify or alter, the Local Plan on a five year cycle. In order to do so, it is therefore necessary to monitor regularly those factors that helped shape the policy content and development frameworks of the Plan, to ensure that they retain their relevance.

PAN 49 'Local Planning', p 9 & 10

20.3 The following factors may be particularly important in this respect:

- (i) changes in national planning policy or Structure Plan policies and strategy;
- (ii) the emergence of new problems or development issues that the Local Plan has not catered for;
- (iii) the performance of the Local Plan policies and proposals in terms of solving problems and dealing with issues identified;
- (iv) changes in private and public sector agency spending programmes;
- (v) changes to the physical environment and particularly the pace of Inverclyde's regeneration; and
- (vi) underlying macro-economic and population/household change assumptions and projections.

REGULAR MONITORING OF THE PLAN

20.4 Some or all of these factors will be subject to change and will require to be assessed over the next *five years*, and certainly will, over the medium-to-long term timeframe of the Local Plan. Each of these factors will require formal and/or informal monitoring, including the following:

- (i) annual or biennial updates of population, household formation (demand), assessments of housing need, and employment and unemployment indicators;
- (ii) annual surveys of housing land take-up and availability, particularly its effectiveness;
- (iii) annual surveys of industrial land take-up, its availability, marketability and assessments of demand, by sector;
- (iv) annual surveys of the take-up of vacant and derelict land, its condition and developability;
- (v) retail floorspace surveys; and
- (vi) monitoring the number and type of planning appeals and decisions, and the number of departures from the Development Plan.

All of these surveys of land supply and other monitoring reports are available from Planning Services.

20.5 The presumption in favour of brownfield sites for development places considerable emphasis on the reuse and redevelopment of vacant and derelict land and buildings. The Local Plan has a key role to play in encouraging and facilitating investment and development and promoting preparatory environmental improvement on such land. As an indication of the scale of this wasted resource, some 140 hectares of land (5% of the total urban area of Inverclyde) is either vacant or derelict. The annual vacant and derelict land survey undertaken by Planning Services provides an accurate record of the changes in this land supply and forms the basis for the identification of the brownfield land supply for housing, business and industrial and other development uses. The survey also provides the source for the identification of many of the sites for landscaping and environmental improvement projects. The schedules of development opportunities identified in the Local Plan are largely comprised of vacant or derelict industrial land (**Schedule 6.1**), as are the housing proposals and opportunities in **Schedule 7.1**. This monitoring and appraisal, and the central objective of the Development Strategy to implement a sustainable urban future, will be assisted through **Policy MR1**.

Policy MR1 Monitoring and Review of Brownfield Land Supply

Inverclyde Council, as Planning Authority, will actively promote the reuse and redevelopment of vacant, derelict and underused land in the urban areas of Inverclyde, and particularly within the five Special Areas and other designated renewal areas, by:

- (a) maintaining an up-to-date data base of vacant and derelict land and buildings and identifying appropriate after uses for each site, in accordance with the Development Strategy policies of the Local Plan;*
- (b) maintaining a rolling programme of land reclamation and environmental improvements, under the auspices of the joint Derelict Land Strategy; and*
- (c) encouraging developers to exploit the development opportunities on sites arising from the continuing fall-out of development land becoming vacant and derelict over the lifetime of this Local Plan.*



Ch 3, Pol DS1

Annual Monitoring
Reports & SVDLS

Ch 6, p 87/88

Ch 7, p 115-117

THE NEED FOR A REVIEW OR ALTERATION

20.6 PAN 49 'Local Planning' advises that the results of the monitoring programme should be reviewed at least *every two years* in order to establish whether the Local Plan:

PAN 49, para 16

- (i) is in good standing and continues to be fully applicable;
- (ii) may require certain adjustments; or
- (iii) is no longer relevant as a basis for decision making.

20.7 Where a review concludes that the Local Plan is in good standing then Inverclyde Council will continue with this document and publicly explain its reasons for doing so. Where it is found that adjustments are required then the Council will have to adopt one or more formal modifications to the Plan. Where a large part of the Local Plan is found to be no longer relevant then it is likely that an entirely new document will be required and a full review will be undertaken.

20.8 Alterations to the Local Plan are likely to be required, although not necessarily, in relation to the following developments:

- (i) the publication of a newly approved or an alteration to the Structure Plan;
- (ii) where individual policies or proposals are not performing effectively, or are not being implemented at the anticipated rate - this is particularly the case in relation to the housing development strategy of the Plan;
- (iii) where new issues have arisen outwith the scope of existing policies and/or proposals;
- (iv) where issues have been resolved, changed or ceased to be important;
- (v) where assumptions are no longer valid or policies are no longer relevant; or
- (vi) where further land allocations are needed due to take-up of original provisions.

Ch 7, para 7.80/81

Ch 6, Pol B6, p 81

20.9 In relation to the housing development strategy of the Plan, points (ii), (iii), (v) and (vi) are all pertinent matters and will have a particular bearing on the commitment made by the Council, to monitor and review annually, the housing provisions of the Development Strategy.

Ch 7, Pol H7, p106

20.10 Although not exhaustive, possible reasons for the repeal and replacement of a Local Plan may include the following:

- (i) the publication of a new Structure Plan or national planning policy containing a significant change in policy direction;
- (ii) a review reveals that the overall direction of the Local Plan is seriously adrift; or
- (iii) a succession of alterations indicate that a more fundamental revision is required.

20.11 Finally, in order to avoid any ambiguity concerning the longer term development perspective of the Local Plan, the Council acknowledges the advice contained in PAN 49 wherein authorities are urged to ensure that local plans are "altered or reaffirmed at no greater than five year intervals so that they are demonstrably relevant". The Council will endeavour to adhere to this advice.

PAN 49, p 17

APPENDIX A

APPENDIX A



Local Context - Statistical Background

Local Context - Statistical Background

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Note

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

Economy/Employment & Unemployment Information - SLIMS, NOMIS and the Annual Business Survey

Population/Households/Housing Stock (estimates and projections) - The Census, GRO(S) and Scottish Executive national statistics; Technical Reports (Nos 3 to 6) supporting the Approved Glasgow & Clyde Valley Structure Plan (2000) and No 5, supporting the Finalised Draft & Alteration (2005); and the Voluntary Population Survey (VPS).

Other information and data used in the SWOT are presented in more detail in this Appendix.

Local Context - Statistical Background

Population

Table 1 Inverclyde Population - Past & Projected : 1971-2024

1971	109,365
1981	99,565
1991	91,580
2001	84,203
2004	82,430

2011	78,593
2021	73,140
2024	71,250

Source: 1971, 1981, 1991, 2001 Census Returns, and 2004-2024 GRO(S) 2004 Based Population Projection

Inverclyde's population was 109,365 at the 1971 Census and is predicted to fall to 71,250 by 2024.

Figure 1

Population by Age Groups : 2004

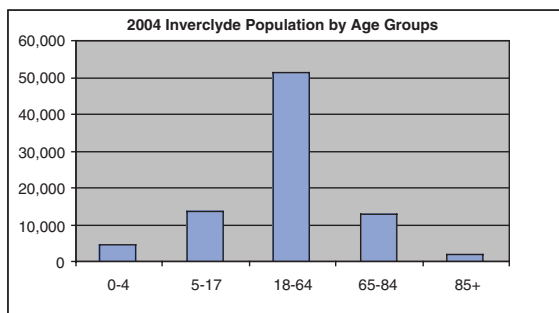


Figure 2

Projected Population by Age Groups : 2024

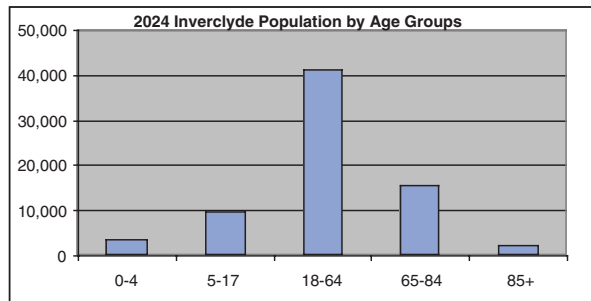
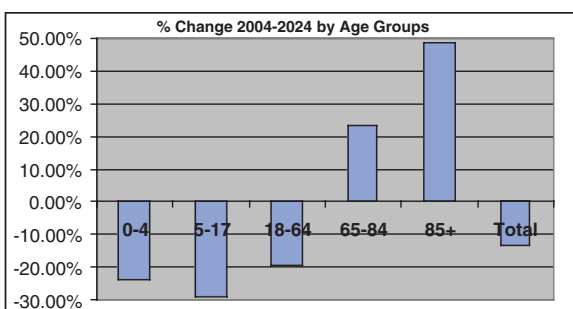


Figure 3

Percentage Change in Population by Age Groups : 2004-2024



Source: GRO(S) 2004 Based Population Projection

The projected decline in population is not spread evenly over all age groups. Figure 3 illustrates that the over 85 age group shows the highest increase, with the under 17 age groups showing a decrease. This reflects national trends (2001 Census). This has implications for a range of services in Inverclyde and also for future household formation rates generated from within the area.

Population

Table 2 Changes in Population by Settlement in Inverclyde: 1981-2003

Population by Settlement

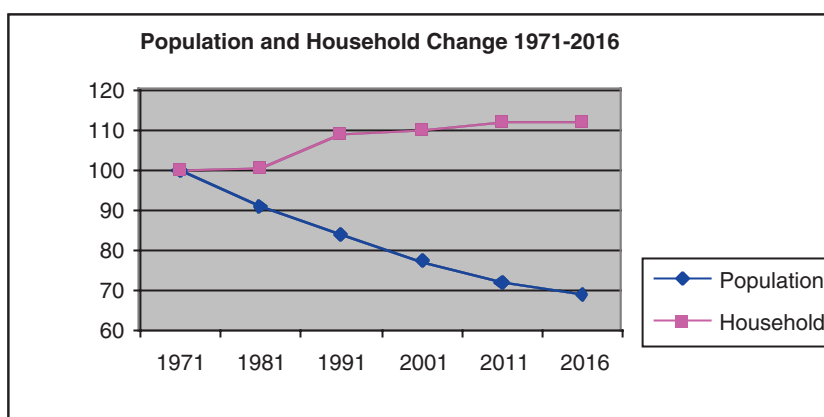
	1981	1991	2001	2003
Greenock	59,015	50,013	45,467	44,710
Gourock	11,202	11,743	11,511	11,850
Port Glasgow	22,579	19,693	16,617	15,980
Kilmacolm	3,677	4,343	4,000	3,910
Quarriers Village				580
Inverkip	905	1,258	1,598	2,450
Wemyss Bay	1,465	1,715	2,466	2,550

Source: 1981, 1991 & 2001 Census figures & GRO(S)
2003 Mid Year Population Estimates for Localities

Figures are for settlements only and do not cover outlying areas. Quarriers Village has been identified as being an urban area in this Local Plan. Previously, the Village was considered to be within the Green Belt. The main declines in population within Inverclyde have been from Greenock and Port Glasgow whilst Inverkip and Wemyss Bay have grown significantly over the past 20 years.

Figure 4

Comparison Between Population and Household Change : 1971-2016



Source: GRO(S) 2004 based population projection and GRO(S) 2000 based household projection.

