

The background of the cover is a photograph of a row of historic stone buildings with many windows. A large, semi-transparent teal circle is positioned in the center-left. The text is overlaid on this circle and the background. The Inverclyde Council logo is on the left, and the title 'LOCAL DEVELOPMENT PLAN' is in the center of the circle. At the bottom right, the subtitle 'MAIN ISSUES REPORT' and the date 'DECEMBER 2020' are displayed.

Inverclyde
council

**LOCAL
DEVELOPMENT
PLAN**

MAIN ISSUES REPORT
DECEMBER 2020

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1.0 INTRODUCTION

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

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

1.3 The Main Issues Report focuses on what is likely to change between the current Local Development Plan (adopted August 2019) and the new Plan. An early review of the Local Development Plan is taking place because of the quashing of its Our Homes and Communities chapter by the Court of Session in July 2020. Because it is an early review, much of the current Plan remains relevant. However, beyond housing matters there are a number of other issues that this Main Issues Report considers.

1.4 The Main Issues Report offers an opportunity at an early stage in the Local Development Plan process for the community and others with an interest in the future development of Inverclyde to have a say on the content of the new Plan. It does this by setting out options for how particular issues should be addressed, and by inviting views on these options and alternatives.

The Local Development Plan Process

1.5 Figure 1 illustrates the Local Development Plan process and timeline, as established by the Council's current Development Plan Scheme (October 2020). The publication of the Main Issues Report is the first formal stage in the preparation of a new Local Development Plan. However, it has been preceded by engagement with key stakeholders, such as Key Agencies, and a 'Call for Sites' exercise, which engaged landowners/developers with an interest in the Inverclyde area.

Figure 1: Inverclyde Local Development Plan Timeline



1.6 Responses received during the public consultation on the Main Issues Report will help shape the Proposed Local Development Plan, which will also be published for consultation. Any unresolved objections to the Proposed Local Development Plan will be subject to an Examination by a Scottish Government appointed Reporter. Following the Examination, the Plan will be modified to take account of the Reporter's recommendations, and will then be adopted, superseding the current Local Development Plan.

Structure of the Main Issues Report

1.7 The Main Issues Report is structured around the chapters of the current Local Development Plan.

- Creating Successful Places
- Tackling Climate Change
- Connecting People and Places
- Our Towns Villages and Countryside
- Our Homes and Communities
- Our Town and Local Centres
- Our Jobs and Businesses
- Our Historic Buildings and Places
- Our Natural and Open Spaces

1.8 There are also chapters summarising the assessment of existing development opportunities and others that have been suggested to the Council as part of the pre Main Issues Report process. The policies of the current Local Development Plan are also reviewed.

Accompanying Documents

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

- Monitoring Statement
- Strategic Environmental Assessment Interim Environmental Report
- Habitats Regulations Appraisal
- Development Opportunity Review
- Proposed Development Site Assessment
- Housing Technical Report

How to Respond to the Main Issues Report

1.10 The Main Issues Report consultation period runs from 4 December 2020 to 31 January 2021. During this time responses to the Main Issues Report can be submitted by:

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

1.11 To discuss the Main Issues Report, please contact a member of the Council's Planning Policy team:

Alan Williamson- 01475 712491
Ash Hamilton – 01475 712463
Margaret Pickett – 01475 712493

2.0 THE IMPLICATIONS OF COVID-19

2.1 The Inverclyde Council area has been significantly impacted by the COVID-19 pandemic, which continues to impact on the social, health and economic life of the area and Scotland as a whole, both through the virus itself and interventions to deal with it, such as the initial lockdown, a shift to home working and a greater focus on local living, in terms of commerce, consumption and connectivity. While we do not yet know whether these changing patterns will be sustained and become normalised in the future, there is a need to consider what the implications for society and land use planning may be.

2.2 While there is a clear need for ongoing research to fully understand the impacts and implications of COVID-19, particularly in the medium to long term, land use planning will play a key role in supporting the recovery from the pandemic. Clydeplan, the Strategic Development Planning Authority for the Glasgow City Region, has been considering the implications of COVID-19 for the Glasgow City Region and spatial planning. Some of the key implications identified are summarised below.

- A greater focus on town centre regeneration, and innovative approaches to it, as the pandemic has accelerated existing trends, such as reduced footfall and increasing vacancies and internet sales.
- Changing market demand for commercial property as more people work from home. This may have knock on effects for the vitality of current business locations and the provision of commercial land in the future.
- Increased demand for quality private garden space, home working space and rural living. This may have implications for the location, layout and design of residential development.
- Increased demand for services, leisure opportunities, open spaces and active travel routes within local areas.
- Changing transport and digital infrastructure demands due to changes in work and recreational patterns. This may impact current and future provision.
- A recognition that engaging with nature provides significant mental health and wellbeing benefits and that our green/open spaces, buildings and the urban environment generally should aim to deliver more in the way of opportunities for nature to thrive.

2.3 The next Inverclyde Local Development Plan will be published when the implications of, and recovery from, the COVID-19 pandemic will still be uncertain. However, it is important to consider how the Plan will be affected by the pandemic and how it can assist Inverclyde's recovery.

Issue 1: How might the COVID-19 pandemic, and the recovery from it, impact on Inverclyde's places? What can the new Local Development Plan do to help Inverclyde recover from the COVID-19 pandemic from an economic, social and environmental perspective?

3.0 CREATING SUCCESSFUL PLACES

Priority Projects

3.1 The 2019 Local Development Plan identifies a number of projects which the Council expects to be a lead or major partner in. These projects mark a major investment in the economy, infrastructure, housing and the communities of Inverclyde, and the 2019 Plan offers them in-principle support. An update on the projects is provided below.

Glasgow City-Region City Deal

3.2 The Glasgow City-Region City Deal is funding major infrastructure projects across the 8 Glasgow city-region local authorities. Within Inverclyde, the Glasgow City-Region City Deal is funding the following:

- Greenock Ocean Terminal – this project will expand the Ocean Terminal quayside and deliver a new terminal building and visitor centre in order to increase capacity, improve the arrival/departure environment for cruise ships, and increase capacity for freight handling. The pontoons for the new cruise ship terminal have been installed, with the new terminal building due to open in 2022.
- Inverkip infrastructure – this project is to address the restricted network and junction capacity on the A78 trunk road in and around Inverkip. The project is to enable the redevelopment of the former Inverkip Power Station site.
- Inchgreen, Greenock – this project will redevelop a brownfield site and bring underutilised quayside assets back into use around the Inchgreen Dry Dock.

Affordable Housing Supply Programme

3.3 The Council, through its housing association partners, has an ambitious programme for the delivery of new quality affordable homes as part of the Scottish Government More Homes Scotland programme. Between April 2016 and March 2020 there were 207 social rented housing units completed under the More Homes Scotland programme, with hundreds more scheduled for completion by 2022.

Early Learning and Childcare

3.4 The Council has been implementing its programme to increase early learning and childcare provision from 600 hours to 1140 hours. This has required substantial levels of investment in workforce and infrastructure. As at November 2020, the Council has completed work at ten facilities, with five more projects under construction or at a pre-construction stage.

Inverclyde Cemetery Capacity

3.5 The Council is investigating locations for the provision of additional cemetery capacity within Inverclyde. A cemetery is a passive use and can contribute to the green network, so locations within the built up area or green belt/countryside may be appropriate. The Council is currently investigating options for expansion of cemeteries at Knocknairshill and Kilmacolm.

Inverclyde Green Connections – Linking People and Place

3.6 The Council, in partnership with a number of other organisations and groups, is currently developing the Inverclyde Green Connections Programme, which aims to improve neighbourhood connectivity and deliver green network and placemaking improvements within the Greenock and Port Glasgow areas. The programme seeks to implement projects

set out in existing area renewal and green network strategies and the Active Travel Strategy. The Council has submitted a funding bid to Sustrans to support the project, the total value of which is estimated at £4.5m. The outcome of this bid should be known in time for the publication of the Proposed Plan.

Issue 2: Do you agree that the new Local Development Plan should identify the above projects as Priority Projects? Are there other Priority Projects that you think the Plan should identify?

Priority Places

3.7 The 2019 Local Development Plan identifies 9 Priority Places, representing Inverclyde's large scale, long term development opportunities, which have the potential to have a transformational impact on their surrounding area, and in some cases Inverclyde as a whole. The designation of the sites as Priority Places reflects the importance the Council places on delivering development on these sites, and its desire to see the creation of quality places. This issue examines progress of development in the Priority Places, including whether they should retain this status or whether delivery and the creation of successful places would be better achieved through an alternative designation.

General

3.8 In the current Plan, the preferred strategies for the Priority Places are set out in the written statement of the Plan, with the boundaries of the Priority Places identified on the Proposals Maps. Detailed strategies and site maps showing development sites are set out in Supplementary Guidance. Whilst this approach has helped produce a concise Local Development Plan, it has meant the detailed strategies for many of Inverclyde's important places is in a Supplementary Guidance document that remained as a draft, and therefore did not benefit from the same level of consultation and examination that could have enhanced the strategies. In addition, under the Planning (Scotland) Act 2019, Supplementary Guidance will no longer form part of the development plan. The Council is therefore considering whether the more detailed strategies for the Priority Places should be included in the Plan itself.

Issue 3: Do you think that the detailed strategies for the Priority Places should be included in the Local Development Plan?

The Harbours, Greenock

3.9 The Harbours occupies a prime waterfront location immediately north of the A8, at the eastern entrance to Greenock town centre. It comprises Victoria and East India Harbours, the A listed Scott's Dry Dock and approximately 4.84ha of open, flat land with excellent views over the Firth of Clyde. Existing buildings on the site include a pub/restaurant and maritime-related business buildings. Immediately adjoining buildings include the Beacon Arts Centre and Greenock police station. National Cycle Network route 75 and Core Path 1E run through the site, with the A-listed Custom House close to the western boundary.

3.10 The surrounding area is mixed in nature, with a diverse range of uses, including town centre, retail and light industrial. The site has a history of maritime-related uses associated with the harbours and dry docks, including shipbuilding and commercial shipping. It is still home to a number of maritime businesses that make use of the harbours and quayside.

3.11 The current Local Development Plan strategy is for housing-led redevelopment due to the sites waterfront location, proximity to the town centre and excellent public transport services. The site has an indicative capacity of 240 houses, but the actual site capacity will

be determined through a design-led approach. Other supported uses include tourism and heritage, shops, food and drink, public house, financial and professional services, and marine-related business and industrial uses.

Figure 2: Existing Strategy for The Harbours, Greenock



3.12 The current strategy for the site is based on a 2006 masterplan. The delivery of the pub/restaurant and Beacon Arts Centre were departures from that masterplan, and other aspects of it have not been delivered. In particular, there has been no progress towards delivery of housing on the site.

3.13 In its call for sites exercise, the Council has received representations seeking for educational uses to be added to the acceptable uses on The Harbours site. This is linked to a proposed new facility for West College Scotland being developed on the site as part of a mixed-use development. This would be linked to the existing college sites in Greenock being made available for housing development, possibly resulting in no net loss of housing land.

3.14 It is considered that the redevelopment of some of The Harbours for a West College Scotland campus would bring activity to the area in its own right, and may act as a catalyst for other development on the site. The existing college sites may prove to be more deliverable for housing development than The Harbours.

Issue 4: What is the appropriate planning strategy for The Harbours area?

<p>Option 1 (preferred) Add educational uses to the list of preferred uses for The Harbours, Greenock, which will also include residential, tourism and heritage, limited retail, food and drink, financial and professional services, and marine-related business and industrial uses. The redevelopment of the area will no longer be residential-led.</p>	<p>Reason The residential-led strategy for the Harbours, which has been set out in previous local development plans, has not resulted in the delivery of development. The introduction of education to the list of acceptable uses may provide the catalyst for a genuine mixed-use development, bringing activity to this important area of central Greenock. The site is well located for public transport, making it accessible for students and staff, and there would be spin-off benefits for the adjoining part of the town centre.</p>
<p>Option 2 Retain existing residential-led strategy for the site, excluding educational uses.</p>	<p>Reason The development of educational uses at The Harbours would reduce the site's capacity for residential development, although this would be offset by existing college sites becoming available for residential development. The loss of college facilities from other parts of the town centre would reduce activity there, although this would also be offset by residential development on those sites.</p>

James Watt Dock/Garvel Island

3.15 The site is situated in a prominent waterfront location, midway between the town centres of Greenock and Port Glasgow, and adjacent to the A8 trunk road. The site covers 40 hectares, much of which is docks, and is comprised of James Watt Dock, the A listed Sugar Warehouses and Titan Crane, Garvel Dry Dock and part of the Great Harbour.

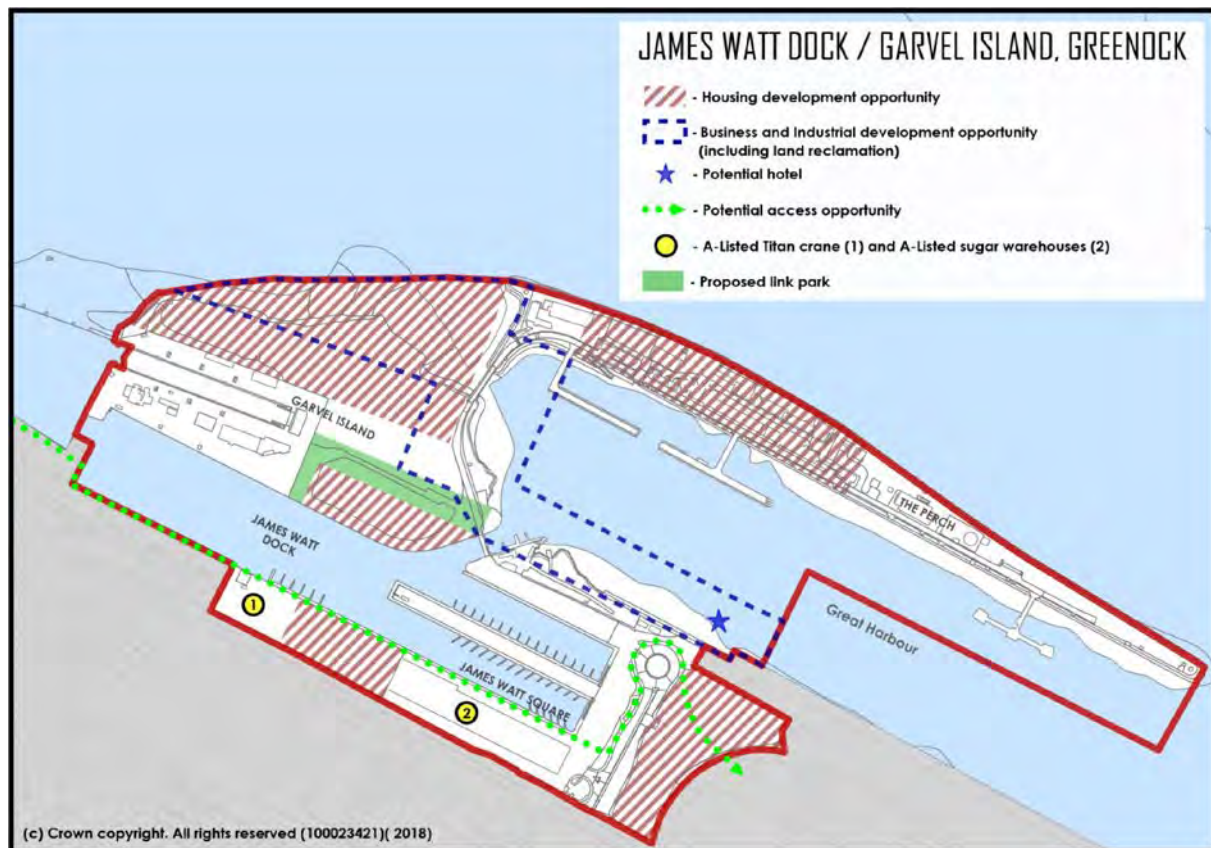
3.16 The surrounding area is generally mixed in nature, comprising commercial industrial units and new housing. The site's location immediately adjacent to the A8 trunk road, and in close proximity to Cartsideyke train station and bus services, make it accessible to a range of users.

3.17 The site has a history of marine engineering, ship repair and commercial shipping, which is reflected by the continuing presence of several marine-related businesses around Garvel Dry Dock and the northern promontory, the operational Great Harbour, and marina facilities at James Watt Dock. Planning permission was issued for a new marina building in 2017. However, much of the site is unused.

3.18 In 2010, planning permission for a residential led mixed use development was approved, in line with an agreed Masterplan. Following this, a number of public realm projects and road/access upgrades were completed in 2011, including the creation of contemporary public realm frontage to the 'A' listed Sugar Warehouses, new dual carriageway access and pedestrian crossings, and pathways with hard and soft landscaping. The Sugar Warehouses, which were previously open to the elements, have also been made wind and watertight in preparation for future use. A development of 137 flats by River Clyde Homes is currently underway to the east of the main entrance to the site. This is scheduled to be completed by 2022.

3.19 The current strategy for the site is for mixed use development including housing, business, assembly and leisure, hotel and hostels, residential and non-residential institutions, marine-related business and industrial uses, and ancillary food and drink.

Figure 3: Existing strategy for James Watt Dock/Garvel Island, Greenock



3.20 In the call for sites exercise, Peel Land and Property, a landowner within James Watt Dock/Garvel Island made a submission in support of the existing strategy for the area. No alternative strategy has been proposed. However, the Council wish to explore whether the current level of residential development proposed for the site remains appropriate.

Issue 5: What is the appropriate planning strategy for the James Watt Dock/Garvel Island area?

<p>Option 1 (preferred) <i>The existing mixed-use strategy for James Watt Dock/Garvel Island is carried forward in the next plan, with the requirement that a refreshed comprehensive masterplan is prepared for the site, with enhanced support and protection for existing marine related businesses</i></p>	<p>Reason <i>James Watt Dock/Garvel island is a large site offering significant development potential, including the opportunity for further residential development. There are also a number of marine-related businesses in the area. A refreshed masterplan should be produced presenting how residential development can successfully co-exist with other uses on the site.</i></p>
<p>Option 2 <i>A new masterplan should be created for James Watt Dock/Garvel Island with a stronger focus on marine-related businesses.</i></p>	<p>Reason <i>A residential-led approach to the redevelopment of James Watt Dock/Garvel island has been set out in previous local development plans, but has not led to significant levels of residential development on the site, whilst there has been continued investment in marine-related businesses. A reduction in the level of proposed residential development may lead to further investment in marine-related businesses</i></p>

Former Inverkip Power Station

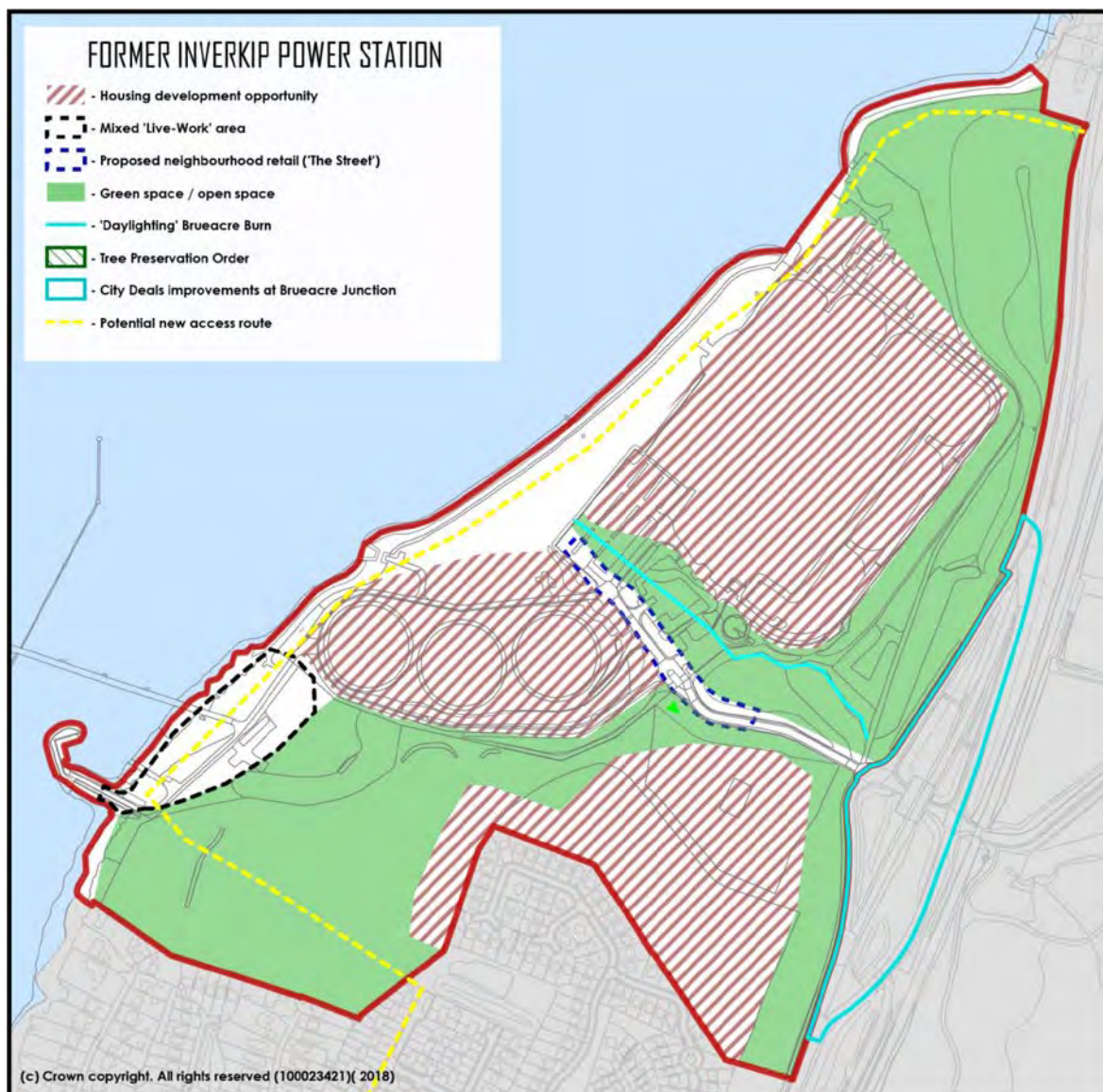
3.21 The site is situated on the Clyde estuary, north of Wemyss Bay and adjacent to the A78. It extends to 43 hectares, with a developable area covering approximately half this. The landform and tree cover to the west of the site, which includes part of the Wemyss Plantation (TPO), screens it from the A78(T) road and the railway line.