Figure 4 illustrates that although the population is falling, household numbers are predicted to increase slightly, following projected marginal decreases over the 1990's. This reflects an increase in the number of single person households, contributing to the decline in the average household size : 2.19 in 2000, and is projected to fall to 1.98 by 2016.

Households

Table 3 Household Type in Inverclyde: 1981-2016

	One Person	Lone Parent	2+ Adults with Children	2+ Adults without Children	Total
1981	2,364	804	12,042	14,378	35,000
1991	4,442	2,025	9,423	14,247	36,251
2001	12,712	2,457	7,403	14,119	36,691
2002	13,140	2,890	7,950	13,480	37,460
2011	14,860	2,950	6,100	13,360	37,260
2016	15,760	2,920	5,170	13,320	37,170

Source: 1981, 1991 & 2001 Census and GRO(S) 2002 based household projection.

Households

Figure 5
Household Type : 1981

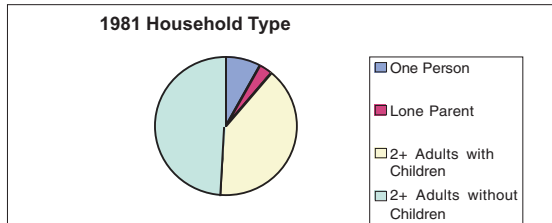
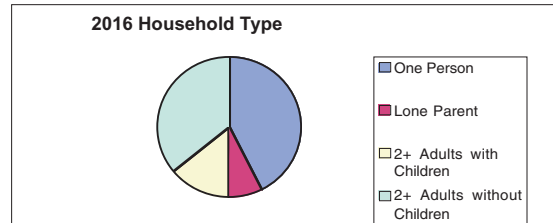


Figure 6
Projected Household Type : 2016

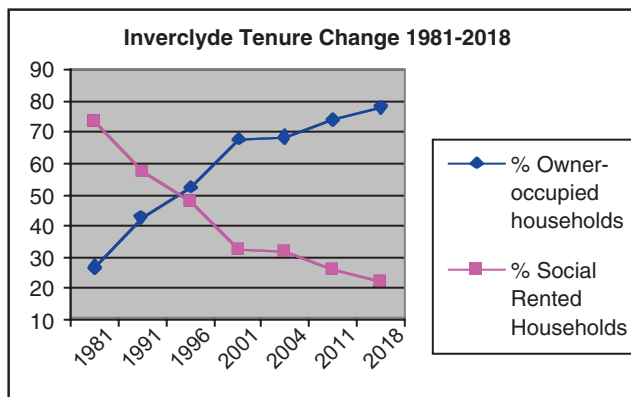


Source 1981, 1991 & 2001 Census and GRO(S) 2002 based household projection.

The biggest change in household composition has been the decrease in 2+ adults with children, which has fallen from 34% of the total in 1981, and is projected to account for only 14% by 2016. One person households accounted for only 7% of all households in 1981, but are projected to account for 42% by 2016.

Tenure

Figure 7
Tenure Change by Percentage : 1981-2018 (Past Trends and Projections)

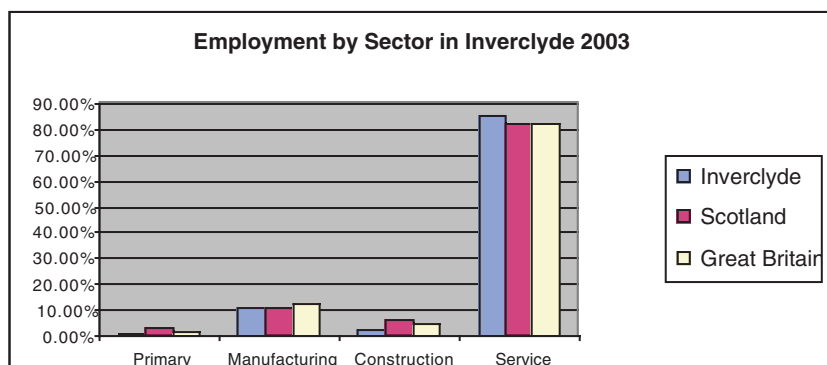


Source: 1981, 1991 & 2001 Census. 1996 figure from Technical Report 3 (JSP) and projection 2004-2018, from Technical Report 9/05 (JSP)

The tenure balance between owner-occupied households and social rented households has altered from 1981 when 26% were owner-occupied and 74% social rented to a projected 78% and 22%, respectively, in 2018. These estimates include RTB sales figures.

Employment

Figure 8
Comparison of Employment by Sector : 2003



Source: Annual Business Inquiry:Employee Analysis 2003

*These figures are aggregates from which agriculture class 0100 (1992 SIC) has been excluded.

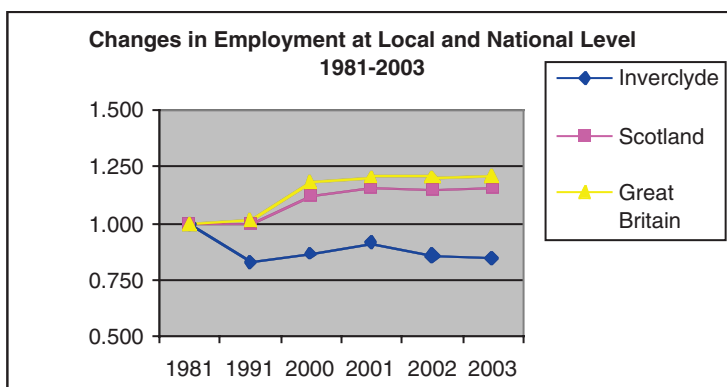
The average number of employees in the manufacturing sector in Inverclyde is now similar to the Scotland and Great Britain averages, unlike the past 20 years.

Table 4 Changes in Employment at Local and National Level : 1981-2003

	1981	1987	1991	1995	2000	2001	2002	2003
Inverclyde	36,840	27,764	30,576	28,867	31,669	33,342	31,527	31,246
Scotland	1,990,267	1,880,724	2,003,971	1,998,637	2,234,299	2,299,822	2,279,479	2,298,892
Gt. Britain	21,309,409	21,271,024	21,575,939	21,438,269	25,225,701	24,490,315	25,589,747	25,716,248

Source: Annual Employment Survey/ Census of Employment and Annual Business Inquiry

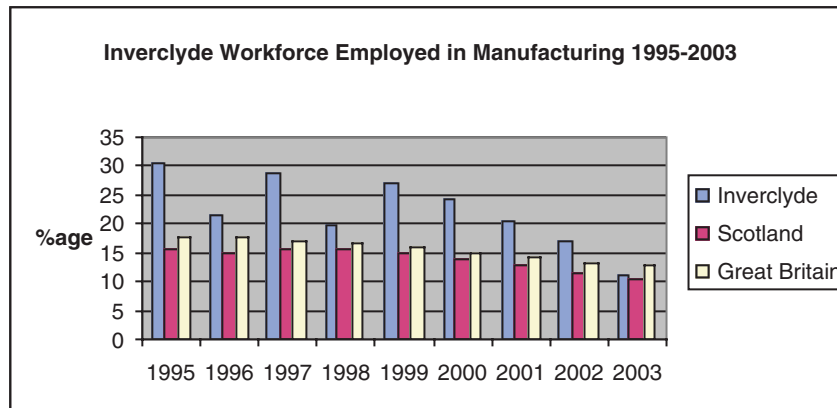
Figure 9
Changes in Employment at Local and National Level : 1981-2003



Source: Annual Employment Survey/ Census of Employment and Annual Business Inquiry

Employment levels in Inverclyde fell below the Scotland and Great Britain levels between 1981 and 1991, but since then have more reflected the national trends.

Figure 10
Workforce Employed in Manufacturing : 1995-2003



Source: Annual Business Inquiry: Employee Analysis 2003

The workforce employed in manufacturing in Inverclyde has declined significantly in less than a decade. In 1995, 30.2% of Inverclyde's workforce was employed in manufacturing compared to 15.2% of the Scotland workforce and 17.6% in Great Britain. By 2003, that percentage had dropped to 11.2% in Inverclyde and 10.5% and 12.6%, respectively, in Scotland and Great Britain.

Table 5 Male/ Female Employment and Type : 1995-2003

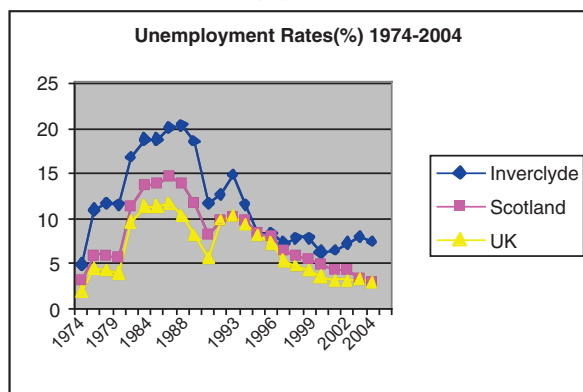
	Male full-time	Male part-time	Female full-time	Female part-time	All full-time	All part-time	All males	All females
1995	91.24%	8.03%	55.06%	44.94%	71.86%	27.80%	46.44%	53.56%
1998	88.96%	11.04%	55.83%	44.16%	69.97%	30.03%	42.67%	57.33%
2000	88.73%	11.28%	55.05%	44.95%	70.18%	29.82%	44.92%	55.08%
2003	87.22%	12.78%	55.06%	44.94%	71.86%	27.80%	42.63%	53.56%

Source: NOMIS Annual Business Inquiry

The proportion of male full-time employees in employment has declined since 1995, while part-time employees has increased by a slightly larger amount. In contrast, the relative proportions of female employees in employment has remained the same over this period.

Unemployment

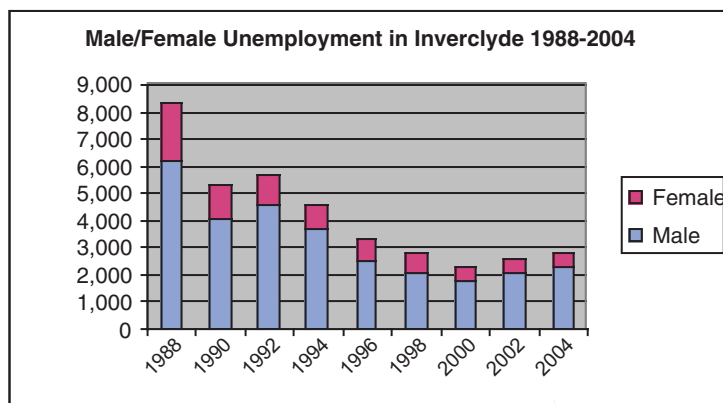
Figure 11
Unemployment Rates(%) : 1974-2004



Source: NOMIS
All annual figures are for July

Unemployment rates in Inverclyde have always been higher than the national rate, but less so now than in the 1980s.