3.22 The site was originally developed in 1970 as an oil fired power station and decommissioned in 2006. The existing structures were demolished and the site cleared between 2010-2013.

3.23 The site is to benefit from a City Deal project to upgrade the road network around Inverkip, enabling future development of the site.

3.24 The current planning strategy for the site is based on a Development Framework, which was submitted with a planning application in 2009. The strategy is residential led, with supporting uses including community facilities, neighbourhood retail and employment. Leisure and recreation, hotel, food and drink and public house uses are also identified in order to take advantage of the sites waterfront location. The development footprint is generally restricted to previously developed areas.

Figure 4: Existing strategy for Inverkip Power Station



Port Glasgow Eastern Gateway (incorporating Woodhall and Clune Park)

3.25 The Port Glasgow Eastern Gateway is an area extending from Woodhall roundabout in the east to Coronation Park in the west. It includes the Woodhall, Clune Park and Kelburn residential areas, the Kelburn Business Park, Newark Castle and Park, Ferguson's shipyard, and many areas of greenspace. The A8 trunk road and Glasgow to Inverclyde railway runs through the area.

3.26 The Council is having a development strategy prepared for the Port Glasgow Eastern Gateway considering, in particular, how the area can assist in making a contribution to the Council's repopulation priority through the encouragement and enabling of new residential development. The Port Glasgow Eastern Gateway forms the entry point to Inverclyde for visitors travelling from the west along the A8/M8 corridor from Renfrewshire and the Glasgow City Region. The Eastern Gateway is therefore viewed to be of potential strategic significance to Inverclyde for attracting investment, including private sector housing. This is owing to the excellent transport links to the wider Glasgow City Region, the relatively flat topography of some of the opportunities within the area, views across the River Clyde and

3.28 Clune Park fronts onto Glasgow Road, approximately 10 minutes' walk east of Port Glasgow Town Centre. At the heart of Clune Park is an area of 45 red sandstone tenements containing 430 separate flats, which were built around 1910-1920 to house workers in local industries. The vast majority of the flats are unoccupied. The Council has become increasingly concerned about the physical and living conditions within the remaining occupied flats. A comprehensive masterplan for the Clune Park area was approved by Inverclyde Council in 2018. This supports the demolition of the red sandstone tenements and the redevelopment of the created site for around 80 new homes. It also identifies smaller development opportunities in and around Clune Park.

Pedestrian Link to Town Centre and Crossing Improvements
Controlled pedestrian crossings to Clune Park. New landscaping and lighting to improve the key pedestrian access to the Town Centre.

Ashgrove Lane
Existing historic street reinstated as pedestrian and cycle link between Clune Park and Bowmore Road. This is to act as main pedestrian access to Clune Park and entrance to neighbourhood. Future potential for redevelopment.

Aesthetic Improvements
Industrial / Commercial sites retained with investment into aesthetic improvements to soften face of area.

Public Park Investment
Continued investment in public park including 150 Boys memorial.

Public Realm Investment
Landscaping and public realm improvements to Robert Street and outside shops.

Clune Park Church
Potential Development Opportunity with variety of uses. Potential for residential units along with co-working spaces, offices or community use in B-listed church choir extension and re-use investigated.

Core Housing Redevelopment
New housing to North of Robert Street to provide accommodation suitable to modern needs and standards. The overall layout will retain the historic 'radial' pattern of streets.

Clune Park School Site
Development Opportunity with variety of uses. Potential for residential units along with co-working spaces, offices, or community use in B-listed church and school buildings once restoration and re-use investigated.

Clune Brae Improvements
Reduction crossing points introduced as links from Robert Street. Existing on-street parking formalised. Can be achieved with painted lines and street alone planters, or preferably hard landscaping.

Park improvements and link to Clune Brae
Park re-opened with improvements and potential new pedestrian link to Clune Brae and Upper Park Glasgow beyond.

Newark Street Development Opportunity
2 vacant sites outside study area, which have potential for redevelopment as residential and commercialised. New buildings should aim to pick up the new building line of Ashgrove Lane / Newark Street.

Ashgrove Lane Development Opportunity
Create new link to neighbourhood with new housing to Clune Brae and flats to Ashgrove Lane. Vehicle access from main to avoid disruption to Clune Brae. Development enhances Ashgrove Lane as key entrance into area.

Chicanes and improved crossing points
Vehicle speed on Clune Brae reduced by narrowing to standard road widths and introducing chicanes.

Existing Property Investment
Continued investment to improve existing Riverside Homes, property throughout neighbourhood.

Commercial / Industrial Opportunities
Vacant land, accessible from Clune Brae provides opportunities for redevelopment as commercial or industrial sites.

Robert Street Development Opportunity
Possible residential development with option for ground floor retail / commercial unit.

Clune Brae Improvements
Reduction crossing points introduced as links from Robert Street. Existing on-street parking formalised. Can be achieved with painted lines and street alone planters, or preferably hard landscaping.

Park improvements and link to Clune Brae
Park re-opened with improvements and potential new pedestrian link to Clune Brae and Upper Park Glasgow beyond.

8 Townhouses and 12 Flats

8 flats, 400-600m² commercial retail

35 Houses and 45 Flats & Cottage flats

8 flats, 300m² community 350-700m² commercial

6 or 7 Banded dwellings

12

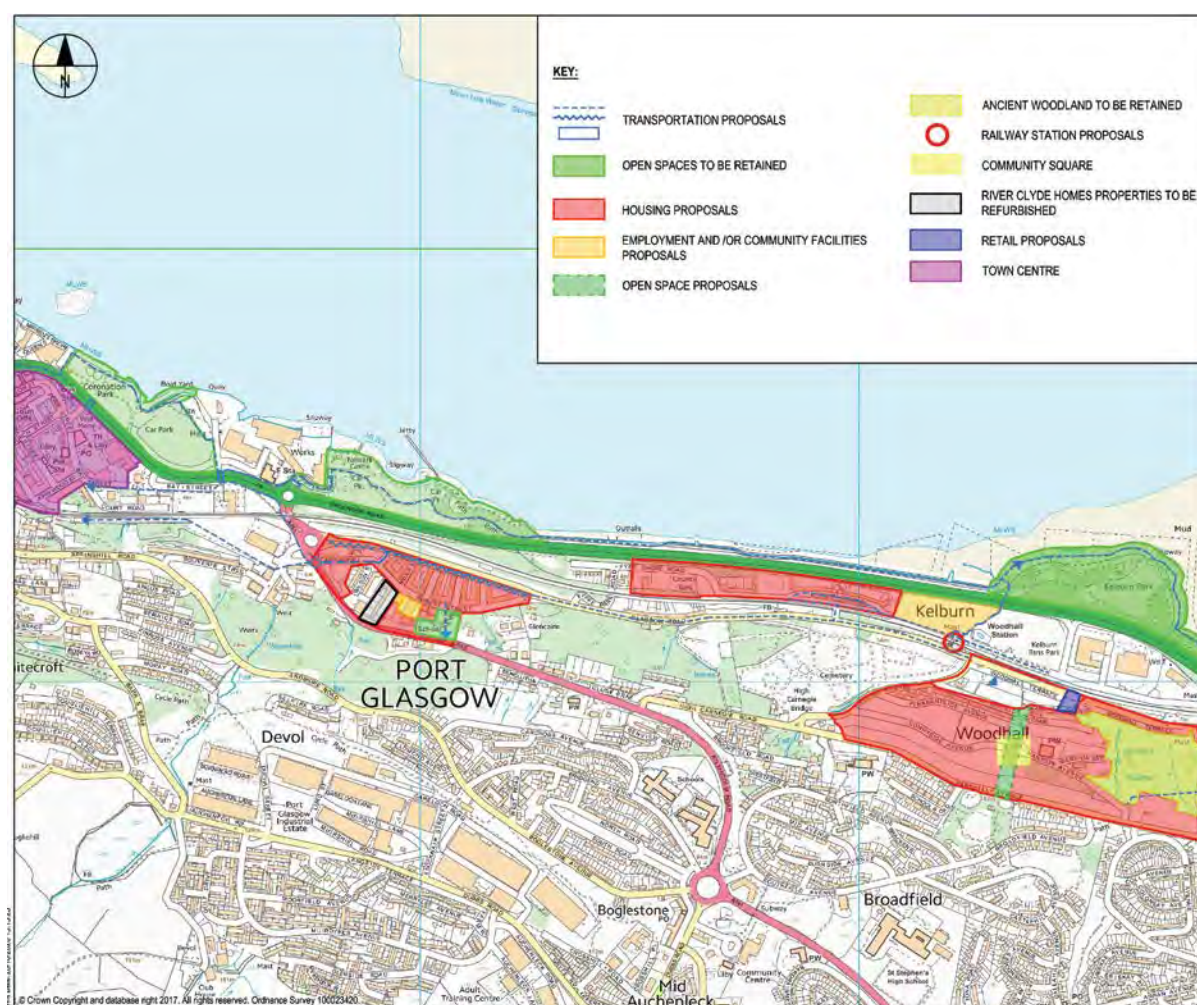
Figure 6: Woodhall Masterplan proposal (2009)



3.30 Kelburn is a mixed-use area bordered by the A8 to the north and the railway line to the south. It has areas of private and former Council housing, which are now managed by River Clyde Homes. There are also areas of vacant land owned by the Council and others. Development opportunities for new residential development that would benefit from convenient access to the A8 trunk road and Woodhall train station could be identified in the area.

3.31 The main employment locations within the Gateway are the Kelburn Business Park which has an area to its west for further development, and Fergusons shipyard which sits between Newark Castle and Coronation Park. The green network in the area is enhanced by Coronation Park, Newark Castle Park, Port Glasgow cemetery, and areas of ancient woodland.

Figure 7: Draft Port Glasgow Eastern Gateway proposal (2020)



Issue 6 - What approach should the new Local Development Plan take in relation to the Port Glasgow Eastern Gateway?

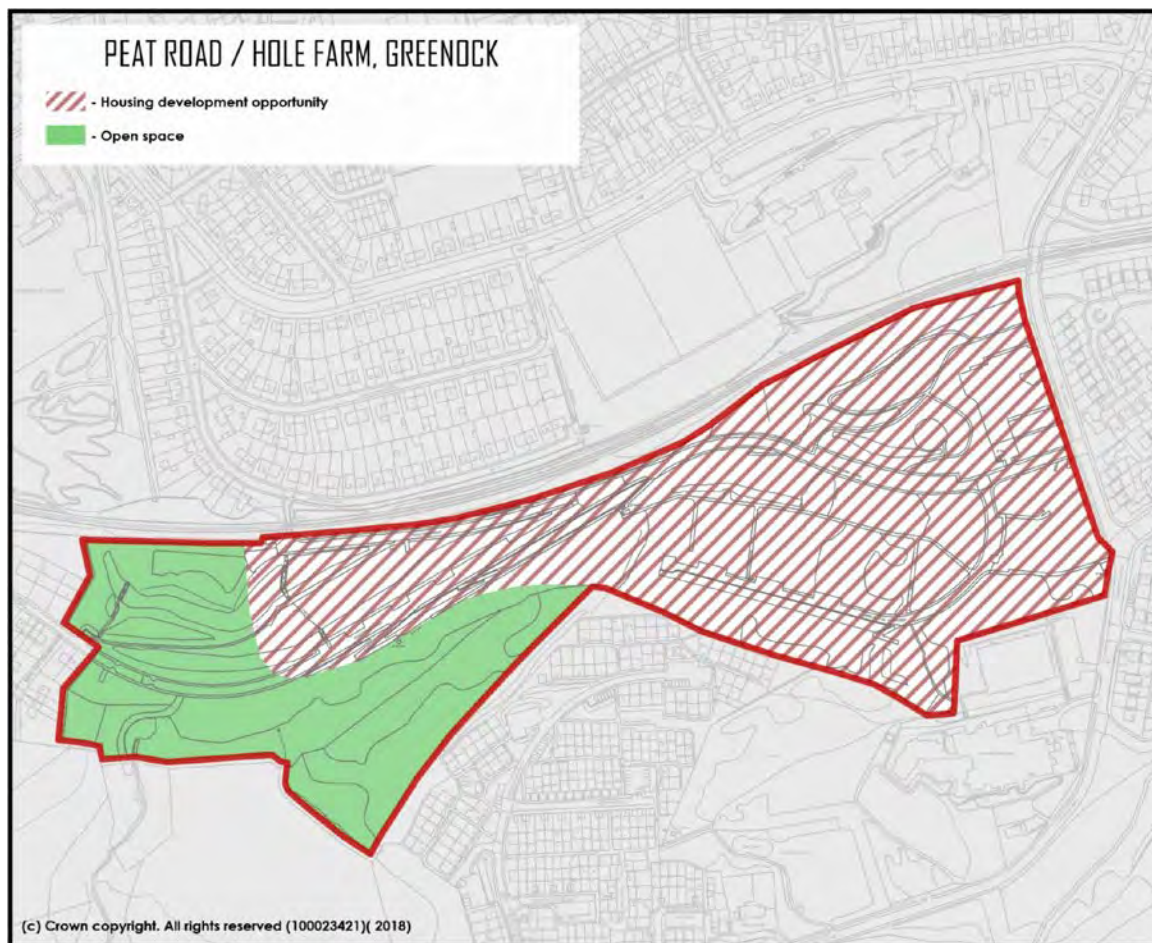
<p>Option 1 (preferred)</p> <p>The Port Glasgow Eastern Gateway is identified as a Priority Place encompassing the existing Clune Park and Woodhall Priority Places and surrounding areas, with opportunities identified for residential development, economic development and green network.</p>	<p>Reason</p> <p>The holistic planning of the area, backed by a development strategy is preferred as being the most likely to encourage and enable the development of new houses in the area. It would demonstrate the scale of opportunities and change available, and encourage development decisions to be taken with a long-term view.</p>
<p>Option 2</p> <p>Clune Park and Woodhall continue to be identified as separate Priority Places with the existing strategies carried forward.</p>	<p>Reason</p> <p>The existing separate masterplans for Clune Park and Woodhall provide the strategies required for the sites to be identified as Priority Places in their own right.</p>

Peat Road/Hole Farm, Greenock

3.32 Peat Road/ Hole Farm is a 14ha site in south west Greenock. The site is well served by ready access to Drumfrochar station and is within easy reach of the A78 trunk road, with a core path running along its western and southern boundaries.

3.33 The planning strategy is for the creation of a mixed tenure 'new neighbourhood', comprising of predominantly new low density housing and associated open space provision and greening, where appropriate. Community facilities and other small scale neighbourhood uses would also be acceptable. Due to its location close to the countryside and the Regional Park, there are good opportunities for improving existing and introducing new green network links from/to the area.

Figure 8: Existing strategy for Peat Road/Hole Farm, Greenock



3.34 There has been no development in this Priority Place, although the Council has received two planning applications from River Clyde Homes for sites on its eastern edge.

Issue 7 - What is the appropriate planning strategy for the Peat Road/Hole Farm area?

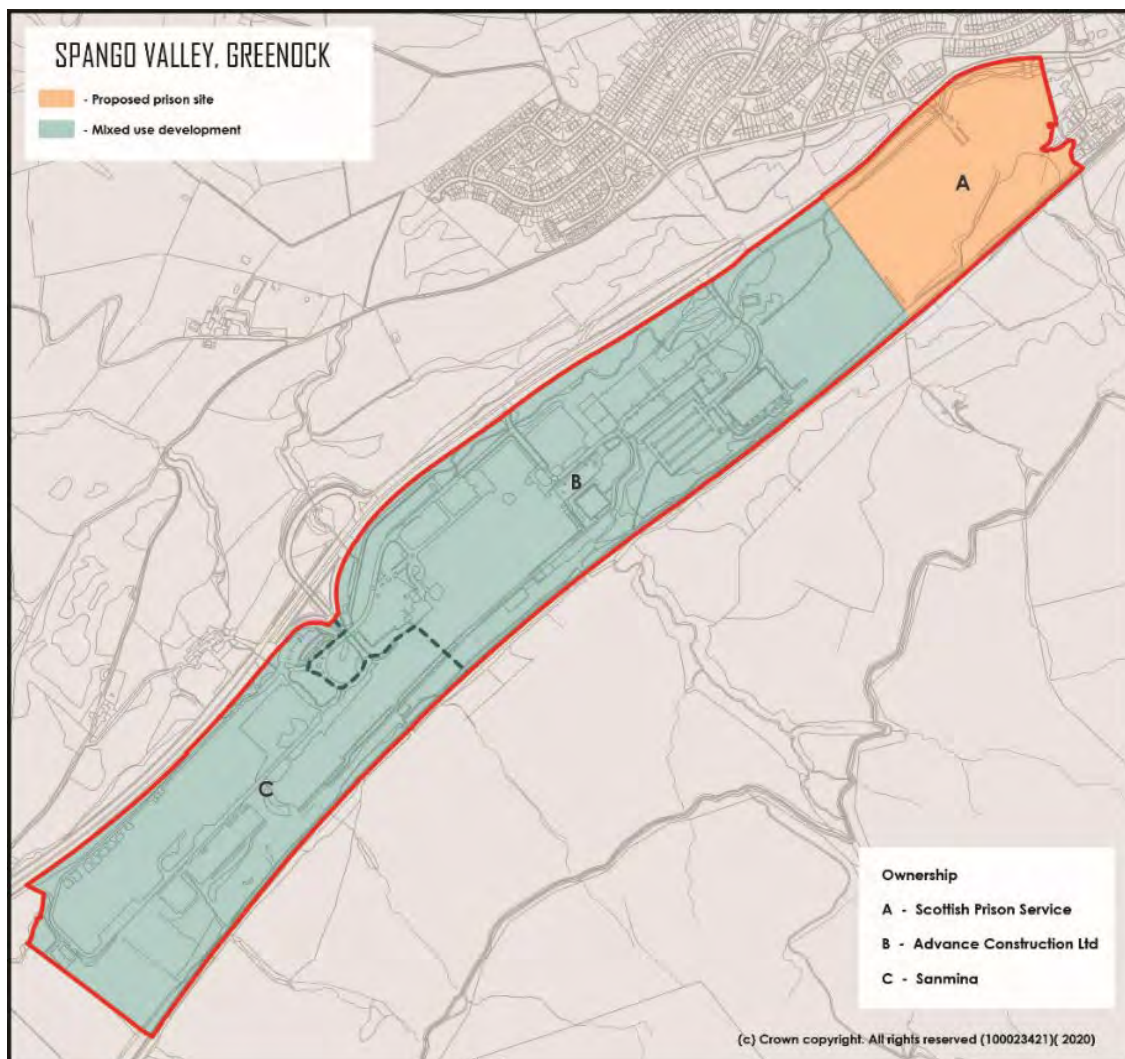
<p>Option 1 (preferred) <i>Continue to identify the site as a Priority Place for residential-led redevelopment, with a requirement for a comprehensive masterplan. This should include an investigation of opportunities for green network and climate change adaptation.</i></p>	<p>Reason <i>This Priority Place is considered to offer potential for mixed-tenure housing development in an accessible location, bringing a brownfield site into productive use. Its size and topography means that some of the site would be suitable for green network uses, including uses contributing to climate change adaptation. The individual applications received for parts of the site highlight the importance of a masterplan approach to this area.</i></p>
<p>Option 2 <i>Remove as a Priority Place, and through discussions with landowner identify individual development sites.</i></p>	<p>Reason <i>This option would perhaps assist delivery of some development by supporting individual applications on the most viable parts of the site. However, it is not preferred as it would not lead to the creation of a successful place. Initial development may sterilise other potential development areas, and opportunities for a holistic approach to the green network and climate change adaptation opportunities could be missed.</i></p>

Spango Valley

3.35 Spango Valley is a 56 hectare site located on the south western edge of Greenock, between the A78 and the Glasgow to Wemyss Bay railway line. The majority of the area was originally developed by IBM in the 1950s for the manufacture of microelectronic products, with the former Greenock High School located within the western part. The former school buildings were demolished in 2013, while IBM's operations ceased completely in September 2016 and the site has now been fully cleared. The Spango Valley Priority Place area is currently under three ownerships, with the Scottish Prison Service owning area A and areas B and C under different private ownership.

3.36 The current planning strategy seeks to balance the areas long standing industrial use with the need for a wider mix of uses to progress development. Area A is identified for a new prison, with the combined developable areas of B and C identified for up to 50% housing, with at least 35% retained for business and industrial uses (Class 4, 5 and 6) and the remaining area appropriate for a range of other uses, including neighbourhood retail. A comprehensive masterplan, covering the full site and all ownerships, is required.

Figure 9: Spango Valley, Greenock - Current Local Development Plan Zoning



3.37 Since the adoption of the Plan, a joint development approach to the area has not been progressed, with a planning application submitted in February 2020 for a mixed use development on area 'B' including a masterplan for the application site only.

3.38 During the Call for Sites exercise, separate proposals for areas B and C were submitted on behalf of the respective site owners. These are outlined below:

- Area B – circa 450 houses/flats c.15000sqm of Business, Industrial & Storage & Distribution, c.1500sqm Class 1 retail c.1000sqm Class 3 food & drink and a Park & Ride facility.
- Area C - circa 65% of the developable area for residential development (up to 400 houses) and c. 35% for employment land employment land, including a new community hub area incorporating commercial, business and retail uses

3.39 Both proposals, which deviate from the current planning strategy, are based on the view that there is market demand for housing and limited demand for business and industrial uses in the area. In light of these submissions, consideration has been given to whether the balance of uses in the current Local Development Plan remains appropriate.

Issue 8 - What is the appropriate planning strategy for the Spango Valley area?

<p>Option 1 (preferred) <i>Carry forward the existing planning strategy into the new Local Development Plan.</i></p>	<p>Reason <i>This option is preferred because a coordinated and comprehensive approach will ensure the most appropriate layout of uses across the site and the creation of a successful place. It will also ensure that any infrastructure requirements and constraints are jointly and fully addressed.</i></p> <p><i>The preferred scale and mix of uses will meet local housing need, provide employment opportunities, and enable local services to be delivered and maintained. It will also ensure that some business and industrial land is retained to support the future economic growth of Inverclyde.</i></p>
<p>Option 2 <i>Remove the requirement for a comprehensive masterplan, covering the full site and all ownerships.</i></p> <p><i>The planning strategy for areas B and C aligns with the balance of uses identified in the Call for Sites proposals submitted by the corresponding site owners.</i></p>	<p>Reason <i>This option would allow each site owner to bring forward their own proposals for the site, which are focused on residential development. While this could lead to development on the site being delivered sooner, it may not deliver the most optimal mix and layout of uses across the site.</i></p> <p><i>The Council is not convinced that the scale of residential development proposed under this option is appropriate, in relation to the preference for mixed uses, including employment on the site, and impact on the road network.</i></p>

Broomhill and Drumfrochar, Greenock

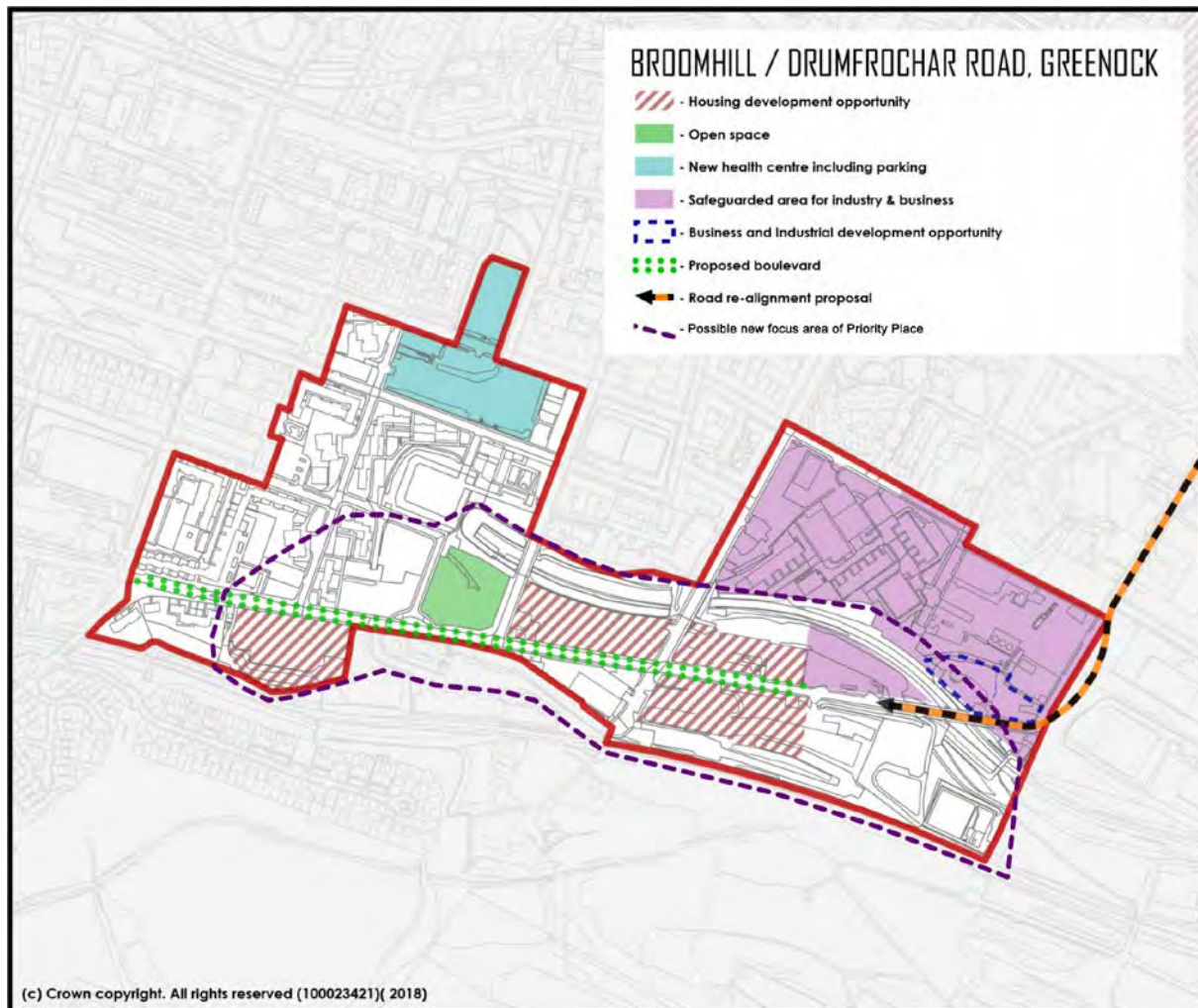
3.40 The Broomhill/Drumfrochar Rd Priority Place covers a wide mix of land uses, including housing, business and industry, and community facilities. There are also a number of vacant sites and buildings in the area. In recent years, there have been a number of initiatives to enhance the area, including significant investment in the school estate and local play areas; the refurbishment of River Clyde Home's housing stock and the development of Broomhill Gardens and Community Hub. The new Greenock Health and Care Centre on Wellington Street is nearing completion and will open 2021. The realignment of Bakers Brae has been completed and development of an incubator hub for food and drink enterprises is ongoing.

3.41 The current Plan's strategy for the Broomhill/Drumfrochar Priority Place is based on a masterplan for Greenock Central East Area, which was approved in 2014. Some proposals of the masterplan have been implemented, and whilst others remain relevant, it is considered that the proposals for some of the development sites should be reviewed as part of the revised Local Development Plan. For example, one of the housing sites proposed by the masterplan on the former Tate and Lyle site continues to be used successfully for industrial purposes, and other identified housing sites have not been progressed. For this reason, it is considered that Lynedoch Street could be identified as the boundary between

residential and industrial uses in the area, with land to the west of Lynedoch Street for residential (with the exception of Lynedoch Industrial Estate), and land to its east for industrial uses. Alternatively, Mearns Street could form the boundary.

3.42 Unlike many of the other Priority Places, the Broomhill/Drumfrochar area is predominantly characterised by established uses, and the different development opportunities are in different ownerships. This means that there will not be a comprehensive development proposal that comes forward for the entire area. Instead, the area will be the subject of separate planning proposals.

Figure 10: Existing strategy for Broomhill/Drumfrochar, Greenock



Issue 9: What is the appropriate planning strategy for the Broomhill/Drumfrochar area?

<p>Option 1 (preferred) <i>Broomhill/Drumfrochar continues to be identified as a Priority Place with the site designations based on the Greenock Central East Area masterplan to be revised, and the placemaking elements of the masterplan carried forward. Individual applications for development sites will be supported subject to compliance with the strategy for the area. The area covered by the Priority Place will be amended to focus on development opportunities on Drumfrochar Road.</i></p>	<p>Reason <i>The Broomhill/Drumfrochar area contains a number of long-term vacant and/or derelict sites that, whilst offering opportunity, also detract from the surrounding area. These should remain priorities for improvement. The masterplan for the area is now 6 years old and it is appropriate to review what aspects of it should be carried forward.</i></p>
<p>Option 2 <i>Broomhill/Drumfrochar is no longer identified as a Priority Place. Individual development opportunities are identified.</i></p>	<p>Reason <i>Much of the Broomhill/Drumfrochar area is in established use. While some of the masterplan proposals have been delivered, the remaining development opportunity sites are in different ownerships and not all are connected. Whilst Broomhill/Drumfrochar may remain a priority area for Council and partner interventions, there is less requirement for a comprehensive approach to land use planning for the area.</i></p>

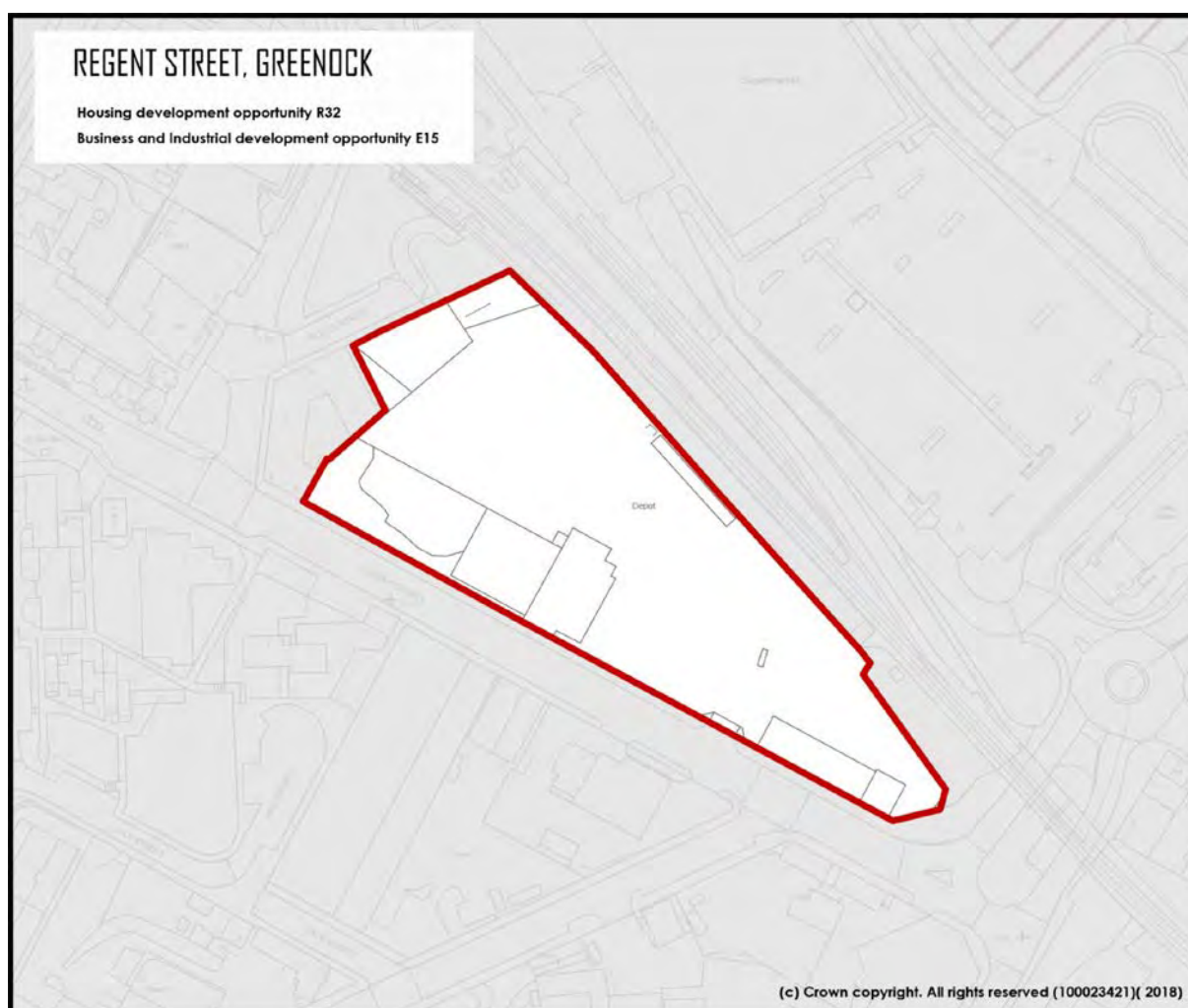
Regent Street, Greenock

3.43 This site extends to over 1.5 hectares and is adjacent to Greenock town centre, Greenock Central station and the Glasgow to Gourock rail line. It is readily accessible to Cathcart Street and the Oak Mall and is within reasonable walking distance to Greenock waterfront. The site lay vacant for over 10 years following its previous use as a BT depot but was cleared in early 2018. To the south of the site, on the opposite side of Regent Street, lies a mix of both residential and business/industrial properties, with mainly business and industrial uses to the east.

3.44 In order to provide the flexibility to progress development on the site, a range of suitable uses are identified in the current Plan, including business/industrial, residential, non-residential institutions, and uses associated with the adjoining railway.

3.45 Since 2019, following planning permission being issued, the majority of the site has been used as a builders' merchant's yard.

Figure 11: Regent Street, Greenock Priority Place



Issue 10: Do you think the Regent Street site should continue to be identified as a Priority Place?

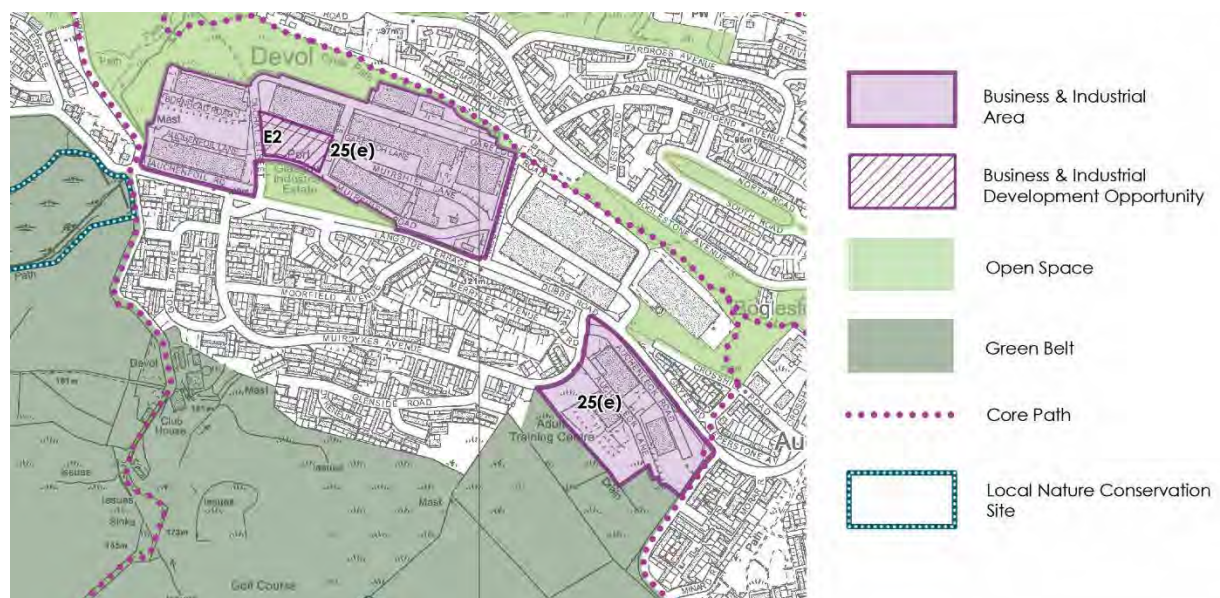
<p>Option 1 (preferred) <i>The site is identified as an existing business and industrial area, and no longer identified as a Priority Place.</i></p>	<p>Reason <i>The site is now is now operating as a storage and distribution (builders' merchant's) yard. Its designation as a business and industrial area would be supportive of this use or other Use Class 4, 5 and 6 uses on the site. This would provide certainty for its future use.</i></p>
<p>Option 2 <i>The site is identified as Priority Place with the strategy of a range of acceptable uses carried forward.</i></p>	<p>Reason <i>This option would continue to highlight the site as a priority development opportunity which is suitable for a range of uses. It is not preferred as the site is now in an established use, and to continue to identify it as suitable for a range of uses would create uncertainty for that use and surrounding uses.</i></p>

Port Glasgow Industrial Estate

3.46 Port Glasgow Industrial Estate was established in the 1940s and has since provided a major source of employment in the area. The estate is essentially split into two distinct parts by Dubbs Road. To the north of Dubbs Road, whilst there are significant local employers, there is also a concentration of vacant units in the eastern part, some of which are in a derelict condition. The area to the south of Dubbs Road includes three industrial units, all of which are occupied.