Figure 12
Comparison Between Male and Female Unemployment Numbers : 1988-2004

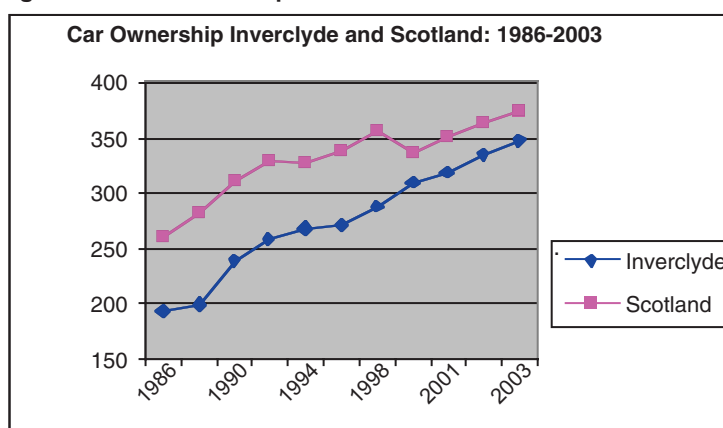


Source: NOMIS Unemployed Claimants at July

The overall numbers of unemployed fell for both males and females from 1988 to 2000 but thereafter shows an increase.

Car Ownership

Figure 13 Car Ownership



Source: DVLC Number of Registered Vehicles and Scottish Transport Statistics Bulletins.

Car ownership in Inverclyde remains below the national average which has implications for public transport provision, but favourable for sustainable development.

Area of Local Plan Coverage

Total :	16,179ha
Urban:	18%
Rural:	82%
Coastline (Total):	37 km
Coastline (Built up):	27 km
Vacant & Derelict Land:	142.25ha
% Urban Area Vacant & Derelict:	4.89

Source: 2001 SEDD Statistical Bulletin Environment Series and 2004 Vacant and Derelict Land Survey.

Social Inclusion Partnership Areas

Total Population	17,621
Total Residences	8,254
Total Area	418ha

Source: 2001 Census

The population of the SIP areas represents around 21% of the Inverclyde total. This reflects the scale of deprivation in Inverclyde.

Vacant and Derelict Land

Table 6 Vacant and Derelict Land : 2004

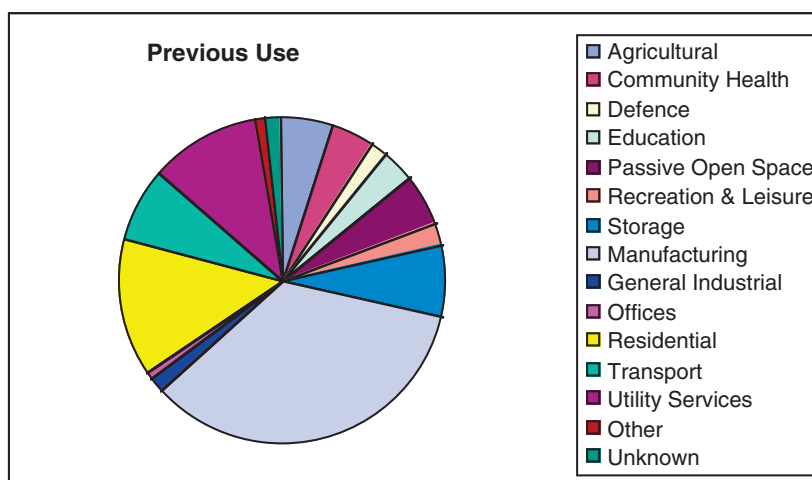
	Derelict	Vacant	Total
Site Area(ha)	63.58	78.67	142.25
Percentage	45%	55%	

Table 7 Vacant and Derelict Land by Site Size : 2004

	Less than 1 ha	1-5 ha	5-10 ha	>10 ha
Site Area(ha)	40.02	79.8	22.43	0
Percentage	28%	56%	16%	

Figure 14

Vacant & Derelict Land by Previous Use : 2004



Source: Inverclyde Vacant & Derelict Land Survey 2004

APPENDIX B

APPENDIX B



List of Supplementary Documents

LIST OF SUPPLEMENTARY DOCUMENTS (SD No. 1 – 11)

SD No. 1	Sites of Special Scientific Interest (SSSI), including Special Protection Area (SPA)
SD No. 2	Sites of Importance for Nature Conservation (SINC) #
SD No. 3	Tree Preservation Orders (TPOs) - contained within the Consolidated Directory
SD No. 4	Conservation Areas - contained within the Consolidated Directory
SD No. 5	Scheduled Ancient Monuments (SAM)
SD No. 6	Unscheduled Archaeological Sites Thought to be of National Importance
SD No. 7	Outstanding Sites of Regional Industrial Archaeological Significance
SD No. 8	Inventory of Historic Gardens and Designed Landscapes
SD No. 9	Rights of Way (RoW) and Other Routes
SD No. 10	Notifiable Installations and Consultation Zones
SD No. 11	Glasgow Airport Safeguarding Zone

Notes: *All of the Supplementary Documents are available for inspection at Planning Services, Inverclyde Council*

Also available at Planning Services is a comprehensive Consolidated Directory, entitled 'A Guide to Listed Buildings within Inverclyde' which includes within it:

- (1) 'A Guide to Tree Preservation Orders within Inverclyde'; and*
- (2) 'A Guide to Conservation Areas within Inverclyde'*

The SINC's shown on the Proposals Map and in SD No. 2 are those recorded in the surveys carried out to date. Other sites may added after further survey work in the future.

The Environmental Constraints Map accompanying this Local Plan (refer to Back Pocket) provides authority-wide comprehensive coverage of the majority of sites and areas contained within the above Supplementary Documents, with the exception of Nos. 3, 4, 9 and 11.

APPENDIX C

APPENDIX C



Glossary of Terms

GLOSSARY OF TERMS

Purpose, Procedures and Policy Contexts

Adoption	The stage at which a local plan becomes, through a resolution of the Council, the statutory plan for the authority.
Circular	Statements of Government policy which contain guidance on planning policy implementation through legislative or procedural change.
Consultative Draft Local Plan	The first main stage of the local plan process, where the Council publishes a Draft Plan for the public and consultees to make comments, known as representations.
Development Plan	The approved Structure Plan and adopted Local Plan covering the area of a Unitary Authority.
Environmental Assessment	A comprehensive appraisal of a project or proposals impact upon a range of environmental factors.
Final Draft Local Plan	The second main stage of the local plan process, where the Council publishes a Final Draft Plan, having taken account of the responses received from the public and consultees on the Consultative Draft Plan. At this stage, the public and other consultees, have the right to make formal objections to the Local Plan, which the Council will consider before moving on to the next main, and final stage, the adopted Local Plan.
First Minister	The senior minister (and head) of the Scottish Parliament. In addition to their MSP duties, the First Minister is responsible for the development, implementation and presentation of the Scottish Executive's policies.
General Permitted Development Order (GPDO) Local Plan	A statutory obligation conferred on the Scottish Ministers by the Planning Acts, which provides guidance on what generally does and does not require planning permission. A document prepared by the Council setting out a detailed framework for the use of land and its development, which forms the basis for development control and should conform with the approved Structure Plan. Together the approved Structure Plan and the adopted Local Plan form the Development Plan for the Authority area.
National Planning Policy (SPP/NPPG)	A document published by the Scottish Executive, which provides statements and guidance on Government policy on nationally important land use, and other planning matters, supported where appropriate by a locational framework. Scottish Planning Policy (SPP) documents are replacing NPPGs.
Notification	Scottish Ministers (see below) require to be notified of certain categories of planning application that the planning authority is minded to grant, allowing Ministers the opportunity to 'call the application in' for their own determination. Government Circulars, Planning Policy Guidelines and the Structure Plan (see definitions) clarify the circumstances under which notification is required, including where a council proposes to develop on land that it owns and it is a departure from the Development Plan.
Objection	The Final Draft Local Plan is placed on deposit for a minimum period of six weeks, during which time the public and consultees may submit objections to the Plan. If the objections cannot be resolved through negotiation with the Council, a Public Local Inquiry is held before a Scottish Executive Reporter, who will recommend what the final content of the final stage should be, enabling the Council to move to adopt its Local Plan.
Planning Advice Note (PAN)	A document published by the Scottish Executive on planning matters which provides advice on good practice and other relevant information.
Proposals Map	The part of the Local Plan which illustrates on an Ordnance Survey base map the sites and areas to which the policies and proposals in the Written Statement apply. The Inverclyde Local Plan Proposals Map consists of six separate settlement maps and two inset maps, (A) to (H).

Public Local Inquiry	An independent inquiry held by the Scottish Executive Reporters Unit to allow objectors to the Local Plan to expand on their objections and make their case in public, at which the Council is required to defend its policy position.
Publicity and Consultation Statement	A statutory document approved by the Council and published with the Final Draft Local Plan, containing a summary of all the representations received to the Consultative Draft Local Plan and the Council's response to them. It also includes a complete record of all publicity and consultation undertaken by the Council at each stage in the local plan preparation process.
Representation	Comments received by the Council on the Consultative Draft Local Plan from the public and consultees, which are required to be taken into account in the preparation of the Final Draft Plan and are published in the Council's Publicity and Consultation Statement.
Policy	A statement of attitude or intent on matters involving or related to land use, in response to certain planning issues or circumstances, which require to be addressed in the Plan. The policy codes used in this Local Plan are listed at the end of this glossary.
Proposal	A statement in the Local Plan concerning a development or initiative involving the use of land which the Council would like to be carried out, generally by a public or private sector body.
Recommendation	A request from the Council to an outside body/agency to undertake or fund a study, initiative or project, where appropriate, in order to pursue or assist the implementation of a policy or proposal.
Scottish Executive (SE)	The SE is the government in Scotland for all devolved matters. It is formed from the party or parties holding a majority of seats in the Parliament and the members of the Executive with ministerial responsibilities are collectively referred to as 'the Scottish Ministers'. All Ministers are MSPs. The SE is responsible for the policies promoted by the Ministers of the Parliament, for health, education, housing, the countryside and environmental issues, roads, transport, police and prisons, economic development and rural affairs. Its remit includes most of the responsibilities previously held by the Scottish Office.
Scottish Ministers	The senior members of the Scottish Parliament with ministerial responsibilities who, together, form the Scottish Executive.
Strategic Environmental Assessment (SEA)	Under Directive 2001/42/EC of the European Parliament and Council, this is the process for identifying and assessing the environmental effects of a development plan so that they may be taken into account before the plan is approved or adopted. A systematic appraisal of plan policies should be undertaken against standard sustainability criteria to evaluate their likely impact on the environment.
Structure Plan	The Structure Plan provides the wider strategic planning policy context within which the Local Plan sets out the Council's detailed policies and proposals for the development and use of land. The Glasgow and the Clyde Valley Joint Structure Plan (JSP) is the structure plan for the Glasgow and Clyde Valley area. It is prepared jointly by its constituent Councils through a Joint Committee, namely West Dunbartonshire, East Dunbartonshire, North Lanarkshire, South Lanarkshire, City of Glasgow, East Renfrewshire, Renfrewshire and Inverclyde. The JSP was approved by the Scottish Ministers and became operational on 1 May 2002. Along with the adopted Local Plan it forms the statutory Development Plan for the Authority area.
Supplementary Planning Guidance (SPG)	Supplementary planning guidance is a useful additional policy tool to support statutory development plans, where there is a need for an urgent policy response to an emerging issue. Guidance is helpful where the level of detail required would be inappropriate for the development plan, for example, development briefs, design guides and masterplans for areas of intensive change. Supplementary planning guidance will be a material consideration in determining planning applications and in appeals, so long as they have been subject to public consultation.