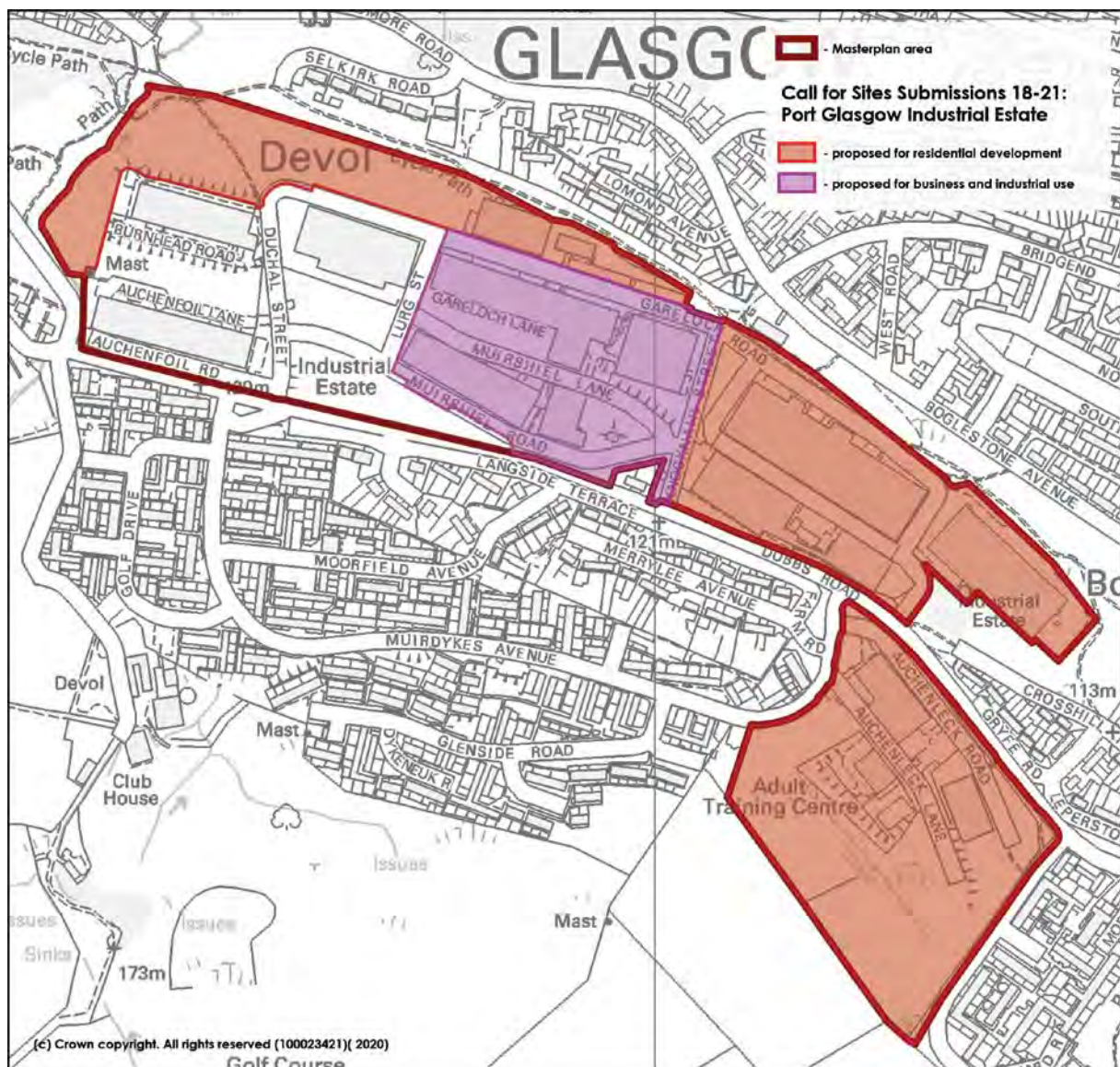
3.47 The Local Development Plan adopts a flexible approach to the estate, with much of it safeguarded for business, industry and storage/distribution uses (Class 4, 5 and 6). Other uses, which either contribute to permanent employment creation or clearly support existing businesses, are also supported. The Plan identifies a business and development opportunity (E2) immediately to the east of Duchal Street. Land to the east of Knocknairs Street, which contained a concentration of vacant or derelict units at the time of plan preparation, was identified as a Housing Development Opportunity until that chapter of the Plan was quashed.

Figure 12: Local Development Plan (2019) Proposals Map



3.48 During the Call for Sites exercise, four related proposals (Ref: CFS18-21) were submitted on behalf of three of the site owners, seeking a comprehensive masterplan approach for the future of the industrial estate. The submissions point out that parts of the estate are currently in poor condition, with several derelict buildings deterring businesses from locating within the estate, whilst also having a negative impact upon the surrounding area. In order to make the estate more attractive to potential users, as well as securing the existing employers currently in operation, it is proposed to remove the derelict and unviable industrial units and replace these, where required. In order to cross fund these improvements, additional residential development is suggested to the south of Dubbs Road and on land to the north and north-west of Gareloch Road (north-west corner of site)

Figure 13: Proposed Port Glasgow Industrial Estate Masterplan Area with Call for Sites Submission 18-21



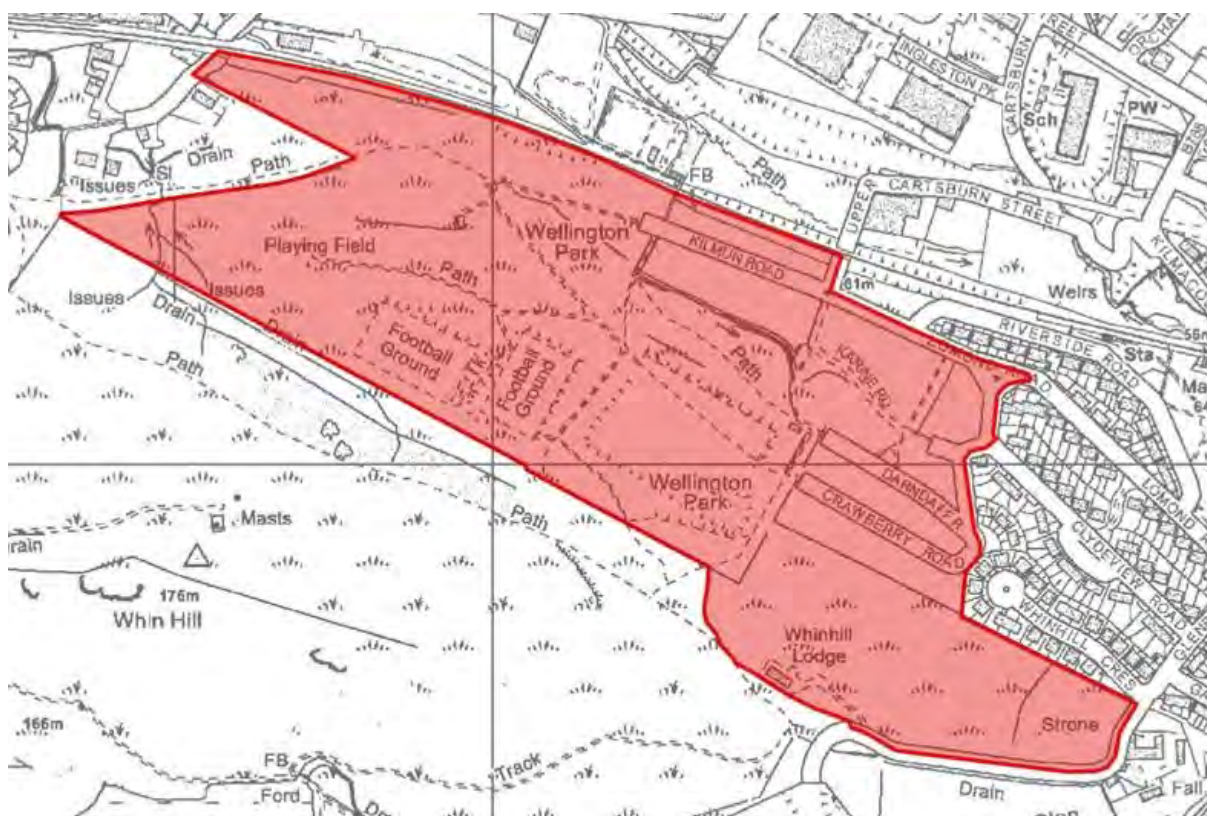
Issue 11: What is the appropriate planning strategy for Port Glasgow Industrial Estate?

<p>Option 1 (preferred) <i>Port Glasgow Industrial Estate, and adjoining land, is identified as a Priority Place.</i></p> <p><i>Business, industrial and residential uses will be supported, with a masterplan required to identify the balance and layout of these uses. The masterplan will have a focus on rationalising and consolidating industrial uses.</i></p> <p><i>The masterplanning process will seek to engage all owners and tenants within the industrial estate.</i></p>	<p>Reason <i>This option is preferred because a Priority Place designation fully reflects the scale, importance and opportunity of Port Glasgow Industrial Estate.</i></p> <p><i>A masterplan is the appropriate tool for engaging all owners and identifying the appropriate balance and layout of supported use</i></p>
<p>Option 2 <i>Carry forward the existing Local Development Plan strategy.</i></p>	<p>Reason <i>This option is not preferred because it would not fully reflect the scale and importance of the site within Port Glasgow or support a holistic approach, which the Call for Sites submission clearly indicates is required to cross fund improvements to some of the existing business and industrial units. In addition, it does not require the masterplanning approach needed to engage all owners within the estate and identify the appropriate balance and layout of uses.</i></p>

Whinhill/Wellington Park/KGV playing fields

3.49 The Council has received a call for sites submission for the inclusion in the Plan of greenfield land at Whinhill for residential development. Existing brownfield housing development opportunities sit to the north and west of the site, as do the former KGV playing fields. The Council considers that collectively these sites are of a scale to form a Priority Place and offer a masterplan-led opportunity for the creation of a new residential area and improved greenspaces with good green network connections.

Figure 14: Proposed extent of Whinhill/Wellington Park/ KGV playing fields Priority Place



Issue 12: What is the appropriate planning strategy for the Whinhill/Wellington Park/KGV playing fields area?

<p>Option 1 (preferred) <i>The area is identified as a Priority Place with a comprehensive masterplan required to guide the development of new housing and greenspace improvements. The greenfield site at Whinhill and former KGV playing fields should be included in the masterplan area</i></p>	<p>Reason <i>The Council believes that this area has the potential to meet the Priority Place requirement of having a transformational impact on the immediate area, and be of benefit to Inverclyde as a whole by providing a range of housing sites. A masterplan approach would support the creation of a successful place, including through ensuring the delivery of greenspace and green network improvements as part of any development.</i></p>
<p>Option 2 <i>Do not identify any additional land for housing in this area. Existing opportunities to be brought forward individually</i></p>	<p>Reason <i>This option is not preferred. The housing development opportunities in this area have now been identified since the 2005 Local plan with little progress. The Council does not anticipate that houses will be delivered on these sites without a change in the strategy for the area.</i></p>

4.0 TACKLING CLIMATE CHANGE

Climate Change Adaptation

4.1 Climate change is a key issue for all levels of government - global, national and local. Whilst not having a rapid effect on an area, climate change will have a long term impact on the quality of people's lives and our natural environment. Future climate depends on global action to reduce greenhouse gas emissions but the targets set by the Paris Agreement in 2015 are not on schedule to be met. There is already evidence of changes in Scotland's climate with increases in temperature and sea levels, extreme weather events and alterations in rainfall patterns.

4.2 Inverclyde as a coastal authority with a topography of steep slopes rising above the settlements located along the waterfront is particularly vulnerable to the impact of these changes. Flooding could have a severe negative impact on buildings, infrastructure and the landscape, while an increase in extreme weather events such as storms and heatwaves could impact energy, water, transport and communication networks, natural habitats and wildlife. These impacts could have implications for the delivery of Council services and social and economic well-being.

4.3 Scottish Planning Policy requires Councils to reduce carbon emissions and address the challenges of mitigating and adapting to the changing climate as outlined in Section 44 of The Climate Change (Scotland) Act 2009. The response to climate change is a theme that is addressed across the policies in the current Local Development Plan which aims to govern land use in ways that will reduce greenhouse gas emissions and mitigate the impacts of climate change on the economy, the environment, health and well-being.

4.4 Local authorities' responses to climate change have tended to concentrate on their role in reducing greenhouse gases. However, there is also a need to adapt to unavoidable climate change. The Inverclyde Council Climate Change Plan 2018 not only places an obligation on the Council to consider how to mitigate climate change but also how to adapt to the impacts of climate change.

4.5 This is a view supported by Climate Ready Clyde, a cross sector initiative supported by the Scottish Government to produce a strategy and action plan for adapting to the impact of climate change across the Glasgow City Region. A climate change adaptation strategy is being prepared to enable the region to adapt so that it can flourish in a future climate.

4.6 Spatial planning at a local level has a critical anticipatory role to play in promoting robust adaptation. Pro-active action on climate change can be encouraged through the reference to adaptation measures in the Local Development Plan.

Issue 13: How should the subject of climate change adaptation be addressed in the Local Development Plan?

<p>Option 1 (preferred) <i>Include a policy, or prepare guidance, outlining the principles that developments could demonstrate to adapting to the effects of climate change including, for example:</i></p> <ul style="list-style-type: none"> • <i>water use management and conservation (e.g. rainwater recycling and greywater harvesting);</i> • <i>management of flood risk to acceptable levels;</i> • <i>making use of open space and vegetation for shading, natural cooling, and to reduce flooding / surface water run-off;</i> • <i>use of sustainable drainage systems (SuDS); and</i> • <i>careful layout and orientation and the incorporation of design and material measures to minimise overheating.</i> 	<p>Reason <i>There are a number of measures, large and small, that could be incorporated into new and existing developments to prepare for the changing climate. It is important that the embedding of these principles starts sooner rather than later.</i></p>
<p>Option 2 <i>Incorporate climate change adaptation requirements into Figure 3 relating to Policy 1 – Creating Successful Places.</i></p>	<p>Reason <i>Figure 3 already refers to a number of climate change mitigation measures, and could be amended to also include climate change adaptation. However, this approach may not give the issue the prominence it requires.</i></p>

Heat Networks

4.7 The provision of heat from fossil fuels is a major energy use and carbon emitter in Scotland, and across the UK as whole 85% of homes are heated by fossil fuel based natural gas. Regulations are to be introduced in Scotland meaning that by 2024 new homes will need to be heated by renewable or low carbon heating.

4.8 It is the ambition of the Scottish Government to largely decarbonise Scotland's heat system by 2050 and to achieve 1.5 terawatt-hours (TWh) of heating and cooling demand through district or communal heating. In 2018, 29,647 homes were connected to district heating systems. The target is for 40,000 homes to be connected by 2020.

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

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

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

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

4.12 The Scotland-wide Heat Map (<https://www.gov.scot/publications/scotland-heat-map-documents/>) is intended to support local authorities to incorporate heat mapping into development plans and make best use of available heat sources. It identifies existing sites of heat demand as well as sources of heat supply to guide heat network development.

4.13 In the current Local Development Plan, Policy 4 - Supplying Energy and Policy 5 – Heat Networks, are the policies against which district heating systems are assessed and provide a link to the draft Supplementary Guidance on Energy to assist in identifying where district heating developments could be deployed. Whilst Policy 5 requires developers to address the feasibility of heat provision through a district heating network, this could be strengthened to make the connection to a heat network the default requirement for certain types of development.

Issue 14: Which of the following options do you support for Heat Networks or do you have an alternative approach to suggest?

<p>Option 1 (preferred) <i>Strengthen the requirement for certain developments to be connected to a heat network or heated from low-carbon sources.</i></p>	<p>Reason <i>The switch to heat networks and low-carbon heat sources needs to be made more of a requirement and less of a choice for the development industry, otherwise the reliance on carbon-generated heat and less efficient heating systems will remain the default position.</i></p>
<p>Option 2 <i>Carry forward the existing policy requiring Major Development Applications to be accompanied with an energy statement considering the feasibility of meeting the development's heat demand through a district heating network or low-carbon heat sources.</i></p>	<p>Reason <i>The switch to district heat networks and low-carbon heat sources is a major change for the development industry, and whilst it is appropriate for the Council to ask developers to examine the feasibility, the Council accepts that there will be some developments where heat networks and low carbon heat sources are not feasible.</i></p>

Electric Vehicle Charging

4.14 In 2017, transport (including international shipping and aviation) accounted for 36.8% of Scotland's greenhouse gas emissions. Journeys by motor vehicle are the dominant mode of transport for personal and business travel with road transport making up 69% of transport greenhouse gas emissions in Scotland in 2017. Despite advances in engines to reduce greenhouse gas emissions, petrol and diesel motor vehicles continue to contribute to issues of air quality, climate change and road congestion.

4.15 The Scottish Government has committed to the almost complete decarbonisation of road transport by 2050. Initiatives such as car sharing, car clubs, active travel and working from home can all contribute to the reduction of greenhouse gas emissions as can the use of alternative fuel vehicles which is on the increase. Changes in the appropriate infrastructure provision are, required, however, to support such changes in transport technology.

4.16 National Planning Framework 3 emphasises that providing infrastructure to facilitate greater use of low carbon fuel options will be essential in reducing transport sector emissions and supports the future development of a network of alternative fuelling stations, making increased use of low carbon vehicles a viable proposition. Scottish Planning Policy echoes this aim with the statement that development plans should support provision of infrastructure necessary to support positive changes in transport technologies such as charging points for electric vehicles.

4.17 The Council has a role to play in actively encouraging the use of alternative transport technologies through supporting the provision of the required infrastructure at appropriate locations. In the current Local Development Plan, Policy 4 – Supplying Energy and Policy 10 - Promoting Sustainable and Active Travel are the policies against which applications would be determined, in association with the draft Supplementary Guidance on Energy. The Council is keen to explore if this policy framework should be strengthened. The draft Supplementary Guidance on Energy sets out the following standards for the provision of electric vehicle charging points, however given the draft status of the document, the Council has not required these standards to be met as yet.

Type of development	Size of development	Charging points required
Commercial/industrial development	Individual developments requiring a travel plan	5% of available spaces fitted with trickle charging point
	Large commercial/ industrial/ mixed use development requiring a travel plan	3% of available spaces fitted with trickle charging point, plus 2% of available spaces fitted with fast charging point
	Major commercial mixed use development	On individual merit
Residential	Single/ multiple dwellings	One trickle charging point per dwelling
	Flats/apartments	20% of available spaces fitted with trickle charging point
Other	Individual developments requiring a Travel Plan	3% of available spaces fitted with trickle charging point, plus 2% of available spaces fitted with fast charging point

Issue 15: Are the standards for electric vehicle charging points set out in the Draft Supplementary Guidance on Energy appropriate? Should these or other standards be incorporated into the new Local Development Plan as a requirement, or remain in Guidance?

5.0 CONNECTING PEOPLE AND PLACES

Kilmacolm Village Centre Parking

5.1 During pre-Main Issues Report engagement, the Kilmacolm Civic Trust identified a need for additional long stay car parking in the village to cater for residents, businesses and visitors. A Council commissioned study into parking provision and demand in Kilmacolm, completed in 2018, concluded that there was a shortfall of 24 parking spaces in the village centre and identified several locations where a new car park could be developed to meet this shortfall. The Council subsequently undertook a public consultation exercise in 2019 on three of the sites identified in the study; (1) behind the old police station on Lochwinnoch Road, (2) multi-level on Lochwinnoch Road and (3) the corner of Gillburn Road/Moss Road. Following this, the Council is to prepare detailed designs for the sites at Gillburn Road/Moss Road and behind the Old Police Station (Figure 15) in order to identify any engineering issues with the sites and estimate the cost of construction.

Figure 15: Car Park Options subject to Detailed Design Stage



5.2 The current Local Development Plan notes that when future developments of the transport network, such as car parks, are included in the Local Transport Strategy these will be supported by the Plan, in principle, subject to consideration and mitigation of any impacts.

Issue 16: How should the Local Development Plan address the issue of the potential requirement for a new car park in Kilmacolm village centre?

<p>Option 1 (preferred) <i>The Gillburn Road/Moss Road site is identified as the preferred site in the Local Development Plan, subject to the outcome of the detailed design process.</i></p>	<p>Reason <i>This option is preferred in planning terms because it is a gap site within the built up area.</i></p>
<p>Option 2 <i>The land behind the old Police Station site is identified as the preferred site in the Local Development Plan, subject to the outcome of the detailed design process.</i></p>	<p>Reason <i>In land use planning terms, this option is not preferred as it is located in the greenbelt, and its development may weaken greenbelt boundaries</i></p>
<p>Option 3 <i>Carry forward the existing Local Development Plan approach, whereby projects identified in the Local Transport Strategy will be supported by the Local Development Plan, in principle, subject to consideration and mitigation of any impacts.</i></p>	<p>Reason <i>This option is not preferred as the requirement for a new car park in Kilmacolm village centre has been established, and for a plan-led approach, it is preferable for a site to be identified in the new Local Development Plan.</i></p>

6.0 OUR TOWNS, VILLAGES AND COUNTRYSIDE

Vacant and Derelict Land

6.1 Vacant and derelict land has been shown to have a significant negative effect on local communities, economic development and environmental quality. For example, proximity to vacant and derelict land can adversely affect people's physical and mental health and community wellbeing, with increased effects in areas of higher deprivation. It has also been shown that proximity to vacant and derelict land negatively impacts developer perceptions and confidence, which has knock on effects for economic development.

6.2 Inverclyde continues to have a significant amount of vacant and derelict land, with the vast majority located in our urban areas. In 2019, there was a total of 155.27ha, with 61% identified as vacant and 39% derelict. In the Local Outcomes Improvements Plan (2017-2022), under Priority 3 'Environment, Culture and Heritage', it is noted that there is a *"need to reduce the amount of derelict land in Inverclyde in order to improve the built environment for our communities. This will also contribute to the regeneration of neighbourhoods, create employment opportunities and improve the image of the area"*.