Use Classes Order	The Town and Country Planning (Use Classes) (Scotland) Order 1997 groups broadly similar land uses within a series of specific classes for the purposes of determining which changes of use of land constitute development. The current eleven use classes are listed at the end of this glossary.
Written Statement	The part of the Local Plan which contains the written commentary and reasoned justification for the Policies, Proposals and Recommendations, which together with the Proposals Map, comprises the Local Plan. If there is any inconsistency between the Written Statement and the Proposals Map, the former takes precedence.

Strategic Development Framework

Development Strategy

Area Renewal Plan (ARP)	Plans commissioned by the Inverclyde Regeneration Partnership (see below) to develop at a more local, neighbourhood level, the findings of the Llewelyn Davies Study 'Inverclyde: A Strategy for Change', which examined the linkages between the housing market and the local economy to determine the underlying factors responsible for the long term depopulation of Inverclyde. Three ARPs were commissioned across Inverclyde's Social Inclusion Partnership Areas: Greenock East End; Greenock South and West; and Port Glasgow. The Plans comprise a series of recommendations, a map base identifying priority projects, and an action plan detailing timing, costs, prioritisation and the phasing of development projects and other initiatives.
A 'Continuum of Neighbourhoods'	A term used in the Llewelyn-Davies Study, 'Strategy for Change' to classify all the housing areas of Inverclyde into six categories, ranging from the most sustainable and sought-after (the 'desirable residential areas'), to the most unsustainable (the housing estates being 'rejected') because of the housing stock, environmental and other social problems associated with such areas.
Derelict Land	Land in urban and rural areas which is so damaged by development or use that it is incapable of development for beneficial use without rehabilitation; or which is not being used for the purpose for which it is being held or for a use acceptable in the local plan; or land which is not being used and where contamination is known or suspected.
Desirable Housing Areas	Residential areas and house types within them, that are considered to be desirable by both households (both resident and potential) and developers, expressed in terms of being in demand and maintaining or more likely, increasing their value.
Llewelyn-Davies Study (L-D)/ 'Strategy for Change'/ 'First Steps'	This important and influential Study was commissioned in November 1999 by the Inverclyde Regeneration Partnership on behalf of Inverclyde Council, Communities Scotland and Scottish Enterprise Renfrewshire, and was published in July 2000. It looked into the housing market and local economy of Inverclyde to determine the relative strength of the factors contributing to the persistent and long term decline in Inverclyde's population. In November 2000, each of the commissioning partners (and the other key partners in the Partnership), broadly endorsed the principal conclusions of the Study, the recommendations relating to the Vision, the need for an Integrated Strategy, and the steps that the partners must take with Government, to 'break out of the spiral of decline' and address the Authority's problems, over the long term. A Summary of the main report was published, entitled 'Inverclyde: A Strategy for Change' and subsequently, the three Area Renewal Plan (ARP) studies were commissioned by the same core partners to develop at the local/neighbourhood level, primarily within the SIP areas, the principal findings of the Llewelyn-Davies Study. In October 2002, the commissioning partners' Summary Report, synthesising and finalising the key findings and recommendations of the three ARPs, was endorsed by the Partnership Forum, and then formally approved by the Council in February 2003 as 'A New Inverclyde: The First Steps'. This has since formed the basis for the implementation of the Area Renewal/ New Neighbourhood strategy.

Social Inclusion Partnership (SIP)	The SIP programme was established in 1999 by the Scottish Executive to replace the Priority Partnership Areas. It involved a network of 48 local partnerships nationwide, tackling the problems of disadvantaged persons and groups across Scotland. The Inverclyde SIP strategy was designed to bring about long term social, economic and physical regeneration. It comprised nine neighbourhoods: Park Farm, Kelburn/Woodhall, Whitecroft/Robert Street in Port Glasgow; and Gibshill, Strone/Maukinhill, Greenock Central, Bow Farm, Peat Road and Larkfield in Greenock. The body responsible for the SIP areas was the Inverclyde Regeneration Partnership; it is now the Inverclyde Alliance under the Community Planning Partnership.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Urban (or Built-up) Area	The definition of the urban area equates to the limit of the built-up area, as identified on the Proposals Map by a single black line, which separates those areas termed 'within the built-up area' in the Written Statement and in certain policies, from those termed 'outwith the built-up area'. The urban area identified on the Proposals Map includes all development proposals and opportunities listed in the Plan's schedules. The term 'Within Settlements' (refer to Chapter 7) equates with 'Urban Area'. As a corollary, all land outwith the built-up area is therefore either designated Green Belt or Countryside.
Vacant Land	Land within urban settlements with a population over 2,000, or within 1km of settlements, which is vacant, eg. unused, unsightly, or which would benefit from development or environmental improvement.
Western Scotland Regional Plan	The EU Structural Funding Programme for the Western Scotland Objective 2 Region operates to 2006 and is managed by the Strathclyde European Partnership. Inverclyde is designated an 'Assisted Area' and under this Plan, two major sources of funding are available: European Regional Development Fund (ERDF) and the European Social Fund (ESF). The former is largely focussed on land, development and infrastructure projects; the latter on people and communities. (See Glossary below for further details of these funds).

Green Belt and Countryside

Countryside	The countryside is the area that lies beyond the Green Belt outer edge, as shown on the Proposals Map, and is generally rural in character. Planning policy is concerned with controlling development in this area and there is a general presumption against development, while recognising that certain rural uses, such as agriculture, forestry, outdoor recreation or necessary institutional and/or the sustainable use of natural resources (eg. minerals extraction) may require to be located in this area. 'Countryside' is a new designation in this First Review of the Inverclyde Local Plan.
Green Belt	Areas of open land beyond the edge of the urban area, as identified on the Proposals Map, where planning policy seeks to prevent the growth of built-up areas and the spread of development. There is a general presumption against development unless it is for a recognised rural use such as agriculture, forestry, outdoor recreation or for necessary institutional purposes and/or the sustainable use of natural resources (eg. the extraction of minerals).
Green Network	A term used in the Joint Structure Plan to describe an interconnected system or linked network of open spaces, often alongside river, sea and water courses, with walking and cycling routes, which bring the 'green' of the countryside into the urban areas, to create a continuous 'network'. (See also 'Open Space' definitions)
Lower Clyde Greenspace	This is a partnership between Scottish Natural Heritage, Argyll & Bute and Inverclyde Councils. It represents a local focus for the aims of the wider Glasgow and Clyde Valley Greenspace Trust, which are to 'improve the quality of life for the residents of this wider area by delivering enhancement in the green environment.' Locally this will be achieved through an agreed Action Plan, that will seek to develop partnerships with communities, agencies and voluntary groups to improve peoples' social inclusion, their health and local environment.

Urban Fringe The area around the edge of a city, town or village, which is neither wholly urban nor rural in character, with consequent conflicts and problems over land use and its management.

Transportation and Accessibility

Green Transport Plan A document prepared by the owner or operators of developments, existing or proposed, to set out proposals for the delivery of more sustainable travel patterns.

Local Transport Strategy A document prepared by local authorities setting out how the Council, in partnership with others, will develop an integrated transport network within their area.

Park and Ride Convenient parking facilities located close to public transport, usually railway stations, to encourage car drivers and passengers to use public transport.

Strategic Roads The network of principal roads comprised of motorways, other trunk roads and 'A' class roads, which are not trunk roads (see **Trunk Roads** below).

Transport Assessment A document prepared by developers to provide information to a local authority on the likely travel demands and travel impacts associated with a proposed development.

Trunk Road The national network of roads between major centres. Includes Motorways.

Development Promotion and Environmental Protection

Economy and Employment

Enterprise Zone (EZ) This was a Government scheme, adopted by the Council in March 1989, to encourage business and industrial investment into the area. It simplified the planning process by designating areas where a general planning permission for development was granted. Further planning permission was not required provided the proposed development complied with the standard conditions and statutory requirements of the scheme. Advantageous tax allowances applied. The scheme was terminated in March 1999.

Golden Contracts On a number of Enterprise Zone sites, which were not developed before March 1999, 'Golden Contracts' were secured. The contracts set out the land uses and outline design criteria for future development in compliance with the EZ scheme regulations. Advantageous tax allowances are available on capital expenditure. These contracts are valid until March 2009.

High Amenity Site A business development opportunity site set in a favoured environmental parkland or 'green' setting offering a level of amenity greater than that available in the normal marketable business and industrial land supply, and suited more for Use Class 4 'business use' rather than Use Classes, 5 and 6.

Marketable (and Potentially Marketable) Business and Industrial Land Land which has been identified for industrial/business development and is either : *Confirmed Marketable*, which comprises sites that are serviced and readily developable and *Potentially Marketable*, which comprises sites which require some improvement in terms of promotion, condition or servicing to make them marketable.

Non Marketable Land The non marketable supply is land zoned for industry and business that is not part of the marketable or potentially marketable supply.

Quality Site A business or industrial site exhibiting the following advantageous criteria which should assist its marketability: good accessibility (situated on or adjoining a trunk road, the principle road network and with good internal/local access and road frontage); good internal and external environmental conditions; and flexibility (a site size and configuration that can accommodate a variety of development types).

Reserved Site A business or industrial site retained by a company for its own expansion and therefore not part of the general marketable land supply.

Housing and Communities

Affordable Housing and Low Cost Home Ownership	Housing of a reasonable quality for sale or rent at a cost below market value to meet an identified need with the support of subsidy, to enable people on modest incomes to afford housing which the market would not itself supply.
Backland Development	Development to the rear of an existing residential property on a site which lacks a direct road frontage.
Below Tolerable Standard	A house is below tolerable standard if it is structurally stable but lacks one of the following: free of dampness; satisfactory provision for natural and artificial lighting, ventilation and heating, and drinking water; a sink supplying hot and cold water; an internal, exclusive and effective water closet system; and satisfactory access to all doors. (The full definition is contained in The Housing (Scotland) Act, 2001).
Brownfield Sites	Sites which have previously been developed or used for some purpose which has ceased. Such sites, primarily within the urban area include the re-use of existing buildings by conversion; demolition and new build; clearance of vacant or derelict land with new build; infill and 'gap' sites involving various forms of intensification. It excludes private and public gardens, sports and recreation grounds, woodlands and amenity open spaces, and a brownfield site should not be presumed to be suitable for development, especially in the designated Green Belt and Countryside areas.
Community Care Housing	Housing that has been designed for specific community care groups with a range of physical adaptations and support services.
Effective Housing Land Supply	This is the part of the <i>established</i> housing land supply that is expected to be free of constraints in the 7-year period from the audit date under consideration and which will therefore be available for the construction of houses.
Established Housing Land Supply	This comprises all sites with a capacity for housing, including the residual balance of sites sites under construction, sites with planning consent; sites identified in the local plan and where appropriate, other buildings and land with agreed potential for housing development.
Greenfield Site	Sites that have never been previously developed or used for an urban use, or land that has been brought into active or beneficial use for agriculture or forestry, i.e. fully restored derelict land.
GRO Grant	This grant is a deficit funding mechanism to assist in the provision of low cost home ownership and private renting, particularly in designated targeted areas, such as SIPs and town centres.
Housing Action Area (HAA)	An area of primarily older tenemental, terraced and villa properties, where many of the dwellings are 'Below Tolerable Standard' (BTS) and designated for housing improvement or demolition. (see BTS definition above)
Housing Association Grant (HAG)	Housing Associations fund their activities from grants, private loans and rental income. HAG is public subsidy for housing initiatives available to Registered Social Landlords to meet part of the cost involved in buying or acquiring land and constructing new buildings.
Housing Demand	A market indicator of the ability and willingness of individuals to trade in a housing market in order to satisfy their aspirations. These can be satisfied either by existing housing or by new housing requiring the provision of housing land.
Housing Market Area	A geographical area which is relatively self-contained in terms of reflecting people's preferred choice of location for a new home, i.e. a large percentage of people settling in the area will have sought a house only in that area.
Housing Market Context Statement	A statement by Communities Scotland which describes the broader strategic and environmental context in which an identified housing market operates. Being an Executive Agency, it also sets out the Government's strategic national priorities most relevant to that market area and the issues that need to be addressed to achieve those priorities.

Housing Plan	Documents which were prepared by the Council setting out its housing policies and proposals for housing investment. Following the Housing (Scotland) Act 2001, the Local Housing Strategy will supersede Housing Plans. (see below)
Infill Site	Vacant or derelict 'gap' sites created by the removal of a building not in active or beneficial use within the urban area, which could be a development site. It does <i>not</i> include land within the curtilage of large villa properties.
Local Housing Strategy	Local Authorities are required under the Housing (Scotland) Act 2001 to prepare these strategies. Communities Scotland's Housing Market Context Statements provide the background setting for these strategies, allowing local authorities to make a comprehensive assessment of all housing tenures, needs and conditions, and to produce strategies to tackle the housing problems in their areas.
New Housing Partnership	Established under the Housing (Scotland) Act 2001 (now the Community Ownership Programme) , this involves the ownership and management of the social rented sectors and requires a long-term strategic approach to be taken to the Council housing stock, in areas where there is a significant scale of rejection, often concentrated in particular neighbourhoods, many within the designated SIP areas. [For New Neighbourhoods , see below]
New Neighbourhoods	The designation of an extensive indicative area normally within a Council housing area where significant rejection of the housing stock has occurred and where a long term strategic approach is required to restructure and redevelop the area, as a balanced mixed tenure, community. This will require considerable demolition and new building, and involves not only new housing but a range of community facilities, including in some cases, schools, shops, recreational facilities and local employment opportunities. The necessary planning required to secure improvements to the overall environment, to promote these changes, goes well beyond the conventional timeframe of a local plan.
Right-to-Buy	A tenant's right to purchase socially rented housing stock, with discounts on the market price, dependent upon length of tenancy and type of property.
Sasines	The Register of Sasines records all property sales in Scotland. The information held on each transaction is used to create Housing Market Areas (HMAs).
Sub-Market Area (SMA)	A more localised area of self-containment, in terms of reflecting people's preferred choice of location for a new home, set within a wider Housing Market Area . Kilmacolm and Quarriers Village are located within the Renfrewshire SMA which, in turn, is set within the Central Conurbation (Greater Glasgow) HMA. Note: The boundary of the Inverclyde HMA shown on Figure 3.1 and 3.6 is indicative. For Structure Plan purposes - survey, audit and analysis - local authority ward boundaries are the basis for distinguishing between HMA/SMA's. Ward No. 1 equates with the Renfrewshire SMA within Inverclyde.
Tandem Development	Development in the grounds of and to the side of an existing residential property.
Windfall Site	Sites that were not originally identified or intended for development within the seven-year period programmed for the <i>Effective</i> Housing Land Supply, but which subsequently provide land for housing completions during that same period.

Town Centres and Retail Development

Bulky Goods	Goods that are generally of such a size that they need to be taken away by car, or require large display areas. For the purposes of this Plan it pertains to DIY products, furniture, carpets and electrical and gardening goods.
Commercial Leisure Development	Leisure developments that need to be accessible to a large number of people, such as multi-screen cinemas and bowling alleys, and therefore, are preferably sited within designated town centres.

Comparison Shopping	Broadly defined as non-food shopping, and including goods which the purchaser will compare on the basis of price and quality before purchasing, such as clothing, furniture and carpets, and electrical, DIY and recreational goods.
Convenience Shopping	Broadly defined as food shopping and including drink, tobacco, newspapers, magazines and confectionery, purchased regularly for relatively immediate consumption.
Frontage	That part of a shop or commercial unit, at a ground floor level, facing onto the street.
Edge-of-Centre	A location within easy walking distance of the town centre, usually adjacent to the town centre, and providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes.
Leakage	Substantial expenditure flow from a defined catchment area to a major outlet(s) and/or centre(s) outwith the catchment.
Local Centre	A village or neighbourhood centre providing a locally accessible shopping service, catering mainly for a range of daily or casual needs. (Smaller groups and individual shops within the main urban areas of Greenock, Port Glasgow and Gourock, are not included in this definition, but are covered by Policy R13 'Shopping Facilities to Meet Local Needs' in this Plan).
Non Food	Retail items such as clothing, furniture and carpets, and electrical, DIY and recreational goods. The term also describes retail shop uses such as post office, pharmacy, travel agent and hairdressers. The use can be included with food retail in superstores and in out-of-centre developments.
Non Retail Uses	These are uses associated with town and local centres, including financial, professional and other services, restaurants, cafes and snack bars, which serve a particular community need or which form part of a shopping centre's overall attraction.
Out-of-Centre	A location that is separate from a town centre but not necessarily outside the urban area.
Out-of-Town	An out-of-town development on a greenfield site or on land not within the current boundary of the urban area.
Retail Park	A single development of at least three retail warehouses with associated car parking.
Retail Warehouse	Large retail units, predominantly specialising in the sale of bulky goods to car-borne customers.
Sequential Approach	A procedure placed upon planning authorities and developers in selecting new retail and commercial leisure developments and other key town centre uses, requiring investment to be directed, in the first instance, to town centre sites, then to edge-of-centre sites and only when no such sites exist, to out-of-centre sites that are, or can be made, accessible by a choice of means of transport.
Supermarket	Single level self-service store selling mainly food, but also non-food goods, with a gross trading floorspace of between 500 - 2,500 sq.m., often with their own car park.
Superstore	Single level self-service store selling mainly food, but also non-food goods, usually with at least 2,500 sq.m. gross trading floorspace with dedicated car park at surface level.
Town Centre	The area of a town which provides a broad range of facilities and services and which fulfils a function as a focus for both community and public transport. Retail parks, neighbourhood centres and small parades of shops of purely local significance are not defined as town centres in their own right. However, the Waterfront Retail Park is defined as part of Greenock Town Centre by the Local Plan. The Plan also recognises the status of Local Centres (refer to Policy R1)
Town Centre Uses	Town Centre Uses is a collective term used in the Plan to cover the Use Classes and Sui Generis Uses included in Policy R3 (refer to page 123 and listing of Use Classes Order 1997 on page 253).

Environmental Resources and the Built Heritage

Agricultural Diversification	The use of farmland for purposes which differ from those associated with traditional farming practice, usually to provide an alternative or secondary income.
Article 4 Direction	An order approved by the Scottish Ministers allowing the Council to extend its planning controls over works not normally requiring planning permission.
Ancient Monument	A monument which is of national importance. Works which could inadvertently damage or destroy its importance are subject to control by the Scottish Ministers.
Biodiversity	The richness and variety of living species that exist throughout the world, or in any given area. It concerns the whole variety of living things and the habitats that support them; the many different processes and relationships that exist in the natural world; and the range of species present and the genetic variation within species.
Birds Directive	EC Directive 79/409/EEC on the Conservation of Wild Birds, which provides for the protection, management and control of all species of naturally occurring wild birds within the EC, including their eggs, nests and habitats.
Civic Space	A sub-set of the Public Realm consisting of urban squares, market places and other paved or hard landscaped areas with a civic function. Civic space can always be accessed by the public.
Coastal Zone	The coastal zone comprises three main elements: the land; the inter-tidal zone; and the sea. For statutory planning purposes the limit of the coastal zone in a seaward direction is the Mean Low Water Mark of Ordinary Spring Tides. The landward limit is determined largely by the geographical effects of coastal processes and coastal-related human activity: it is therefore of variable width. Planning authorities are required to recognise the varying inter-relationship between onshore and offshore activities, which define the extent of the zone.
Conservation Area	A designated area of special architectural or historic interest, the character and appearance of which it is desirable to protect or enhance.
Designed Landscapes	Landscapes that have been intentionally laid out in a predetermined and planned way, usually as part of the policies or estate accompanying a family home or institution.
Environmental Impact	The effect of a development proposal on people, buildings and infrastructure, natural or heritage resources and wildlife in terms of their health, safety and amenity.
Indicative Forestry Strategy	A document published by the former Strathclyde Regional Council and since adopted by the Glasgow and the Clyde Valley Structure Plan Joint Committee, indicating the suitability or otherwise of areas for afforestation.
Landscape Character	A landscape character assessment is a systematic process involving the assessment of the landscape character of an area, including considerations of geology, landform, land use and man's influence, and scenic and visual qualities. The Glasgow and the Clyde Valley Landscape Assessment (September 1998) is the main source for the consideration of these matters in this Plan.
Listed Building	A building of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance and which has statutory protection. The Scottish Executive categorises listed buildings A, B or C(S), according to their merit, and covers both the interior and exterior of the building.
(Local) Agenda 21	Local authorities, following the commitments made by national governments to sustainable development at the Rio Summit in 1992, are required to prepare a strategy with their key partners, outlining a framework to assist in the implementation of actions that will support the goal of sustainable development.

Local Biodiversity Action Plan (LBAP)	A forum to enable environmental and wildlife interest groups to prepare, in partnership with local authorities and the relevant government agencies, a plan which focusses on an agreed range of important species and habitats, to assist in devising programmes of action for their protection and enhancement. A LBAP is being prepared jointly by Inverclyde, Renfrewshire and East Renfrewshire Councils.
Local Nature Reserve (LNR)	Coves Reservoir was designated a LNR and is managed by the Council in conjunction with Scottish Natural Heritage (SNH). Their main function is to promote environmental education and the enjoyment and preservation of natural areas.
Prime Quality Agricultural Land	Agricultural land of high value to agriculture as defined by the Macauley Land Use Research Institute, Aberdeen as Grades 1, 2 and 3.1. Grade 3.2 'Locally Important Non-Prime Quality Agricultural Land' is also safeguarded through the Structure Plan and Local Plan.
Public Realm	That part of the built environment to which all members of the public have free access, eg. parks and Civic Space such as squares, streets, etc. [see Civic Space above]
Ramsar Site	A site proposed or designated as being a wetland of international importance, especially as a waterfowl habitat, under the 1971 Ramsar Convention and ratified by the UK Government in 1976.
Site of Importance for Nature Conservation (SINC)	Locally important wildlife site judged to be of importance because: (a) it supports natural or semi-natural community(ies) and/or (b) it supports a high diversity of floral species and contains uncommon/rare fauna and/or (c) it is of value for environmental education for local communities and schools.
Site of Special Scientific Interest (SSSI)	Site designated by Scottish Natural Heritage (SNH) under the Wildlife and Countryside Act 1981 as being of national importance for biological or geological interest.
Special Protection Area (SPA)	Site proposed or designated under the Birds Directive (79/409/EEC)(Scottish Office Circular No. 6/1995) as being an internationally important habitat.
Townscape	The interrelationship between groups of buildings, street pattern, open spaces, trees or landscape, which together create a particular urban character.
Tree Preservation Order (TPO)	An order made by the Council to ensure the protection and efficient management of a tree or a group of trees or woodland.