6.3 In October 2020, the Vacant and Derelict Land Task Force, which was set up to transform Scotland's approach to vacant and derelict land, reported that *"there is much that could be done at a local policy level to help steer more development toward vacant and derelict land..... (and that) local authorities should explore options for innovative planning policies that would support the reuse of vacant and derelict land"*.

6.4 National Planning Framework 3 notes that while derelict land is a continuing challenge, temporary uses for vacant and derelict land such as community growing or supporting biodiversity, can help to attract investment in specific sites or wider areas. In addition, it is noted that whilst the re-use of vacant land remains a priority, in some cases greening initiatives could be the best permanent solutions for sites where built development is unrealistic for cost or other reasons.

6.5 The Clydeplan Strategic Development Plan highlights and supports the role which green infrastructure and the Glasgow and Clyde Valley Green Network has in addressing vacant and derelict land issues.

6.6 The Local Development Plan addresses vacant and derelict land in two main ways, (1) the Spatial Development Strategy 'Our Towns, Villages and Countryside' directs most new development to existing towns and villages where the vast majority of vacant and derelict land sites are located and (2) the Plan identifies the majority of vacant and derelict land sites for redevelopment, i.e. as development opportunity sites.

6.7 While the current Local Development Plan approach of identifying vacant and derelict sites for redevelopment is appropriate, it is also limited in scope because it relies on development being delivered on the ground, which in turns relies on market demand and in some cases public funding. In light of this, there is a case for the next Local Development Plan to adopt an approach which balances the redevelopment of vacant and derelict land sites, most likely in the medium to long term, with a more pro-active approach which seeks to address the impacts of these sites in the short term.

Issue 17: – What approach should the new Local Development Plan take to vacant and derelict land?

<p>Option 1 (preferred) <i>In addition to identifying vacant and derelict land sites for redevelopment, the Local Development Plan would support proposals for the temporary greening of vacant and derelict land sites, on the basis that they do not prevent the future development of these sites for a use identified in the Plan.</i></p>	<p>Reason <i>This approach is preferred because it provides scope for greening projects to improve the environmental quality and appearance of sites in the short term, which in turn would reduce the negative impacts on local communities.</i></p> <p><i>While temporary, this approach would also contribute to the provision of green infrastructure.</i></p>
<p>Option 2 <i>The current approach to vacant and derelict land is carried forward into the new Local Development Plan.</i></p>	<p>Reason <i>This option is not preferred because it would not provide a pro-active approach to the current and ongoing negative impacts which vacant and derelict land has on our local communities.</i></p>

7.0 OUR HOMES AND COMMUNITIES

Housing supply targets and the housing land requirement.

(This issue should be read in conjunction with the Housing land Technical Report 2020)

7.1 The housing supply targets and housing land requirement for Inverclyde are set out in the Clydeplan Strategic Development Plan 2017. They are based on a 2015 Housing Needs and Demand Assessment that was assessed as 'robust and credible' by the Scottish Government's Centre for Housing Market Analysis. The Housing Needs and Demand Assessment is based on the National Records of Scotland 2012-based household projections. The Housing Need and Demand Assessment Tool predicted a decline of Households in Inverclyde in the period from 2012 to 2024 and 2029.

7.2 Housing supply targets are "...a policy view of the number of homes the authority has agreed will be delivered in each housing market area over the periods of the development plan and local housing strategy..." and a range of factors are to be taken into account in setting them. In Inverclyde, ambitious housing supply targets were set to reflect the repopulation agenda being pursued by Inverclyde Council, the previous levels of private housebuilding that were expected to continue, and the anticipated level of Scottish Government funding for social rented sector projects. The housing supply targets that were set in Clydeplan for all tenures are shown below.

Table 1: All Tenure Housing Supply Targets – Inverclyde

2012-2024			2024-2029			2012-2029		
SR&BMR*	Private	Total	SR&BMR*	Private	Total	SR&BMR*	Private	Total
1,100	2,050	3,150	400	850	1,250	1,500	2,900	4,400

* social rent and below market rent

7.3 Scottish Planning Policy states that housing supply targets should be increased by a margin of 10% to 20% to establish the housing land requirement, in order to ensure that a generous supply of land for housing is provided. The generosity margin utilised by Clydeplan, following the receipt of its Examination Report, is 15%.

Table 2: All Tenure Housing Land Requirement – Inverclyde

2012-2024			2024-2029			2012-2029		
SR&BMR*	Private	Total	SR&BMR*	Private	Total	SR&BMR*	Private	Total
1,270	2,360	3,630	460	980	1,440	1,730	3,340	5,070

* social rent and below market rent

7.4 To determine the amount of houses that the new Local Development Plan has to identify land for, the housing land requirement to 2024 is adjusted to take account of completions between 2012 and 2019, and the 2024-2029 housing land requirement is rolled forward on a pro-rata basis to 2032, to give a housing land requirement for up to ten years after the expected adoption of the new Plan in 2022. The table below shows the housing land requirement for the 2019-2024 and 2024-2032 periods, broken down into different tenures and geographies. The relevant geographies are the Inverclyde Council area for all tenures of housing, and the housing market areas for private housing. Housing market areas are areas within which the majority of households are willing to move to buy a house. There are two identified in Inverclyde. The Inverclyde housing market area, covering Greenock, Gourock, Port Glasgow, Inverkip and Wemyss Bay, and the Renfrewshire housing sub-

market area, which covers Kilmacolm and Quarrier's Village, and also extends over all of Renfrewshire and part of East Renfrewshire. A base date of 2019 is used as this is the date of the most recent housing land audit. The base date will be amended to 2020 or 2021 for the Proposed Plan.

Table 3: Housing Land Requirement 2019-2024 and 2024-2032 for different tenures and geographies

	Inverclyde Local Authority Area (affordable)	Inverclyde Local Authority Area (private)	Inverclyde Local Authority Area (all tenure)	Inverclyde Housing Market Area (private)	Renfrewshire Housing Sub Market Area (private)	Inverclyde part of Renfrewshire Housing Sub Market Area (private)
2019-2024	829	1756	2585	1619	4,288	137
2024-2032	736	1,568	2,304	1,472	3,248	96

7.5 Councils are also required to maintain a 5-year effective supply of land at all times. This is based on 5-years of the housing supply target. The figure is different than the housing land requirement because it does not take account of completions in previous years.

Table 4: 5-year effective housing land supply target 2019-2024 for different tenures and geographies

	Inverclyde Local Authority Area (affordable)	Inverclyde Local Authority Area (private)	Inverclyde Local Authority Area (all tenure)	Inverclyde Housing Market Area (private)	Renfrewshire Housing Sub Market Area (private)	Inverclyde part of Renfrewshire Housing Sub Market Area (private)*
5-year Housing Supply Target 2019-2024	460	850	1,310	800	2960	50

Figures are rounded to nearest 10

Issue 18: Do you agree with the housing supply targets and housing land requirement for the different tenures and geographies in Inverclyde, and the methodology for calculating them as set out in the Housing Land Technical Report 2020? Do they remain appropriate for Inverclyde?

<p>Option 1 (preferred) <i>The housing supply targets and housing land requirement set out in the Housing Land Technical Report and summarised above should be used in the Local Development Plan.</i></p>	<p>Reason <i>The housing supply targets and housing land requirement have been identified through the Housing Need and Demand Assessment and the Clydeplan Strategic Development Plan 2017, and must be complied with.</i></p>
<p>Option 2 <i>The Council should enter discussions with the development industry to agree realistic housing supply targets and a housing land requirement for Inverclyde</i></p>	<p>Reason <i>The housing supply targets and housing land requirement set out in the Housing Land Technical Report and summarised above were set at an ambitious level to support the Council's repopulation agenda. Evolving methodology and sub-target completions in the period to 2019 have resulted in a housing land requirement for the period 2019-2024 that would mean significantly more housing land than can be developed being identified, potentially in unsustainable locations. This would not provide certainty for the development industry or communities. It would be preferable therefore to identify revised housing supply targets and a housing land requirement, with the agreement of the development industry.</i></p>

Meeting the housing land requirement and maintaining a 5-year effective land supply

7.6 Based on the 2019 housing land audit, the table below outlines the contribution of previously identified sites to meeting the housing land requirement and maintaining a 5-year effective land supply. It is noted that the development industry disputes the effectiveness (meaning the likely delivery) of many of these units in the period the Council assigns them to.

Table 5: Programmed land supply 2019-2024 and available land supply post-2024

	Inverclyde Local Authority Area (social)	Inverclyde Local Authority Area (private)	Inverclyde Local Authority Area (all tenure)	Inverclyde Housing Market Area (private)	Renfrewshire Housing Sub Market Area (private)	Inverclyde part of Renfrewshire Housing Sub Market Area (private)*
Programmed land supply 2019-2024 – all sites	891	1,116	2,007	1,018	4,368	98
Post-2024 land supply	728	2,688	3,416	2,650	6,313	38

7.7 The Council is required to identify land to meet the housing land requirement *and* maintain a 5-year effective land supply at all times. A comparison of the land programmed for development from 2019-2024 and the land available for development after 2024 with the housing land requirement to 2024 and 2032 set out above indicates a shortfall of land for 640 private houses in the Inverclyde Council area in the 2019-2024 period, with 601 units of this attributable to the Inverclyde housing market area. It also indicates a possible shortfall in the Inverclyde part of the Renfrewshire housing market area of 39 units to 2024 and a further 58 units to 2032. These shortfalls would increase if the views of the development industry on effectiveness were accepted by the Council.

7.8 Given these indicative shortfalls, it is necessary for the Council to consider the identification of additional land for housing. The Council has considered land that has been suggested as suitable for housing through the call for sites exercise and its preferred options are set out below.

Table 6: Preferred options for additional housing land in Inverclyde Housing Market Area

Location	Indicative tenure	Indicative capacity	Potential delivery to 2024	Potential delivery post-2024
Glenbrae Road, Greenock	Affordable	15	15	0
McPherson Drive, Gourrock	Private	22	22	0
Mearns Street, Greenock	Private	tbc	0	tbc
Eldon Street, Greenock	Affordable	22	22	0
Whinhill, Greenock	Private	100	50	50
Union Street, Greenock (increased capacity)	Private	130	65	65
Finnart Street, Greenock	Private	140	0	140
Customhouse Quay, Greenock	Private	65	0	65
Port Glasgow Industrial Estate (increased capacity)*	Mixed	500	60	440
Former KGV playing fields, Greenock	Mixed	100	0	100
Norfolk Road, Greenock	Affordable	tbc	0	tbc
Cumberland Road, Greenock	Affordable	tbc	0	tbc

* Amendment to existing site

Table 7: Preferred options for additional housing land in Renfrewshire Housing Sub-Market Area

Location	Indicative tenure	Indicative capacity	Potential delivery to 2024	Potential delivery post-2024
Craigbet Road, Quarrier's Village	Private	8	4	4
Kaimes Grove, Quarrier's Village	Private	6	3	3
Smithy Brae, Kilmacolm*	Private	42	21	21
Quarry Drive, Kilmacolm	Private	78	50	28
Plantreeyetts, Kilmacolm	Private	100	50	50

* Amendment to existing site

7.9 Tables 8 and 9 set out other sites that have been considered by the Council as not suitable for housing at this stage of the Plan process.

Table 8: Alternative options for additional housing land in Inverclyde Housing Market Area

Location
Barr's Brae (south), Port Glasgow
Barr's Brae (north), Port Glasgow
Bay Street, Port Glasgow
Gibshill Road, Port Glasgow
Puggy Line, Greenock
Carnoustie Avenue, Gourock
Harbourside, Inverkip
Kingston, Port Glasgow
Spango Valley, Greenock (additional capacity)

Table 9: Alternative options for additional housing land in Renfrewshire Housing Sub-Market Area

Location
Carsemeadow, Quarrier's Village
North Denniston, Kilmacolm
Knapps, Kilmacolm
Police Station Field, Kilmacolm
Lochwinnoch Road, Kilmacolm
Overton, West Glen Road, Kilmacolm
Port Glasgow Road (plots), Kilmacolm
Knockbuckle Road, Kilmacolm
Migdale, Finlaystone Road, Kilmacolm
Stables Wood, Kilmacolm
Misty Law, West Glen Road, Kilmacolm

Figure 16: Glenbrae Road, Greenock

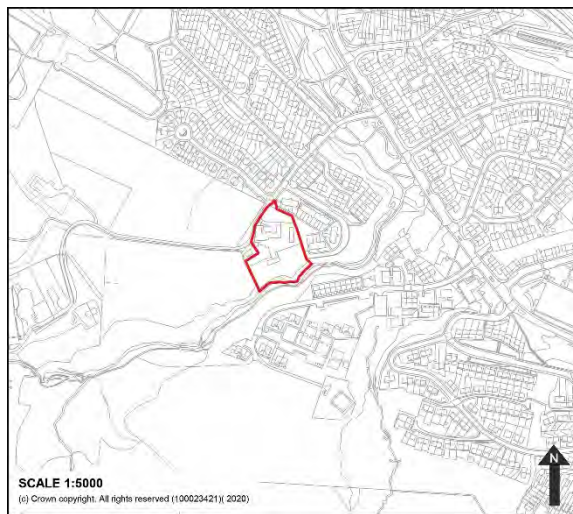


Figure 17: McPherson Drive, Gourrock

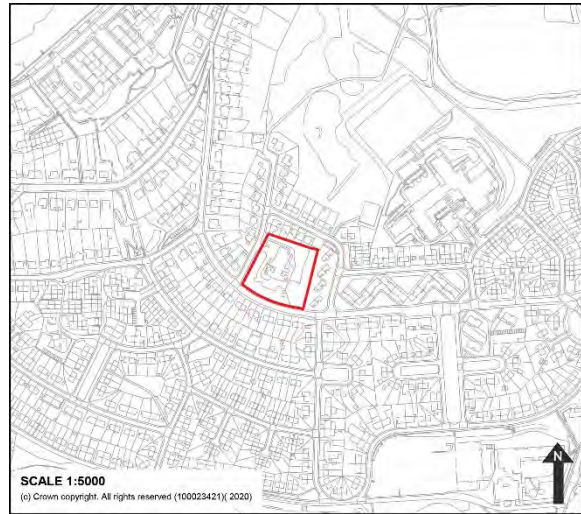


Figure 18: Mearns Street, Greenock

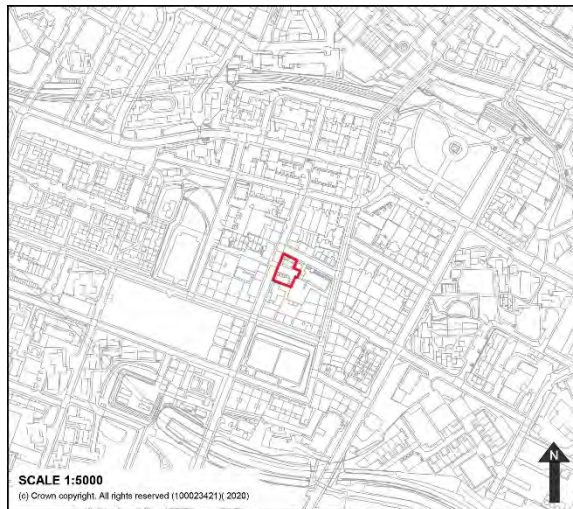


Figure 19: Eldon Street, Greenock

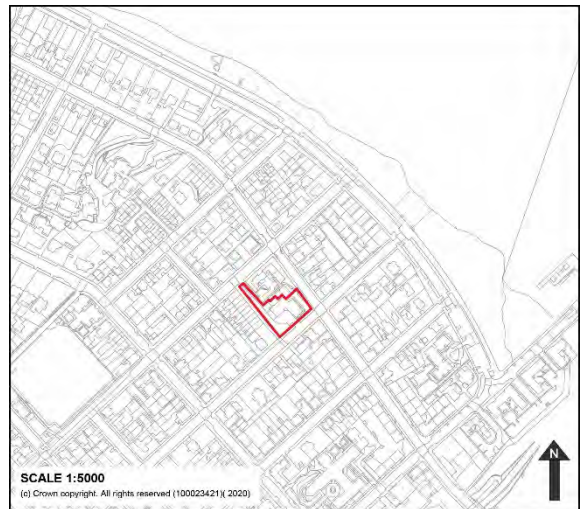


Figure 20: Whinhill, Greenock

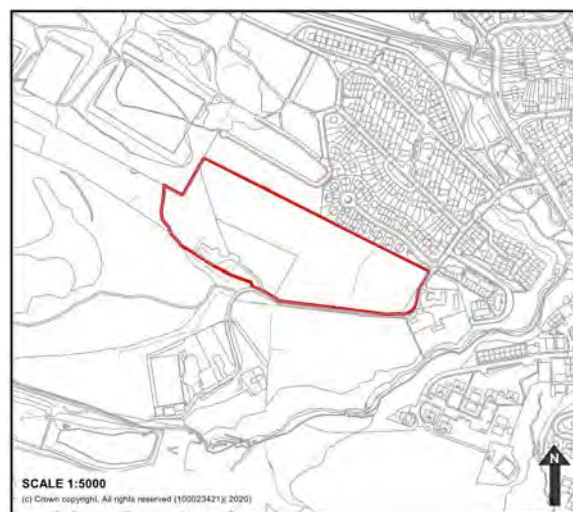


Figure 21: Union Street, Greenock



Figure 22: Finnart Street, Greenock

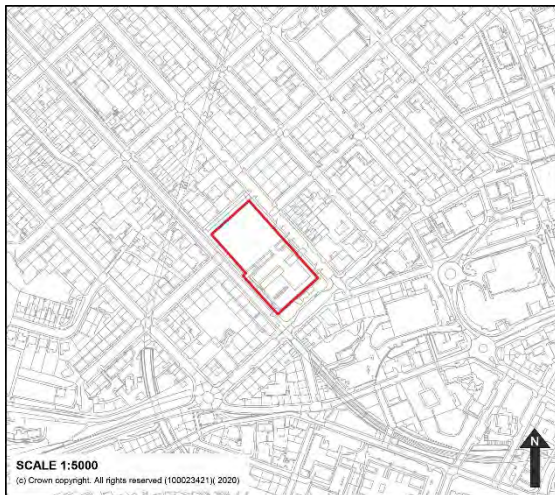


Figure 23: Customhouse Quay, Greenock

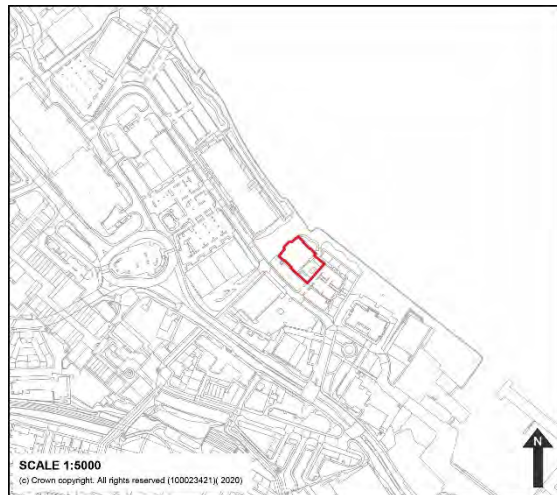


Figure 24 - Port Glasgow Industrial Estate

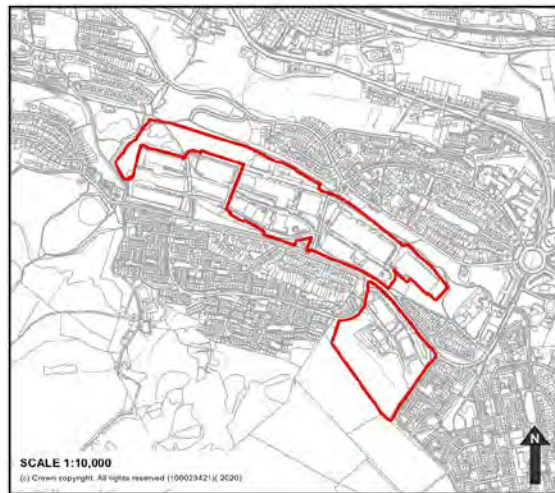


Figure 25 - Former KGV playing fields, Greenock

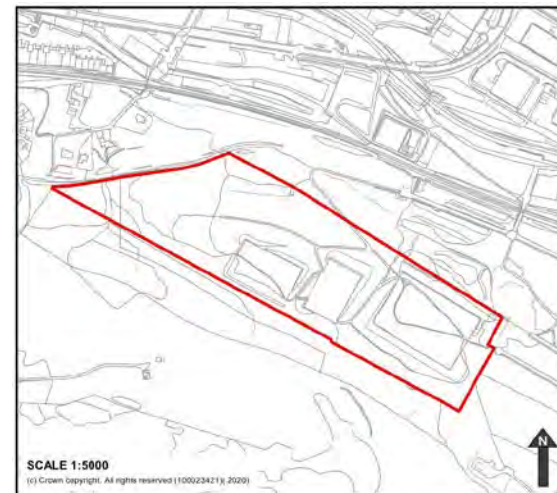


Figure 26 - Norfolk Road, Greenock

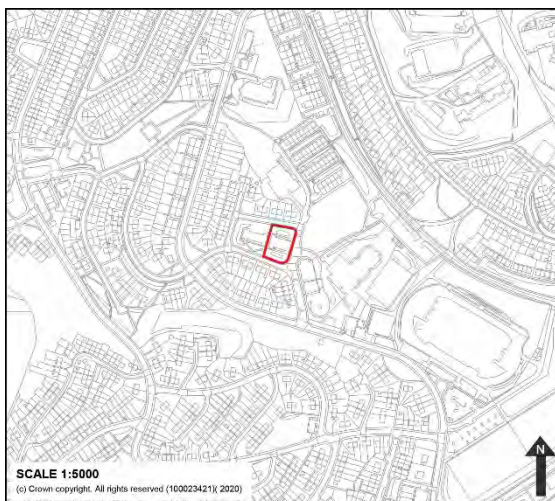


Figure 27 - Cumberland Road, Greenock



Figure 28: Craigbet Road, Quarrier's Village Figure 29: Kaimes Grove, Quarrier's Village

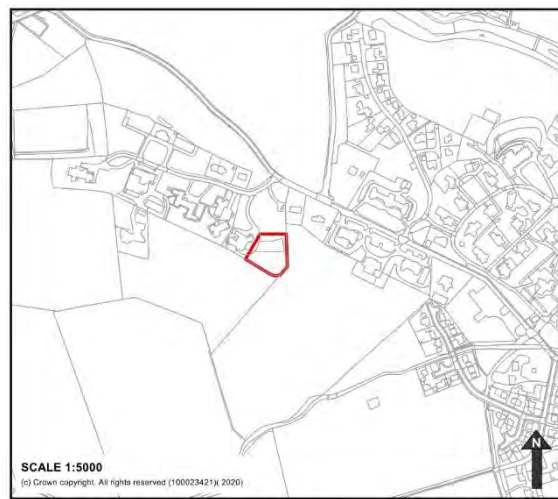
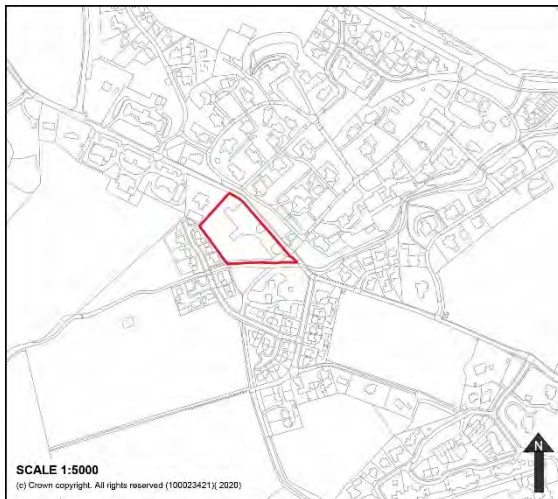


Figure 30: Smithy Brae, Kilmacolm

Figure 31: Quarry Drive, Kilmacolm

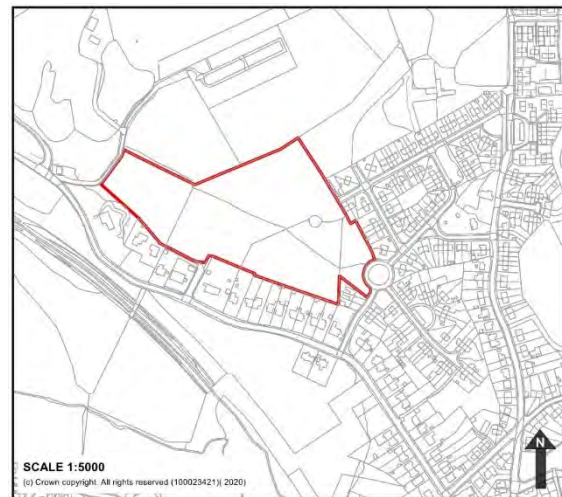


Figure 32: Planetreeyetts, Kilmacolm

Figure 33: Barrs Brae (South), Port Glasgow

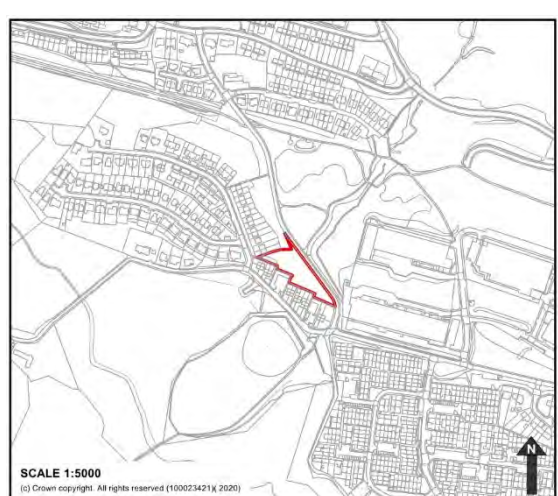
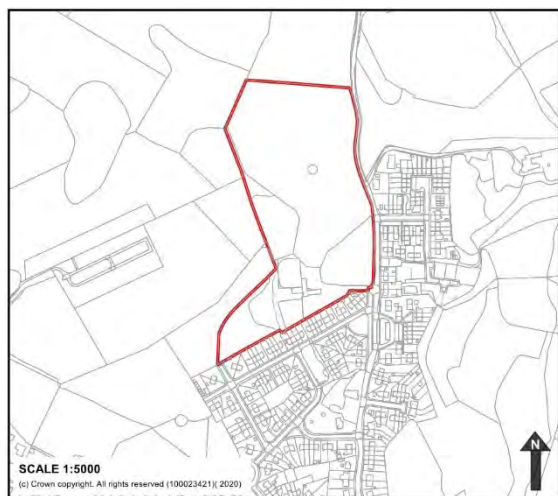


Figure 34: Barrs Brae (North), Port Glasgow Figure 35: Bay Street, Port Glasgow

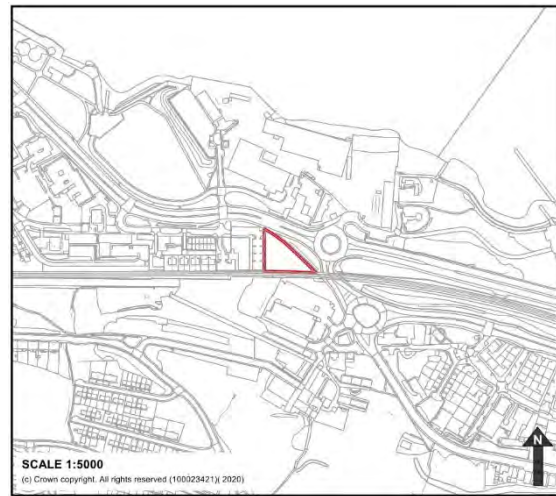
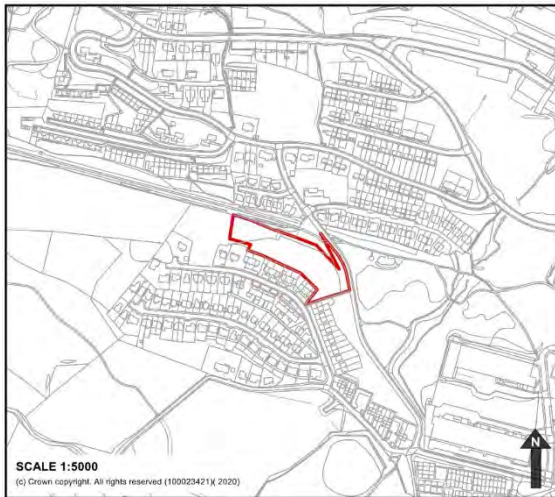


Figure 36: Gibshill Road Road, Greenock

Figure 37: Puggy Line, Greenock

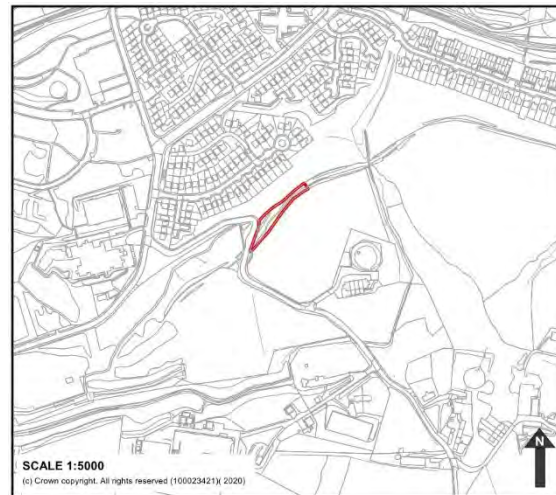
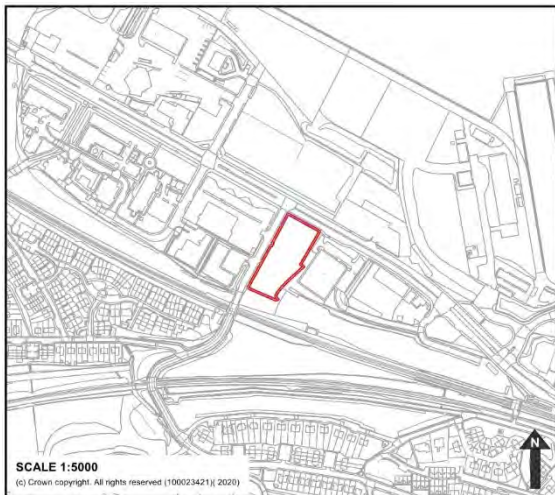


Figure 38: Carnoustie Avenue, Gourrock

Figure 39: Harbourside, Inverkip

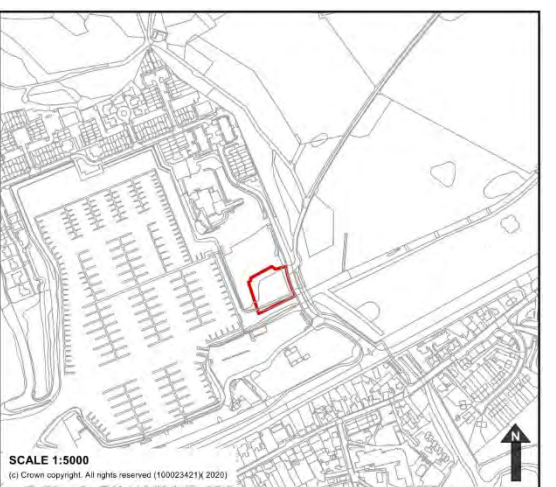
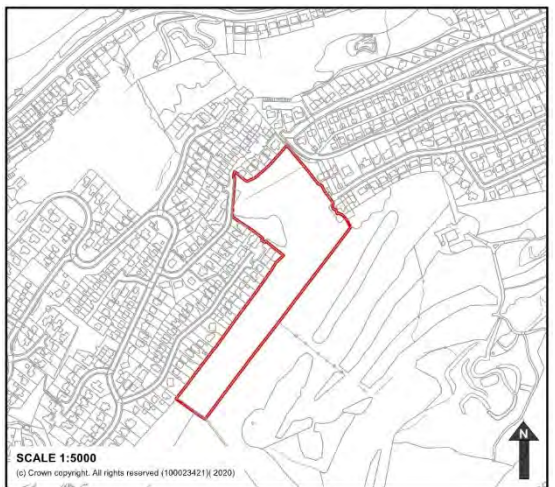


Figure 40: Kingston, Port Glasgow



Figure 41: Spango Valley, Greenock

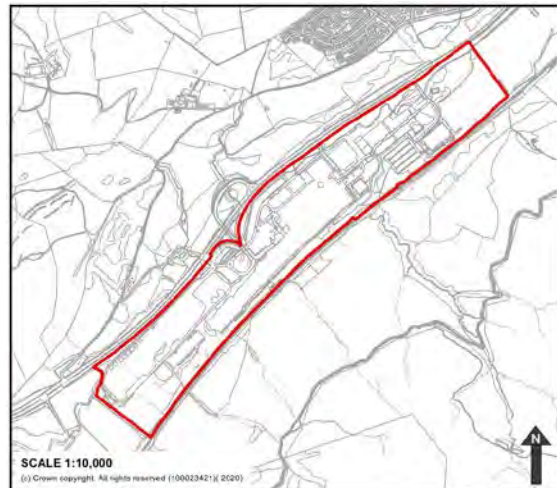


Figure 42: Carsemeadow, Quarrier's Village Figure 43: North Denniston, Kilmacolm

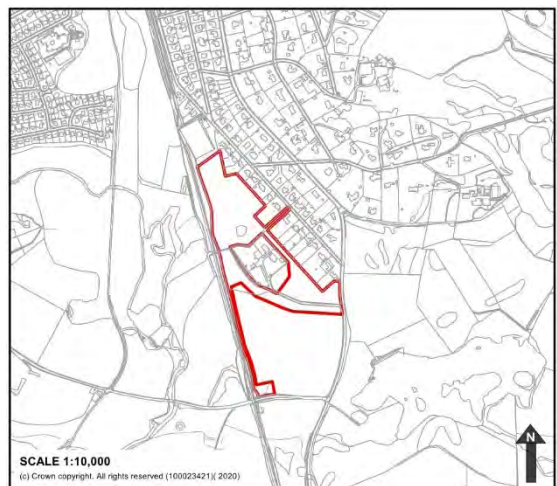
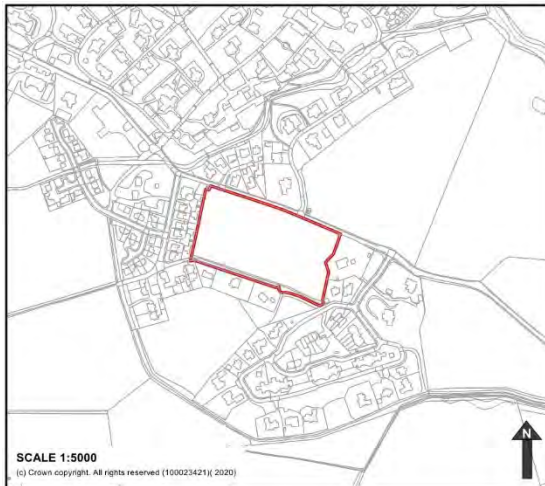


Figure 44: Knapps, Kilmacolm



Figure 45: Police Station Field, Kilmacolm

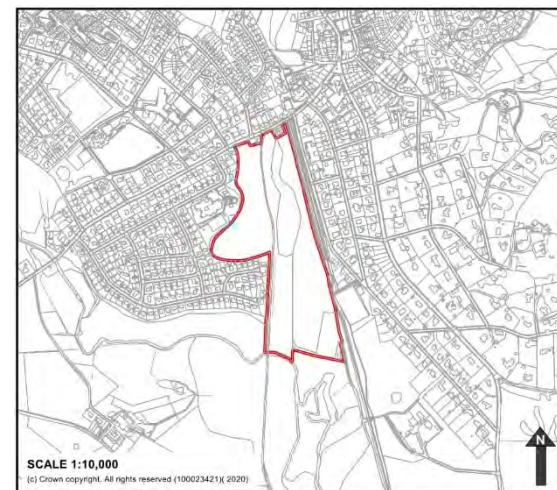


Figure 46: Lochwinnoch Road, Kilmacolm

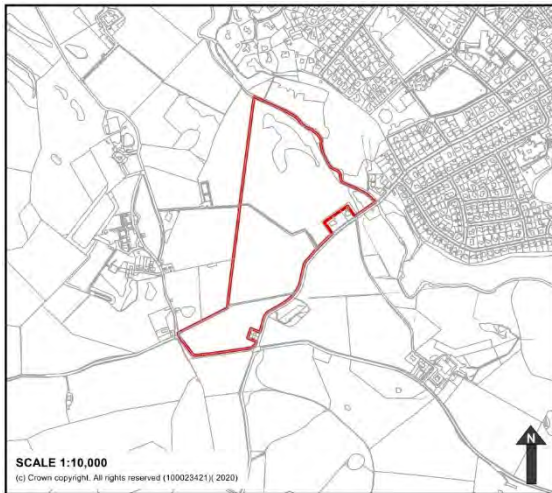


Figure 47: Overton, Kilmacolm

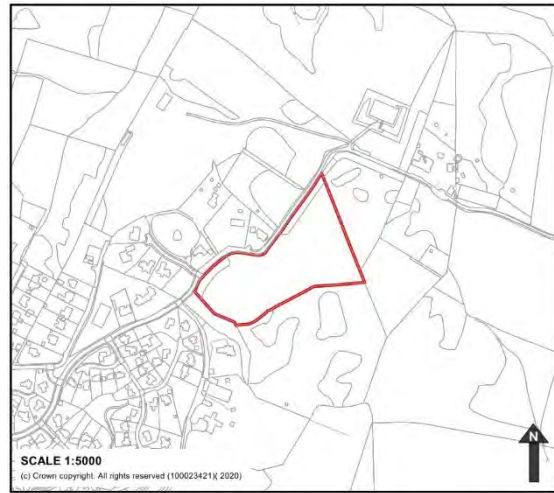


Figure 48: Port Glasgow Road, Kilmacolm



Figure 49: Knockbuckle Road, Kilmacolm

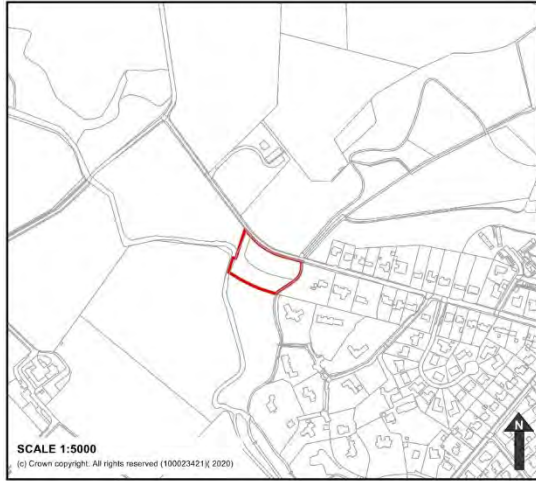


Figure 50: Migdale, Kilmacolm

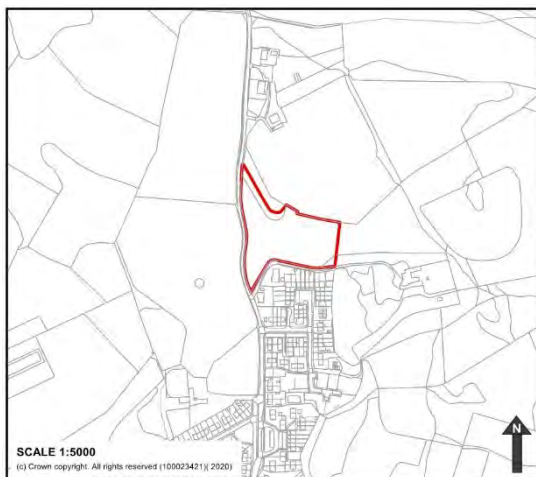


Figure 51: Stables Wood, Kilmacolm

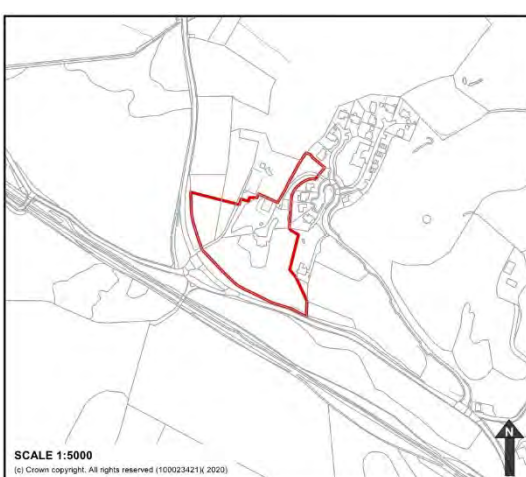
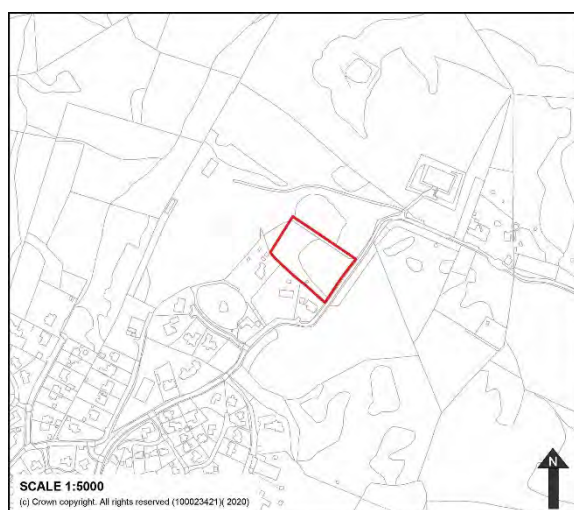


Figure 52 – Misty Law, Kilmacolm



Issue 19: What are your views on the additional land suggested for housing development in Inverclyde? What are your views on the alternative options?