Open Space, Access and Recreation

Core Path Network	A system of paths sufficient for the purpose of giving the public reasonable access throughout their area.
Formal Open Space	A sub-set of Open Space consisting of functional areas such as parks and gardens, playing fields and civic squares.
Greenspace	A sub-set of Open Space , consisting of any vegetated land or structure, water or geological feature within urban areas. Greenspace can be public or privately owned and have or not have public access.
Green Wedges	A sub-set of Open Space , comprising of formal or informal natural/semi-natural greenspaces in urban areas, often providing a link between the urban fringe and wider countryside to the urban area. (See Green Network and Urban Fringe above)
Informal Open Space	A sub-set of Open Space consisting of areas of value in terms of their amenity to their surroundings, such as natural/semi-natural greenspaces.
Open Space	Any unbuilt land within the built-up area or designated outwith a settlement that provides for leisure and recreation, or has the potential to provide environmental, social and/or economic benefits to communities, whether direct or indirect.

Paths for All	An independent body set up to improve access for all walkers, cyclists and horse riders.
Right-of-Way	A right to passage over private and public property which is open to the public and which follows a relatively well defined route between public places. It exists through Common Law and may be a footpath or a vehicular route.
Sustrans	Sustrans is a national charity which designs and builds routes for people. Its principal project is the National Cycle Network, which when completed, is expected to provide 6,500 miles of cyclepaths throughout Great Britain. The Sustrans route in Inverclyde is part of the strategic walkway/cycleway from Glasgow - Paisley - Greenock, and beyond.

Utilities and Service Infrastructure

Drainage Impact Assessment	A statement of the drainage issues relevant to a proposal and the suitable means of providing drainage. The length and detail should be proportionate to the issues.
Flood Risk Assessment	An assessment carried out to predict and assess the probability of flooding for a particular site or area, and recommended mitigation measures, including maintenance.
Infrastructure	Basic utilities and services such as roads, sewers, drains, gas and electricity supplies etc which are essential for development to take place.
Ordnance Datum (Ordnance Survey Datum)	Mean sea level at Newlyn, Cornwall, from which land and sea levels are measured.
Precautionary Principle	This is defined as taking action now to avoid possible environmental damage, where the scientific evidence for acting is inconclusive but the potential damage could be great.
Proximity Principle	This concerns the establishment of an adequate network of treatment and disposal installations, to handle waste arising as close as possible to the point of production. It is also intended to reduce the transport of waste by road, with a consequent reduction in CO ₂ and other emissions.
Regional Self-Sufficiency	The requirement for Structure Plan areas to provide sufficient facilities for managing waste arising in that area.

Special Development Areas

Major Area of Potential Change	An area within the designated Special Areas of the Plan to indicate a large-scale of potential development opportunity, but which remains more uncertain than in other areas, and where the preferred land uses are expressed as a number of options, due to this uncertainty.
Mixed Use Area	An area within the designated Special Areas of the Plan where there is the potential to accommodate a number of compatible land uses or where one or more of the preferred land uses is acceptable, in order to promote the successful regeneration of the area.
Urban Village	In this Local Plan, this term refers to a compact, mixed-use neighbourhood, containing a range of conveniently located services and facilities serving the requirements of the area's residents.

Implementation, Monitoring and Review

Development	The carrying out of building, engineering, mining or other operations in, on, over or under land or the making of any material change in the use of any buildings or other land.
Development Control	The process of dealing with planning applications and ensuring that new development proposals conform to the policies, regulations and standards defined by the local planning authority's Development Plan as well as Government guidance and legislation.

European Regional Development Fund (ERDF)	A structural financial support programme operated by the European Union (EU), and co-ordinated for the West of Scotland through the Strathclyde European Partnership. ERDF aims to assist economically disadvantaged regions of the EU, by providing funds for: business investment and development to assist the competitiveness of small-to-medium sized enterprises (SMEs); large scale developments and infrastructure projects, including for learning and tourism development, to assist competitiveness; and business and learning facilities, to increase the economic and social cohesion of regions. Inverclyde has 100% eligibility for ERDF.
European Social Fund (ESF)	A structural financial support programme operated by the European Union (EU), and co-ordinated for the West of Scotland through the Strathclyde European Partnership. ESF aims to assist economically disadvantaged regions of the EU, by providing funds for: training and learning initiatives, to help people develop new skills and adapt to new jobs and re-engage in the labour market; develop entrepreneurship, in order to increase the competitiveness, innovative capacity and social cohesion of regions. Like ERDF, Inverclyde has 100% eligibility for ESF.
Inverclyde Regeneration Partnership (IRP)	The Partnership until 2005 comprised three groupings: (1) Inverclyde Council, Communities Scotland, Scottish Enterprise Renfrewshire, Argyll and Clyde Health Board, the NHS Trusts, Strathclyde Police, James Watt College of Further Education and the Careers and Learning Business Partnership; (2) the local community, represented through four Community Forums; and (3) the business community. The Partnership was launched in 1996, under the former 'Programme for Partnership Policy', since re-designated as a Social Inclusion Partnership (SIP) in 1998. The main aim of the Partnership was to support a wide range of actions directed towards the comprehensive regeneration of designated communities and excluded individuals and families within Inverclyde. The Partnership's primary focus was on the nine SIP areas, spread throughout Greenock and Port Glasgow. The Scottish Executive provided funding for SIP areas and sought to ensure that all of the key agencies and the local community worked together to address the needs of their local areas.
Inverclyde Alliance (IA)	The Community Planning Partnership in Inverclyde, encompassing the former groupings of the SIP, the Board being responsible for the preparation and implementation of the Community Plan 'A Strategy for Change' (2003) and since, the Community Regeneration Fund, under the 2005 Regeneration Outcome Agreement, approved by the Scottish Executive.
Masterplan	A masterplan explains how a site or a series of sites will be developed, describing and illustrating the proposed urban form in three dimensions. It should explain how that form should achieve the intended vision for the place, describing how the proposal will be implemented, and setting out the costs, phasing and timing of development. A master plan will usually be prepared by or on behalf of an organisation that owns the site or controls the development process. A master plan usually comes later in the development process than either an urban design framework or development brief.
Planning (or Development) Brief	A development brief (which combines what used to be described as design briefs and planning briefs) provides guidance on how planning and design policies, and principles, should be implemented on a specific site of significant size or sensitivity. The guidance can be prepared by the Council for a defined area of land.
Riverside Inverclyde (RI)	This initiative was formally launched in September 2004, primarily as a marketing initiative to publicise 15 development opportunity sites in the three waterfront Special Areas identified in the Plan: SA1, SA2 and SA4. The initiative augments the work of the Inverclyde Waterfront Development Group, a partnership of the Council, SER and Clydeport, responsible for the Derelict Land Strategy, as a means to implement the Local Plan's Development Framework for the Inverclyde Waterfront. A study under the auspices of Riverside Inverclyde was commissioned in August 2004 to take forward: (1) the recommendations of Strategy for Change; and (2) the Development Frameworks of the Local Plan, with particular reference to the Waterfront/A8 Corridor. Communities Scotland and James Watt College became co-opted members, and the EKOS report 'Riverside Inverclyde: Regeneration Framework' (April 2005) was endorsed by the Partners. This sets out 'A Strategic Framework and Action Plan' for Riverside Inverclyde, and laid the foundations for the establishment of an interim joint body, with the express purpose of making the case and securing Urban Regeneration Company status for the Initiative's designated area.

Section 75 Agreement	A legal agreement made under Section 75 of the Town and Country Planning (Scotland) Act, 1997 which allows legally binding agreements to be entered into by applicants for planning permission and the local authority. These agreements which bind successive owners generally relate to matters which would be difficult to control or enforce through normal planning conditions attached to the planning permission.
Sue Generis Uses	A use that is not contained within any Use Class of the Town and Country Planning (Use Classes) (Scotland) Order 1997. (see Table below)
URBAN II Community Programme	A structural financial support programme operated by the European Union (EU), and co-ordinated for the West of Scotland through the Strathclyde European Partnership. It is the most recent of the EU Programmes being used by Inverclyde to address disadvantaged areas. The case made for Port Glasgow to be included in this Programme was 'precarious demographic change'. Four priorities are identified: (1) creating capacity; (2) creating opportunities through brownfield development; (3) creating opportunities through local employment generation; and (4) technical assistance. Port Glasgow shares the total funds available with Clydebank in West Dunbartonshire. It is estimated that some 70% will be available for brownfield development, including for social, economic and residential uses, including for the demolition of houses.

USE CLASSES

Use Classes Order 1997	Permitted Changes
Class 1: Shops <i>Sui Generis Uses:</i> Sale or display of motor vehicles : Amusement centre, taxi business, vehicle hire	None (Qualified) to Class 1 None
Class 2: Financial, Professional and Other Services	To Class 1
Class 3: Food and Drink (restaurant, cafe, snack bar) <i>Sui Generis Uses:</i> Public House : Hot food takeaway	To Class 1 & 2 None To Class 1 & 2
Class 4: Business (Office, R & D, Light Industry)	(Qualified) to Class 6
Class 5: General Industrial and Classes 7 to 10 of the 1989 Use Classes Order (Special Industrial)	To Class 4 & (Qualified) to Class 6
Class 6: Storage or Distribution	To Class 4
Class 7: Hotels and Hostels (boarding and guest houses)	None
Class 8: Residential Institutions (college, training centre, care home, nursing home, hospital)	None
Class 9: Houses (Ltd use for B&B, guest house) <i>Sui Generis Use:</i> Flats (residential)	None None
Class 10: Non-Residential Institutions (creche, day nursery, education, art gallery/museum, exhibition hall, public library, church)	None
Class 11: Assembly and Leisure (cinema, concert hall, bingo hall, dance hall/discotheque, skating rink, swimming baths, gymnasium or for indoor sports/recreation, not involving motorised vehicles or firearms) <i>Sui Generis Uses:</i> Theatre : Motor Vehicle or firearm sport	None None None

LOCAL PLAN POLICY CODES

Policy Codes		Relevant Chapter
(1) DS	Development Strategy	3
	(& Green Belt and the Countryside)	4
(2) TA	Transportation and Accessibility	5 (TA1-TA4, part of DS)
(3) B	Business and Industry (Economy and Employment)	6
(4) H	Housing & Community Facilities (Housing and Communities)	7
(5) R	Town Centres and Retail Development	8
(6) HR	Environmental Resources and Built Heritage	9
(7) LR	Open Space, Access and Recreation	10
(8) UT	Utilities and Service Infrastructure	11
(9) SA	Special (Development) Areas	13, 14, 15, 16 & 17
- MD	Mixed Use Area	
- AO	Major Area of Potential Change	(14)
(10) DC	Development Control and Advice	18
(11) MR	Monitoring and Review	20