<p>Option 1 (preferred) Identify the sites listed in Table 6 and Table 7 for housing development in the new Local Development Plan.</p>	<p>Reason The Council is of the view that it would be appropriate to identify additional land for housing across the two market areas that exist in Inverclyde.</p>
<p>Option 2 Sites in Tables 8 and 9 should be identified for housing development in the new Local Development Plan.</p>	<p>Reason The Council's initial assessment of the sites in Tables 8 and 9 is that they are less preferred than the Table 6 and 7 options. The reasons are set out in the Proposed Development Site Assessment document and include sustainability, accessibility, deliverability and marketability.</p>
<p>Option 3 No sites from Tables 6-9 are identified for housing development.</p>	<p>Reason Indicative shortfall figures mean that the Council should take a Plan-led approach to identifying sufficient land for housing, involving communities and other interested parties.</p>

Review of previous Housing Development Opportunities

7.10 The Development Opportunity Review, which is set out in Issue 30 and the associated background report, has identified which previous housing development opportunities are preferred for carrying forward into the new Plan, and others for which a different zoning is now preferred.

Affordable Housing

7.11 Analysis of the land requirement for affordable housing and programmed supply of land to 2024 indicates a small surplus of land, whilst in the period to 2032, there is an indicative small shortfall of just 8 units. Some of the additional housing land identified in Table 6 is for affordable housing, which would provide a surplus in the period to 2032. Owing to the land available for affordable housing and the More Homes Scotland funding programme, the Council's recent approach to affordable housing has been to not have a general affordable housing policy seeking a contribution towards affordable housing provision from private housing sites. Reasons for this include: there was sufficient land, and funding available through the More Homes Scotland programme, to meet affordable housing targets; previous affordable housing policies did not lead to meaningful delivery of affordable housing; the affordable housing requirement impacted on the amount of land available for private housing, for which there is an indicative shortfall; and the affordable housing requirement potentially impacted on the viability of private housing sites.

7.12 The Council has, however, recognised that there is a limited supply of affordable housing, and land for affordable housing in the Inverclyde villages of Kilmacolm, Quarrier's Village, Inverkip and Wemyss Bay, and has previously sought a 25% affordable housing contribution from greenfield sites in the Inverclyde villages.

Issue 20: Should the new Local Development Plan have an affordable housing requirement?

<p>Option 1 (preferred) <i>Require 25% of houses on greenfield sites in the Inverclyde villages to be affordable housing</i></p>	<p>Reason <i>The provision of new affordable housing in the Inverclyde villages would widen housing choice there, making the villages affordable to people and families, who may have connections to the villages, but cannot currently afford to live there, or who are looking to move within the villages. It is unlikely that an affordable housing requirement would have an impact on the viability of greenfield sites in the Inverclyde villages</i></p>
<p>Option 2 <i>Require a percentage of all private sector sites across Inverclyde to make a contribution to affordable housing.</i></p>	<p>Reason <i>This is not a preferred option. The More Homes Scotland programme continues to deliver affordable housing across Inverclyde. An area-wide requirement could impact on the viability of some private sector sites, leading to less housing delivery overall.</i></p>
<p>Option 3 <i>No affordable housing policy</i></p>	<p>Reason <i>Across Inverclyde as a whole there is good provision of affordable housing. There may, therefore, be no need to make provision in specific areas. This approach would provide certainty for the development industry and help improve the viability of all private sector sites.</i></p>

Wheelchair Accessible Housing

7.13 In March 2019, the Scottish Government issued guidance to local authorities concerning the setting of targets for wheelchair accessible housing in new housing developments of all tenures (wheelchair accessible meaning homes that are suitable for people in wheelchairs to live in, not just visit). This is primarily a matter for Councils to address in their Local Housing Strategies, and which the planning system will have a role in implementing. The Council's current Local Housing Strategy sets a requirement for 3% of all new social housing to be wheelchair accessible. As part of its Specialist Housing Review, the Council will be gathering evidence of the requirement for wheelchair accessible housing in Inverclyde. With regard to the planning process, through this Main Issues Report, the Council is seeking views on this matter.

Issue 21: What are your views on the new Local Development Plan seeking a proportion of new build housing in both the social and private sector to be wheelchair accessible? If a requirement was to be included, what proportion of new housing should be wheelchair accessible, should this differ between tenures, and should this only be applied to developments over a certain size? The Council is interested in learning what the practicalities of meeting such a requirement would be for private and social sector housing developers.

Developer contributions from housing developments

7.14 Developer contributions in Inverclyde are normally related to the provision of on-site open space, and off-site transport infrastructure required to make the development's impact on the transport network acceptable. The current Local Development Plan does not seek developers of new housing to make a contribution towards the cost of community infrastructure such as education or health facilities.

7.15 One location where new development has the potential to impact on community infrastructure is in west Inverclyde where school capacity issues at St Columba's High School in Gourrock could be exacerbated by the development of housing sites within its catchment area. A potential solution to this issue is the provision of extra accommodation at the school. As this requirement would be as a result, at least in part, of new development, it is reasonable for the Council to consider a requirement for developers to contribute towards the cost of any school extension.

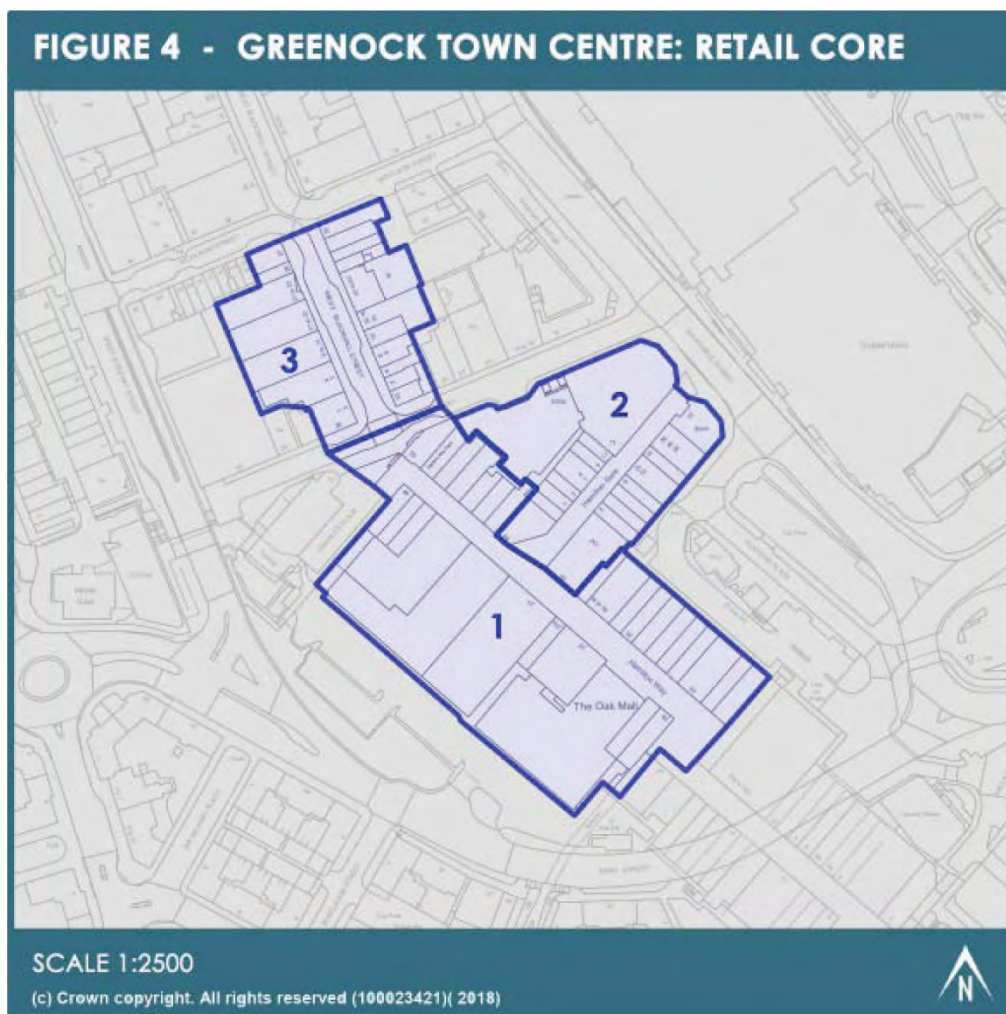
Issue 22: Should the Council should seek contributions from housing developers towards the delivery of new community infrastructure such as school and health facilities? What other ways should the Council seek to address impacts on community infrastructure arising from new developments? Are there other infrastructure types the Council should seek developers to contribute towards?

8.0 OUR TOWN AND LOCAL CENTRES

Restriction on non-Class 1 uses in Greenock town centre retail core

8.1 At the heart of the Central Area of Greenock town centre is an area which has traditionally been the main focus of shopping activity. This includes much of the Oak Mall shopping centre and the eastern part of West Blackhall Street. It is recognised that shopping remains a main reason for people to visit the town centre. However, the Council does recognise trends towards having a wider variety of uses within the town centre and also the need to address vacancies at the heart of the town centre. The current Local Development Plan places a restriction on the change of use from shops to other uses in the retail core of Greenock town centre. Whilst this was appropriate in the past, and may still be, it is important to keep such policies under review.

Figure 53: Greenock Town Centre Retail Core



Issue 23: Do you agree that the restriction on change of use from shops to other uses should be removed from the retail core of Greenock town centre?

<p>Option 1 (preferred) <i>Remove the restriction on the change of use from shops to other uses in the retail core of Greenock town centre.</i></p>	<p>Reason <i>This approach would introduce greater flexibility and an increased mix of uses in the heart of the town centre. It would help to address vacancies and provide more options and certainty for uses looking to locate in the town centre.</i></p>
<p>Option 2 <i>Retain the restriction on the change of use from shops to other uses in the retail core of Greenock town centre.</i></p>	<p>Reason <i>This approach would seek to retain a focus on shops at the heart of the town centre.</i></p>

Underutilised sites in Greenock town centre

8.2 In May 2019, the Council's Environment and Regeneration Committee approved a report agreeing Council action on the following underutilised sites in Greenock town centre.

8.3 King Street car park – the Greenock town centre charrette masterplan identified the King Street car park as a high priority, medium impact project. It states that the car park should be reconfigured and improved and the pedestrian linkages to Clyde Square enhanced. As currently operated, the car park is not well used, but retaining and improving this site as a car park would help to address concerns about lack of car parking in the town centre.

8.4 Oak Mall eastern wing – the current Local Development Plan recognises the high level of vacancies in the eastern wing of the Oak Mall and seeks to address this through introducing increased flexibility for non-retail uses in this part of the mall. The charrette masterplan also recognised issues with this part of the mall and suggests that the mall's interface with Clyde Square should be improved to animate the square and improve connectivity within the town centre. Subsequent to the publication of these two documents the owners of the mall submitted a planning application for demolition of part of the eastern wing. The initial application was refused over concerns about a lack of certainty surrounding the future use of the gap site that would be created, impact on the historic environment and the design of the new mall façade that was to be created. A subsequent application has been submitted which seeks to address these issues. The Council recognise the need for radical changes to the mall and are keen to work with the owners to find a mutually acceptable solution.

8.5 16 West Stewart Street (Babylon) – the former cinema/nightclub occupies a high profile location on a key link between West Stewart Street and West Blackhall Street. The building is in a poor condition and its 'dead' frontage detracts significantly from the environment and attractiveness of this part of the town centre. The site is identified in both the Local Development Plan and the charrette masterplan as a development opportunity, with the latter suggesting that following demolition it could be developed for upper story residential development over ground floor retail/leisure use.

8.6 25 West Stewart Street (multi-storey car park) – although partially occupied on the ground floor, this site is significantly underutilised as the upper floors have not operated as a car park for a considerable time and do not meet current standards to be brought back into this use. The building offers a drab and imposing frontage onto West Stewart Street detracting from the streetscape and quality of place. The site is identified as a development opportunity in the current Local Development Plan and Greenock town centre charrette

masterplan, with the latter suggesting demolition of the building and redevelopment for retail on ground floor with residential/office uses above. Whilst this would involve the relocation of existing tenants, there could be benefit in consolidating retail offer in other parts of the town centre.

Figure 54 – King Street Car Park

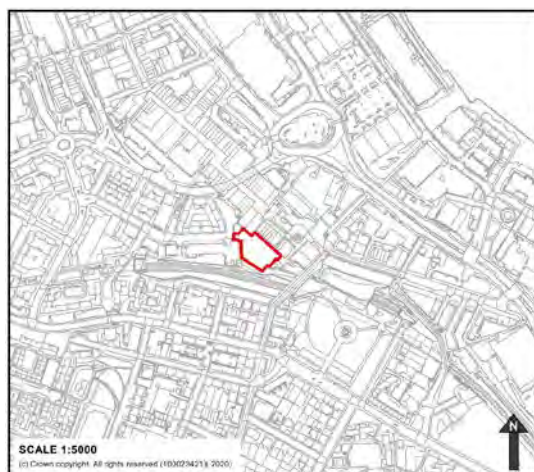


Figure 55 – Oak Mall Eastern Wing

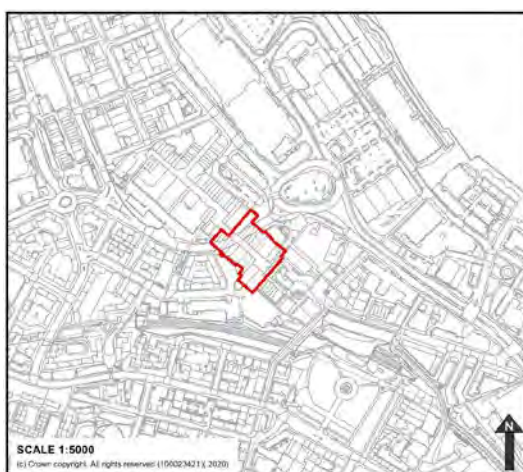


Figure 56 – 16 West Stewart Street

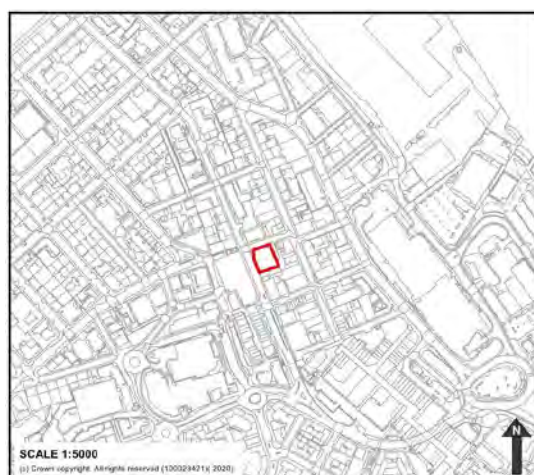
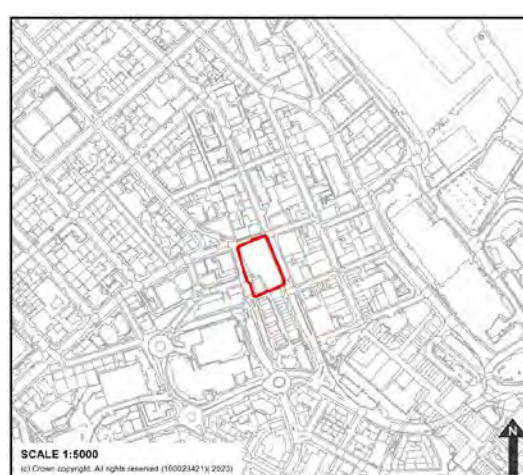


Figure 57 – 25 West Stewart Street



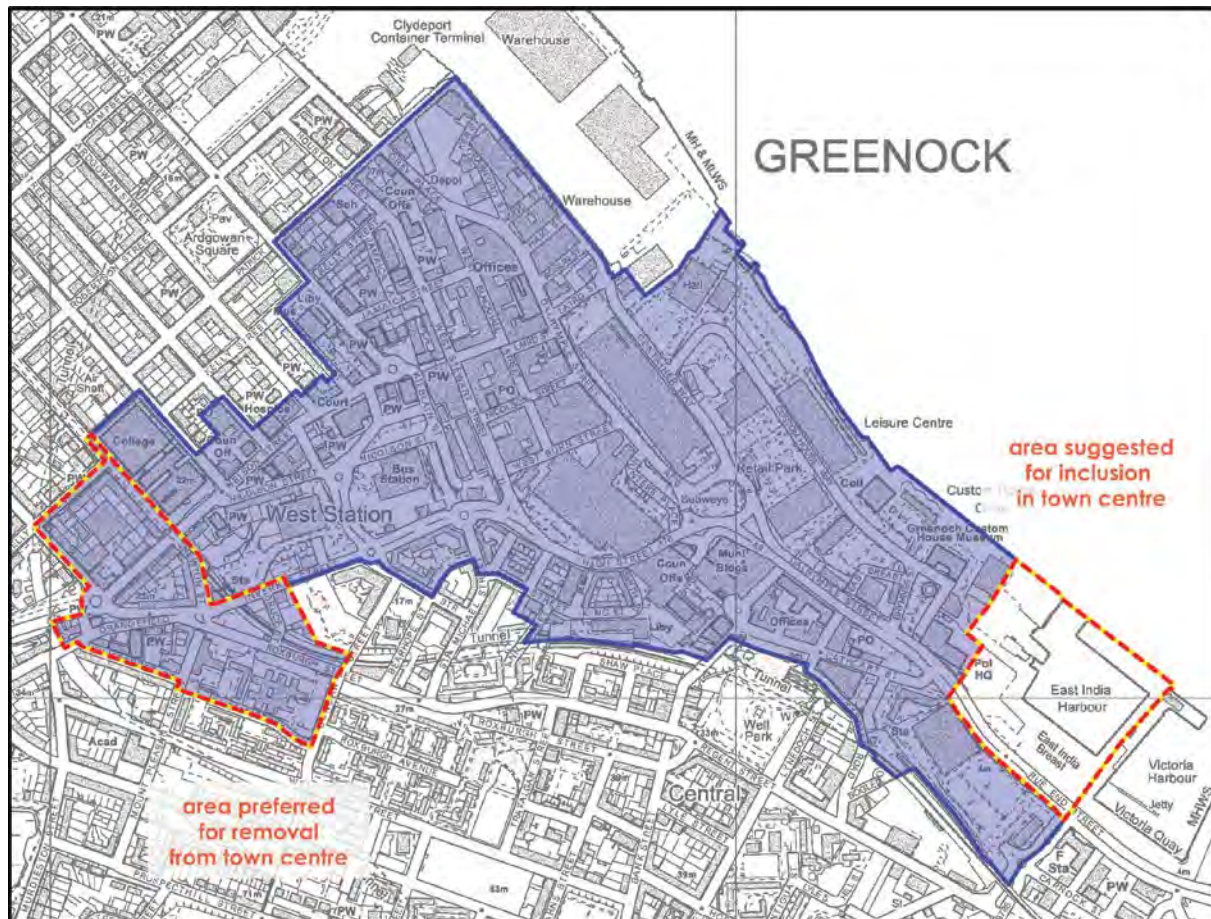
Issue 24: Do you agree that the new Plan should identify the above sites as underutilised and encourage action that would bring them into productive use?