APPENDIX D

APPENDIX D



List of Abbreviations

LIST OF ABBREVIATIONS

A		J	
ARP	Area Renewal Plan	JSP	(Glasgow and the Clyde Valley) Joint Structure Plan
B		JTS	Joint Transport Strategy
BMW	Biodegradable Municipal Waste	L	
BPR	Basic Planning Regime	LBAP	Local Biodiversity Action Plan
BTS	Below Tolerable Standard	LCHO	Low Cost Home Ownership
C		LCRVP	Lower Clyde River Valley Project
CEDA	Core Economic Development Area	L-D	Llewelyn-Davies (Study: 'Strategy for Change')
CGDS	Central Gourock Development Strategy	LHS	Local Housing Strategy
CMRP	Clyde Muirshiel Regional Park	LNR	Local Nature Reserve
CS	Communities Scotland	LTS	Local Transport Strategy
D		M	
DIA	Drainage Impact Assessment	MDS	Metropolitan Development Strategy
DLS	Derelict Land Strategy	MoD	Ministry of Defence
DETR	Department of Environment, Transport and the Regions	N	
E		NPFA	National Playing Fields Association
EA	Environmental Assessment	NPPG	National Planning Policy Guideline
EDS	Economic Development Services	NSIIL	Nationally Safeguarded Inward Investment Location
ERDF	European Regional Development Fund	NWS(S)	National Waste Strategy (Scotland)
ESF	European Social Fund	O	
EU	European Union	OCA	Outstanding Conservation Area
EZ	Enterprise Zone	OS	Ordnance Survey
F		P	
FA	Forestry Authority	PAN	Planning Advice Note
FRA	Flood Risk Assessment	PLI	Public Local Inquiry
G		PPA	Priority Partnership Area
GCVLA	Glasgow and Clyde Valley Landscape Assessment	PPAN	Planning Practice Advice Note
GPDO	General Permitted Development Order	PPP	Public-Private Partnership
GRO-Grant	Grants for Private Renting and Ownership	R	
GRO(S)	General Register Office (Scotland)	RCH	River Clyde Homes
H		RI	Riverside Inverclyde
HAA	Housing Action Area	RIA	Rural Investment Area
HAG	Housing Association Grant	Ro-Ro	Roll on – Roll off (for Vehicular Ferry)
HMA	Housing Market Area	RSL	Registered Social Landlord
HSE	Health and Safety Executive	S	
I		SBC	Strategic Business Centre
IA	Inverclyde Alliance	SDD	Scottish Development Department
IBLS	Industrial and Business Land Survey	SEA	Strategic Environmental Assessment
IC	Inverclyde Council	SEDD	Scottish Executive Development Department
ICNIRP	International Commission on Non-Ionising Radiation Protection	SEN	Scottish Enterprise National
ICT	Information and Communication Technology	SEPA	Scottish Environment Protection Agency
IRP	Inverclyde Regeneration Partnership	SER	Scottish Enterprise Renfrewshire
ITF	International Transport Facility	SIBL	Strategic Industrial and Business Location
IWDG	Inverclyde Waterfront Development Group	SINC	Sites of Importance for Nature Conservation

SIP	Social Inclusion Partnership
SMA	Sub-Market Area (Housing)
SMR	Sites and Monuments Records
SNH	Scottish Natural Heritage
SO	Scottish Office
SODD	Scottish Office Development Department
SPA	Special Protection Area
SPG	Supplementary Planning Guidance
SPP	Scottish Planning Policy
SPT	Strathclyde Passenger Transport
SSP	Strathclyde Structure Plan
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage System
SVDLS	Scottish Vacant and Derelict Land Survey
SWOT	Strengths, Weaknesses, Opportunities and Threats
T	
TCAP	Town Centre Action Plan
TDA	Tourism Development Area
TPO	Tree Preservation Order
TPP	Transport Policies and Programmes
U	
URA	Urban Renewal Area
W	
WESTRANS	West of Scotland Transport Partnership
WSAS	West of Scotland Archaeological Service

Abbreviations Used in Reference Notes

Ch	Chapter
p	page
para	paragraph (Capital 'P' for same Chapter)
Pol	Policy
Rec	Recommendation
Sch	Schedule
Tab	Table
Fig	Figure
Prop Map	Proposals Map

APPENDIX E

APPENDIX E



Subject Policy Index

SUBJECT POLICY INDEX

SUBJECT/TOPIC

ASSOCIATED POLICIES (primary policies in bold)*

Access/Access Strategy	LR6, LR7, LR8, LR9 ; DS9, DS11, H6, LR1, LR12, SA1, SA2(b), SA2(c), SA2(j)(1), SA2(j)(2), SA2(m), SA4, SA5
Accessibility	TA2, TA8, TA14 , LR10, LR11, LR13, SA5
Advertisements (and Signage)	DC1 (PPAN No 13)
Affordable Housing	(H1, H8 & H3, H5)
Agriculture (land, diversification)	HR7, HR8 , DS10, H4, H19, LR5
Ancillary Retail Uses	R16 , R10
Archaeological Heritage	HR18, HR1 , DS8, DS10
Area Renewal	DS2, H2, H3 , H5, MR1
Article 4 Directions	HR11 , HR12, HR13
A8 Corridor (incl Trunk Road)	DS3, SA2, TA11, TA12 , TA3, TA4, TA10, B1, B2, B3, B4, B5, B6, H5, HR14, HR15, HR16, LR1, LR8, SA1
A78 Trunk Road	TA11, TA12 , SA5, TA4, TA14
A770/771	SA4 , TA4, TA13
Backland Development	DC1 (PPAN No 1)
Biodiversity	HR2, HR1
Balconies	DC1 (PPAN No 8)
Brownfield Land/Sites	DS1, H2 , B5, H5, H7, MR1
Brueacre Junction/Interchange	(see Wemyss Bay)
Built Environment/Urban Design	DS5 , HR17, SA1, SA2(b), SA2(j)(2), SA2(m), SA4
Built Heritage	HR1 , HR11, HR14, HR15, HR16, HR18, HR19; SA1, SA2(b), SA2(c), SA2(m)
Business/Industrial Areas	B1, B2, B3, B4 , B5, B6, B7, B10; SA2(a), SA2(c), SA2(j)(1), SA3
Business Outwith Designated Areas	B8, B9 , B11
Cappielow – Football Ground	(see Greenock)
Caravan Parks	LR14 , DS8, DS10, DS11
Car Sales/Showrooms	R17 , SA3 (Areas A & C)
Clyde Muirshiel Regional Park	DS11, DS8, DS9, DS10 , H4, H18, H19, HR5, LR5, LR6, LR7, LR8,
LR9, LR10, LR11, LR12 & DC1 (PPAN Nos 5 & 6)	DS6, DS3, DS8, DS10, DS11, LR12, HR1, HR3 , LR1, LR5, LR6, LR8,
Coast/Coastline/Coastal Zone	LR9, SA1, SA2, SA4, SA5
Coastal Route	LR8 , LR6, LR7, LR9; DS8, DS9, DS11; LR1, SA1, SA2, SA4, SA5
Community Care (Particular Needs)	(H1, H8 & H3, H5) and DC1 (PPAN No 4)
Community Facilities	H10 , DS2, H3
Community Uses	H10, H1, H8
Conservation Areas	HR11, HR12, HR13 ;
- Cathcart Square/William Street OCA	& HR17 , R1, R2, R3, R7
- Greenock (West End) OCA	& HR17, Prop HR1 ; H1, H8; R1, R5, LR1
- Inverkip	& H1, H8, LR1
- Kilmacolm	& H1, H8
- Quarriers Homes OCA	& H1, H8, LR1
Countryside	DS10 , DS8, DS9, DS11; H4, H17, H18; HR1, HR2, HR5, HR7, HR8, HR10, HR18; LR5, LR6, LR9, LR10, LR11, LR14
Cycling/Cycleways/Cycle Routes	TA7, LR6, LR7, LR8 , LR9; TA1, TA2; SA1, SA2, SA4, SA5
Derelict Land (Strategy)	B5 , H5, SA2(a), SA2(b), SA2(c), SA2(j)(1), SA2(m), SA3, MR1
Designed Landscapes	(see Historic Gardens)
Developer Contributions	TA9
Development Strategy	DS1, DS2, DS3, DS4, DS5, DS6, DS7, DS8, DS9, DS10, DS11
Disused Rail Lines (Protection of)	(see Railways)
Docks/Harbours	SA1, SA2(b), SA2(c), B1, B4

* Local Plan policy codes, by Chapter, are summarised on page 254

Edge of Centre (Town)	DS4, R2, SA2(j)(2), R10
Enforcement	DC1 (PPAN No 16)
Environmental Improvement	DS5, HR17, SA1, SA2(b), SA2(c), SA2(j)1, SA2(j)2, SA2(m), SA3, SA4, SA5
Environmental Resources	HR1, HR2, HR3, HR5, HR6, HR8, HR9, HR10; DS6, DS10
Farm Buildings	DC1 (PPAN No 6)
Farming	(see Agriculture)
Faulds Park	(see Gourrock)
Ferries	TA6, TA5; SA4, SA1
Flooding	UT4, UT1, UT2
Forestry	HR6, HR10
Freight (Rail, Movement)	TA1, TA3, TA10
Golf Courses	LR11, LR1, LR4, LR5
Gourrock	
- Faulds Park (High Amenity Business Site)	B3, B5
- Gourrock Bay	SA4, H5; LR5, LR8, LR13
- Gourrock (Central Coastal)	SA4, DS4, DS5, DS6, DS7, TA6, TA13; R1, R6, R9, H2, H5; LR5, LR8, LR13; UT8
- Kempock Street Relief Road	TA13, SA4
Gourrock Town Centre	R1, R2, R3, R6, R9; SA4, TA6, TA13, H1, H5, H8; HR17; UT8
Green Belt	DS8, DS10, DS6, DS9; H4, H17, H18, H19; HR19; LR5
Green Transport Plans	TA2, SA5
Greenock	
- Baker Street	SA3, TA13, B1, B2, B5
- Bogston	B2, SA2, TA10, TA11, TA12
- Cappielow – Football Ground	SA2(b), TA11, TA12
- Cappielow – Business Area	B1, SA2, TA11, TA12
- Carlsburn	B2, B4, B5, SA2, TA11, TA12
- Carlsdyke	B3, SA2(a), B5; TA10, TA11, TA4
- Drumfrochar Road	SA3, TA13; B2, TA10
- East India/Victoria Harbours (The Harbours)	(see Docks/Harbours)
- Garvel Island	SA2(c), B2, H5; HR1, HR15, HR16; UT11
- Great Harbour	B2, B4, TA10
- Greenock East (Business Area)	SA3, B1, B2, TA10, TA13, B5
- Greenock Town Centre Relief Road	TA13
- Inchgreen Graving Dock/Great Harbour	B4, TA10, TA11, TA12; UT8
- Ingleston (North East)	SA3, B1, TA13
- Ingleston (South East) Business Area	SA3, B1, B5, TA13
- James Watt Dock	SA2(b), SA2(c), TA10, TA11, TA12, H5; HR1, HR14, HR15, HR16, HR17; LR8; UT8
- Kincaid Works (former)	SA2(a), B3, B5; SA2(b), H5; TA11, TA12
- Larkfield Business/Industrial Area	B1, B5
- Ocean Terminal	B4, TA10, DS6; UT8
- Pottery Street (North)	B3, TA10, TA11, TA12
- Pottery Street (South)/Ladyburn Street	B2, TA10, TA11, TA12
- Regent Street	SA3, B5, H5
- Sinclair Street	SA2(b), B2, TA10, TA11, TA12
- Spango Valley	B4, B5, TA11, T12
- Strone/Maukinhill	H5, H10
- Sugar Warehouses	SA2(b), TA11, TA12; H5, HR1, HR14, HR15, HR16, HR17, LR8
- Tate & Lyle (former Sugar Refinery)	SA3, B1, B2, TA13
- West End OCA	(see Conservation Areas)

Greenock Town Centre	R1, R2, R3, R4, R5, R6, R7 ; SA1, H1, H5, H8; HR11, HR17 (see Conservation Areas)
- Cathcart Square/William Street OCA	R1, R2, R3, R4, R6, R7 , R10, R11; HR11, HR17
- Central Shopping Area	SA1, R5 , R1, R2, R3; HR17, LR8
- Custom House/Quay	R1, R2, R3, R5, R7 ; SA1, H1, H5, H8, HR11, HR17
- Outer Mixed/Commercial Area	R4 , R1, R2, R3, R6
- Primary Shopping Area	
Hazardous Installations	UT8, UT9
Heritage Resources	HR1 to HR19
Historic Landscapes	HR19, HR1 , DS8, DS10
Home Working	B11 , H1, H8
Hot Food Take-Aways	R12, R15
Householder/Residential Development	
- Balconies	DC1 (PPAN No 8)
- Change of Use/Conversions	H13
- Dormer Windows	DC1 (PPAN No 9)
- Extensions	DC1 (PPAN No 7)
- Garden Decking	DC1 (PPAN No 15)
- Improvements	H16
- Open Space Provision	H11 & DC1 (PPAN No 3)
- Replacement Windows	DC1 (PPAN No 11)
- Rooflights in Listed Buildings and Conservation Areas	
- Satellite Television Dishes	DC1 (PPAN No 10)
- Single Plot Developments	DC1 (PPAN No 14)
- Sub Division	DC1 (PPAN No 2)
	H14
Housing	
- Green Belt	H4 , H17, H18, H19; DC1 (PPAN Nos 5 & 6)
- Major Development Opportunities	DS1, DS2 , H1, H2, H3, H5
- New Neighbourhoods	H3, DS1 , DS2, H5
- Waterfront	DS3, DS1, SA1, SA2 , H2, H5
Industry/Industrial Area	(see Business/Industrial Area)
Infrastructure	UT1, UT2
Inner Clyde Estuary	HR3, HR1 , DS6
Institutions (Large, in Green Belt & Countryside)	H17 , DS8, DS10
Inverclyde Coastal Route	(see Coastal Route)
Inverclyde Waterfront	DS3, SA1, SA2, TA11, TA12 , TA3, TA4, TA10; B1, B2, B3, B4, B5, B6; H2, H5; HR14, HR15, HR16; LR1, LR8
Inverkip	
- Hill Farm, Inverkip	H6 , H5; DS8, DS9, DS10, DS11
- Inverkip (Conservation Area)	HR11, HR12, HR13 ; H1, H8, LR1
- Inverkip Power Station	(see Wemyss Bay)
- Inverkip Station	H6 , TA1, TA5, TA6
Kelburn Business Area	(see Port Glasgow)
Kilmacolm	
- Community Facility	H10
- Conservation Area	HR11 , HR12, HR13, H1, H8
- Potential Reopening of Disused Railway Line	TA6 , LR7
- Village Centre	R1, R2, R3
Kingston Business/Industrial Area	(see Port Glasgow)
Kingston Basin and Environs	(see Port Glasgow)

Landscape/Landscape Character	DS5, DS9, HR1, HR5, HR6, LR11, LR12, LR14
Landscape Impact (Conservation Areas)	HR12
Large Institutions (Green Belt & Countryside)	H17, DS8, DS10
Larkfield Business/Industrial Area	(see Greenock)
Leisure (Use and Provision)	LR1, LR2, LR3, LR4, LR5, LR10, LR11, LR12, LR13, LR14
Light Industrial Use	SA2(b), SA3 & B1, B2
Listed Buildings	HR14, HR15, HR16
Local Nature Reserve (Coves Reservoir)	HR1, LR1
Local Access Routes/Paths	LR6, LR9
Local Shops/Centres	R1, R2, R3, R13
Local Transport Strategy	TA5
Lower Clyde Greenspace	DS9, LR5, LR6, LR7, LR8, LR9
Major Area of Potential Change	SA2(c), SA2(j)(1), SA2(j)(2)
Marina Facilities	LR12, DS6; LR8; SA1, SA2(b)
Mixed (Business) Use	B2
Mixed Use Development Areas	SA1, SA2(b), SA2(m), SA3 (Area A), SA4, SA5
Minerals Extraction	B12, B13; DS8, DS10, DS11
Monitoring and Review	B6, H7, MR1
Natural Resources/Heritage	HR1 to HR19
Nature Conservation	HR1, HR2, HR5, HR10
Neighbourhood Centres	SA5 & H3
Newark	(see Port Glasgow - Gourock Ropeworks (former))
New Neighbourhoods	H3, H2, H5, H10
Noise	UT10, UT11
Non-Residential Use (in Residential Areas)	H9, H1, H8
Noxious Industrial Uses	B12, B13, B1
Occupancy Criteria (Green Belt & Countryside)	H4, H19, DS8, DS10
Open Space	LR1, LR2, LR3, LR4, LR5, LR6
Parking Standards	TA15
Paths (see Access)	LR6, LR7, LR8, LR9
Pierhead	(see Gourock (Central Coastal))
Planning Practice Advice Notes	DC1 (PPAN Nos 1 to 16)
Planting & Management of Trees/Woodland	HR10
Playing Fields	(see Open Space)
Port Glasgow	SA2(m), HR1, HR14, HR15, HR16, HR17; TA11, TA12, LR6; B2, H5
- Gourock Ropeworks (former)	B1, B5, TA11, TA12
- Kelburn Business Area	B1, TA11, TA12
- Kingston Business/Industrial Area	SA2(j)(1), TA10, TA11, TA13, DS6; H5, LR8
- Kingston Basin and Environs	B1, B5
- Port Glasgow Business/Industrial Area	LR1, TA11, TA12
- Port Glasgow (Riverside)	B2, DS6, TA11, TA12
- Port Glasgow (Riverside) East	B2, TA11, TA12
- Port Glasgow (Riverside) West	SA2(j)(1), TA11, TA12
- Port Glasgow Waterfront	
Port Glasgow Town Centre	R1, R2, R3, R6, R8, H1, H8, HR17
Pottery Street (North)	(see Greenock)
Pottery Street (South)/Ladyburn Street	(see Greenock)
Prime Quality Agricultural Land	(see Agriculture)
Public Realm	HR17, HR1
Public Transport	TA2, TA7, TA8, SA4, SA5

Quarriers Village
- Quarriers Homes (Conservation Area)
- Village Settlement

HR11, HR12, HR13
H1, H8, HR14, HR15, HR16, LR1

Railways
RAMSAR Site
Recreation (Use/Provision)
Regional Park
Regional Scenic Area
Renewal Area
Renewable Energy
Reserved (Industrial) Sites
Residential Areas
Residential Care Accommodation
Retail Frontage (Ground Floor)
Retail Use
Rights of Way

TA6, TA10
HR3, HR1, DS6
LR1, LR2, LR3, LR4, LR5, LR11, LR12, LR13
(see Clyde Muirshiel Regional Park)
HR5, HR1, DS10, DS11
(see Area Renewal)
UT6, DS8, DS10, DS11
(see Strategic Business and Industrial Location)
H1, H8, H9
DC1 (PPAN No. 4)
R4
R1, R2, R4, R6, R10, R11
LR9, LR6, LR7, LR8

Scenic Area
Scheduled Ancient Monuments
Settlement Strategy
Sequential Test
Shopfront Design
Signage and Advertisements
Single Plot Residential Development
Site of Importance for Nature Conservation
Site of Special Scientific Interest (SSSI)
Social Inclusion
Social Inclusion Partnership Areas
Special Development Areas
Sport (Use and Provision)
Strategic Business and Industrial Location
Strategic Development Framework
Strategic Employment Location (incl SIBL)
Strategic Maritime Resource
Strategic Roads
Strategic Walking/Cycling Routes
Street Markets
Sub-Division of Residential Plots
Sustainable Transport
Sustainable Urban Development
Sustainable Urban Drainage

(see Regional Scenic Area)
HR18
DS1
R10, LR3
R18, DC1 (PPAN No 12)
DC1 (PPAN No 13)
(see Householder/Residential Development)
HR1
HR1
DS2
DS2, H3
SA1, SA2, SA3, SA4, SA5
LR1, LR2, LR3, LR4, LR5, LR11, LR12, LR13
B4, B5
DS1 to DS11 & TA1 to TA4
B3, B5, TA11, TA12
B4
TA4, TA11, TA12
LR6, LR7, LR8
R14, R1, R2, R3, R5
(see Householder/Residential Development)
TA1, TA7, TA8
DS1, DS2, DS3, DS4, DS7, B5, H5
UT3

Tandem Development
Telecommunications
Tourism/Tourist Development/Accommodation
Town Centres (see also under each centre)
Townscape
Traditional Buildings (Green Belt & Countryside)
Transport Assessment
Transport Infrastructure
Trees/ TPOs
Trunk Roads

DC1 (PPAN No 1)
UT7
LR10, LR3, LR5, LR14
DS4
DS5, HR10, HR12, HR17
H18
TA2
DS7, TA6, TA8
HR9, HR10, HR1
TA4, TA11, TA12

Upper Floors (Commercial Premises)	R2
Urban Design	DS5, HR17, SA1, SA2(b), SA2(j)(2), SA2(m), SA4
Urban Fringe	DS9, DS8, DS10, DS11; LR5, LR6
Urban Sustainability	DS1, DS7, TA1
Urban Village	SA5, DS5
Utilities	UT1, UT2
Walking	TA2, TA7
Waste Management	UT5
Water-Based Sports	LR12, DS6
Waterfront Flagship Initiative	(see Inverclyde Waterfront)
Water Supply & Quality	HR4
Wemyss Bay	
- A78 Trunk Road	TA4, TA11, TA12
- Brueacre Junction/Interchange	SA5, TA11, TA12, TA4, H6
- Inverkip Power Station	SA5, DS5, DS6, TA11, TA12, H5, R6, HR9, LR6, LR8
- Railway Station & Pier	TA5, TA6, TA11, TA12; UT8
West Renfrew Hills	HR5, HR1, DS10, DS11
Windows	(see Householder/Residential Development)
- Dormers	DC1 (PPAN No 9)
- Replacement	DC1 (PPAN No 11)
Woodlands	HR6, HR9, HR10, HR1

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