Greenock town centre boundary

8.7 Greenock town centre is extensive, covering a wide area incorporating a Central Area which is the preferred location for new retail development, and an outer area which contains a mix of other town centre uses. A review of the outer area highlights an area where town centre uses are less concentrated, and which could potentially be removed from the town centre boundary. This area is on either side of Roxburgh Street to the east of the A78, and to the south of Newton Street to the west of the A78. Removal of this area from the town centre would result in a more focused area for town centre uses to be directed to.

8.8 The Council has received a request for the western part of The Harbours to be included in Greenock town centre. This would be to facilitate the relocation of West College Scotland to the site. The Council does not consider this to be a necessary change. An allocation for education uses on the site would support West College Scotland locating there, and it is recognised that the site is edge-of-centre and has good public transport accessibility. The identification of the site as part of the town centre would extend the town centre at a time when the Council is seeking to focus it, and could lead to uses being promoted there e.g. large scale retail, that would impact adversely on the existing centre.

Figure 58: Preferred and suggested amendments to Greenock town centre boundary



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Issue 25: Do you agree that the boundary of Greenock town centre should be amended?

<p>Option 1 (preferred) An area in the south of the existing town centre, around Roxburgh Street and to the south of Newton Street, should be removed from the town centre.</p>	<p>Reason Greenock town centre is extensive. The area suggested for removal does not have as high a concentration of town centre uses and its removal would allow a town centre policy focus on a tighter area.</p>
<p>Option 2 No change</p>	<p>Reason The existing boundary identifies an area which contains a broad mix of town centre uses. Whilst the concentration of these reduces further away from the Central Area, the existing town centre boundary should be retained.</p>

Cumberland Walk local centre

8.9 Cumberland Walk is one of several local centres identified in the current Local Development Plan. These are recognised as having an important role in providing convenient services and a community focus. However, the Cumberland Walk centre had become increasingly vacant over the years and has now been demolished. Consideration therefore needs to be given to its future inclusion in the Plan.

Figure 59: Cumberland Walk Local Centre Boundary



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Issue 26: How should the new Local Development Plan designate the Cumberland Walk local centre?

<p>Option 1 (preferred) <i>Cumberland Walk local centre is removed from the Plan and the site is identified as a housing development opportunity.</i></p>	<p>Reason <i>The previous Cumberland Walk local centre has been demolished. The Council does not have evidence of demand for a new local centre to be developed on the site. A new parade of shops has recently been developed nearby on Auchmead Road.</i></p>
<p>Option 2 <i>Cumberland Walk should continue to be designated as a local centre so as to support new commercial/community development there.</i></p>	<p>Reason <i>The Main Issues Report consultation may draw out evidence of demand for new local centre facilities to be built at this location. If so, the Council would consider this and could continue the local centre designation as a development opportunity.</i></p>

9.0 OUR JOBS AND BUSINESSES

Strategic Economic Investment Location (SEIL)

9.1 The Clydeplan Strategic Development Plan (2017) sets out a long term vision for a rebalanced low carbon economy. To support this vision, the Spatial Development Strategy identifies 22 Strategic Economic Investment Locations. Inverclyde has one Strategic Economic Investment Location, the 'Inverclyde Waterfront', which is identified for Green Technologies and Business and Financial Services.

9.2 The Local Development Plan safeguards and promotes the Inverclyde Waterfront Strategic Economic Investment Location, in line with Clydeplan. Land at Carttsyde and to the west of Pottery Street, is safeguarded for business and financial uses, and land at Inchgreen for the manufacture and maintenance of renewables and the provision of specialist marine services.

9.3 During a review of the business and industrial land in the Plan, it was clear that the area safeguarded for business and financial uses at Pottery Street, specifically the Inverclyde Council Pottery Street depot and the former Arnold Clark car showroom, shown in blue in Figure 61, did not align with the safeguarded uses. In light of this, there is a case for changing the safeguarding designation to a local business and industrial area, which as this would more accurately reflect and safeguard the current and recent uses. This approach would also provide greater flexibility for business and industrial uses on the site.

9.4 Inchgreen, which is a City Deal project and Priority Project in the current Plan, shown in red in Figure 61, is safeguarded for the manufacture and maintenance of renewables and the provision of specialist marine services because the National Renewables Infrastructure Plan identified the site as a phase 2 'further potential site' for the manufacture and maintenance of offshore wind infrastructure. This use has not materialised on the site and it is considered that greater flexibility, particularly towards the use for the site for a wider range of marine-related uses, would be appropriate.

Figure 60: Inchgreen and Pottery Street industrial areas



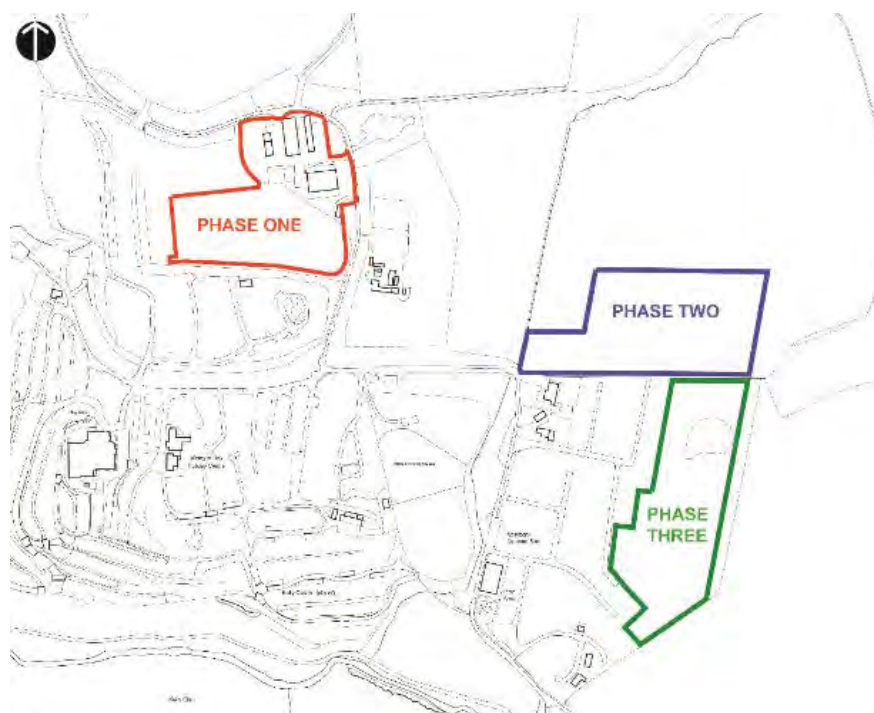
Issue 27: – How should the new Local Development Plan designate the existing Strategic Economic Investment Location at Pottery Street and Inchgreen?

<p>Option 1 (preferred) <i>The blue area shown on Figure 60 should be identified as a local business and industrial area and safeguarded for Class 4, 5, and 6 and ancillary uses.</i></p> <p><i>The red area shown on Figure 60 should be identified as the Inchgreen project and designated for marine related uses.</i></p>	<p>Reason <i>The re-designation of the blue area is preferred because it more accurately reflects and safeguards existing and recent uses.</i></p> <p><i>This option reflects the scale and importance of the Inchgreen project. Changing the safeguarded uses to ‘marine related businesses’ aligns with the City Deal project objectives.</i></p>
<p>Option 2 <i>Carry forward the existing Strategic Economic Investment Location designations.</i></p>	<p>Reason <i>This option is not preferred as the current designation does not accurately reflect and safeguard the current and recent uses on the blue area shown on Figure 60.</i></p> <p><i>There is a risk that the current approach to the Inchgreen project area, shown as red on Figure 60, would restrict the future development of the area for marine related uses.</i></p>

Kelly Mains Farm

9.5 During the Call for Sites exercise, a proposal was received for three sites within Kelly Mains farm, shown on Figure 61, to be identified for caravan/mobile home use. The proposed sites are adjacent to the Weymss Bay Holiday Park, with the area identified as Phase 1 granted planning permission for a new restaurant/clubroom; caravan/mobile homes sales site in 2019.

Figure 61: Call for Sites Submission Map: Kelly Mains Farm



9.6 The current Local Development Plan supports development of tourism related facilities in appropriate locations, where it avoids adverse impacts on the amenity and operation of adjacent uses and natural and built heritage, and is accessible by sustainable means.

Issue 28: Do you think that the Kelly Mains Farm sites should be identified for caravan/mobile home use in the next Local Development Plan? Would these sites meet the criteria of the existing Local Development Plan for new tourism development?

10.0 OUR NATURAL AND OPEN SPACES

Green Infrastructure and the Green Network

10.1 Green infrastructure is a term used to collectively describe the green and blue features of our natural and built environment, with green features including parks, woodlands, trees, play spaces, allotments, outdoor sports facilities, verges and gardens, and blue features including water courses, ponds, coastal and marine areas and sustainable urban drainage systems.

10.2 Green infrastructure provides important functions and benefits to people, communities, our built environment and nature, with a key aspect being that individual elements of green infrastructure can provide multiple functions and benefits. For example, a public park provides opportunities for recreational activities, play and social interaction, an educational resource for schools, habitat for wildlife, paths for active travel (i.e. walking and cycling), while any woodland, tree belts or ponds within a park can provide shelter from wind, temperature cooling and natural drainage. Parks also contribute to an area being more attractive for residents to live in and businesses to invest in. When individual elements of green infrastructure are linked together they form a green network, which enables the social, economic and environmental benefits to be amplified across a wider area.

10.3 National Planning Framework 3 aims to significantly enhance green infrastructure networks, particularly in and around our cities and towns, as they can help to increase long-term environmental performance, build stronger, healthier and climate resilient communities, encourage economic investment and support regeneration. The Central Scotland Green Network is identified as a National Development by the National Planning Framework. Scottish Planning Policy (2014) states that planning should protect and enhance green infrastructure and green networks, and that development plans should be informed by relevant up-to-date audits, strategies and action plans.

10.4 The Clydeplan Strategic Development Plan (2017) supports the development of the Glasgow and Clyde Valley Green Network, which is a significant component of the wider Central Scotland Green Network. It states that local authorities should “identify, protect, promote and enhance the Green Network”.

10.5 The Local Development Plan (2019) safeguards individual elements of green infrastructure through a range of related policies in the Our Natural and Open Spaces chapter (i.e. Policies 33-39).]. Policy 36 requires green infrastructure to be provided in association with new development in accordance with Supplementary Guidance on Green Infrastructure (please note that the Supplementary Guidance has not yet been produced).

10.6 The current Local Development Plan focuses on green infrastructure provision within individual development sites and does not identify gaps in provision or target opportunities to fill those gaps, as identified in a range of existing plans and strategies, including the Glasgow and Clyde Valley Green Network Partnership’s ‘Blueprint’, the Inverclyde Active Travel Strategy, the Inverclyde Biodiversity Action Plan and the emerging Inverclyde Green Connections programme. While on-site green infrastructure provision will often be required, there is scope for the Plan to adopt a more informed, integrated and targeted approach which balances on-site provision with off-site provision that contributes to delivery of existing green infrastructure related plans and strategies. It is considered that such an approach would more closely reflect Scottish Planning Policy. As off-site provision would require developer contributions, it must be considered how this can be achieved in a fair way, which does not negatively impact on the viability and attractiveness of development sites.

Issue 29: What approach should the new Local Development Plan take to the provision of green infrastructure associated with new development?

<p>Option 1 (Preferred) <i>Following a review of green infrastructure related plans and strategies, the Plan and associated Guidance will include a schedule of green infrastructure development opportunities, which will be safeguarded for this purpose and supported, in principle. Strategic opportunities will be identified in the Plan's Proposals Map, with local opportunities identified in Guidance.</i></p> <p><i>Developer contributions towards delivery of appropriate off-site green infrastructure opportunities will be sought where this is considered to offer the optimal investment in green infrastructure provision.</i></p>	<p>Reason <i>This approach is preferred because it balances the need for green infrastructure to be provided on-site with the need for a more strategic approach which integrates and contributes to the delivery of existing green infrastructure related plans and strategies.</i></p> <p><i>Seeking off-site contributions only when on-site provision is not required, will not place an increased financial burden on developers.</i></p>
<p>Option 2 <i>The current approach is carried forward into the new Plan.</i></p>	<p>Reason <i>This approach is not preferred because it does not provide scope for a strategic approach to be taken to green infrastructure provision, particularly in terms of meeting identified gaps in provision.</i></p>

11.0 DEVELOPMENT OPPORTUNITY REVIEW

11.1 Through the pre-Main Issues Report Call for Sites exercise, a total of 45 sites were suggested to the Council as having potential for development, mostly for housing. Some of these were development opportunities that were already included in the Plan. The Council has assessed these sites and recorded this in the Proposed Development Site Assessment Background Report. Based on this assessment the Council's preferred use for the suggested sites is set out in Table 10 below.

11.2 During preparation of the Main Issues Report, the opportunity has also been taken to assess the development opportunities identified in the current Local Development Plan, including those that were in the quashed Our Homes and Communities chapter. Whilst development has now started, and in some cases completed, on some of these opportunities, others have had no developer interest shown in them for a long time, and their continuing identification as a development opportunity causes uncertainty for the surrounding community. The outcome of this assessment is set out in the Development Opportunity Review Background Report, and the preferred future for these sites is set out in Table 11.

11.3 A number of other sites are also considered for inclusion in the new Local Development Plan. These are mainly sites for which there have been planning applications or have been suggested from within the Council. These sites are considered in Table 12.

Issue 30: Do you agree with the preferred use for the suggested, existing and new development opportunity sites set out in Tables 10, 11 & 12?

Table 10: Sites suggested for development through Call for Sites exercise

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in new Local Development Plan
CFS01	Carsemeadow	Quarrier's Village	Greenbelt	Housing	See Issue 19
CFS02	Kaimes Grove	Quarrier's Village	N/a	Housing	See Issue 19
CFS03	North Denniston	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS04	Knapps (1)	Kilmacolm	Greenbelt	Retirement living village	See Issue 19
CFS05	Knapps (2)	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS06	Police Station Field	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS07	Lochwinnoch Road (ARP Field)	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS08	Overton	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS09	Smithy Brae	Kilmacolm	Greenbelt (part)	Housing	See Issue 19
CFS10	Port Glasgow Road (1)	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS11	Port Glasgow Road (2)	Kilmacolm	Greenbelt	Housing	See Issue 19

CFS12	Knockbuckle Road	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS13	Quarry Drive	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS14	Migdale	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS15	Planetreeyetts	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS16	Stables Wood	Kilmacolm	Greenbelt	Housing	See Issue 19
CFS17	Arran Avenue	Port Glasgow	N/a	Housing	See Table 11
CFS18	Port Glasgow Industrial Estate (south)	Port Glasgow	Part industrial, part greenbelt	Housing	See Issue 11
CFS19	Port Glasgow Industrial Estate	Port Glasgow	Part industrial, part greenbelt	Residential/ industrial masterplan	See Issue 11
CFS20	Port Glasgow Industrial Estate (north)	Port Glasgow	Industrial	Housing	See Issue 11
CFS21	Port Glasgow Industrial Estate (west)	Port Glasgow	Part industrial, part open space	Housing	See Issue 11
CFS22	Barr's Brae (south)	Port Glasgow	N/a	Housing	See Issue 19
CFS23	Barr's Brae (north)	Port Glasgow	Open Space	Housing	See Issue 19
CFS24	Bay Street	Port Glasgow	N/a	Housing	See Issue 19
CFS25	Former St Mungo's Site, Gibshill Road	Greenock	Business/ Industrial Opportunity	Housing	See Issue 19
CFS26	Ratho Street	Greenock	Part industrial	Housing	See Table 11
CFS27	Whinhill	Greenock	Greenbelt	Housing	See Issues 12 and 19
CFS28	Puggy Line	Greenock	Greenbelt	Housing/wind farm	See Issue 19
CFS29	St Ninian's, Norfolk Road	Greenock	N/a	Housing	See Issue 19
CFS30	Carnoustie Avenue (1)	Gourock	Part open space, part greenbelt	Housing	See Issue 19
CFS31	Carnoustie Avenue (2)	Gourock	Greenbelt	Housing	See Issue 19
CFS32	IBM, Spango Valley	Greenock	Priority Place	Housing-led mixed use	See Issue 8
CFS33	Sanmina, Spango Valley	Greenock	Priority Place	Housing-led mixed use	See Issue 8
CFS34	Harbourside	Inverkip	N/a	Housing	See Issue 19
CFS35	Inverkip Power Station	Wemyss Bay	Priority Place	Housing-led mixed use	See Section 3
CFS36	Kelly Mains	Wemyss Bay	Greenbelt	Tourism and leisure	See issue 28

CFS37	Union Street	Greenock	N/a	Housing	See Table 11 and Issue 19
CFS38	Ocean Terminal	Greenock	Business /Industrial Area	Business/ Industrial Area	Business and Industrial Area
CFS39	The Harbours	Greenock	Priority Place	Mixed use	See Issue 4
CFS40	James Watt Dock	Greenock	Priority Place	Mixed use	See issue 5
CFS41	Inchgreen	Greenock	Business/ industrial area and opportunity	Business/industrial area and opportunity	See Issue 27
CFS42	Kingston Dock	Greenock	Open space	Housing	See Issue 19
CFS43	Finnart Street	Greenock	Town Centre	Housing	See Issue 19
CFS44	Custom House Quay	Greenock	Town Centre	Housing	See Issue 19
CFS45	Misty Law	Kilmacolm	Green belt	Housing	See Issue 19

Table 11: Review of Development Opportunities in current Local Development Plan (2019)

Ref	Site	Location	Current Local Development Plan zoning	Preferred designation in new Local Development Plan
E1	Kelburn	Port Glasgow	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E2	Duchal Street	Port Glasgow	Business and Industrial Development Opportunity	See Issue 11
E3	Newark Street	Port Glasgow	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E4	Bogston Lane	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E5	Port Glasgow Road (south)	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E6	Port Glasgow Road (north)	Greenock	Business and Industrial Development Opportunity	See Issue 27
E7	Inchgreen	Greenock	Business and Industrial Development Opportunity	See issue 27
E8	Sinclair Street	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E9	James Watt Dock/ Garvel Island	Greenock	Business and Industrial Development Opportunity	See Issue 5
E10	Main Street	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E11	Cartsdyke Avenue	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E12	Crescent Street	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E13	Ingleston Street	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
E14	Scott Street	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity

E15	Baker Street	Greenock	Business and Industrial Development Opportunity	Business and Industrial Area
E16	Regent Street	Greenock	Business and Industrial Development Opportunity	See Issue 10
E17	Spango Valley	Greenock	Business and Industrial Development Opportunity	See Issue 8
E18	Larkfield Industrial Estate	Greenock	Business and Industrial Development Opportunity	Business and Industrial Development Opportunity
R1	Slaemuir	Port Glasgow	N/a	Housing Development Opportunity (commenced)
R2	Arran Ave, Park Farm	Port Glasgow	N/a	Housing Development Opportunity
R3	Former Broadfield Hospital	Port Glasgow	N/a	Housing Development Opportunity (commenced)
R4	Woodhall (Phases 4 & 5)	Port Glasgow	Priority Place	See Issue 6
R5	Southfield Avenue (former St Stephens School)	Port Glasgow	N/a	Housing Development Opportunity (commenced)
R6	Auchenbothie Road (former Barmoss Nursery)	Port Glasgow	N/a	Residential Area – remove as Housing Development Opportunity
R7	Dubbs Road (former Boglestone Clinic)	Port Glasgow	N/a	Housing Development Opportunity (commenced)
R8	Industrial Estate, Dubbs Road	Port Glasgow	N/a	See Issue 11
R9	Selkirk Road	Port Glasgow	N/a	Housing Development Opportunity
R10	Clune Park	Port Glasgow	Priority Place	See Issue 6
R11	Bay Street	Port Glasgow	N/a	Residential Area – development complete
R12	3 Highholm Street	Port Glasgow	N/a	Housing Development Opportunity
R13	Broadstone Avenue (former Broadstone Hospital)	Port Glasgow	N/a	Housing Development Opportunity (commenced)
R14	Lilybank Road (former Lilybank School)	Port Glasgow	N/a	Housing Development Opportunity (commenced)
R15	Kingston Dock	Greenock	N/a	Residential Area – development complete

R16	James Watt Dock (east)	Greenock	Priority Place	Housing Development Opportunity (commenced)
R17	James Watt Dock/ Garvel Island	Greenock	Priority Place	See Issue 5
R18	Sinclair Street	Greenock	N/a	Housing Development Opportunity
R19	Carwood Street	Greenock	N/a	Housing Development Opportunity
R20	East Crawford Street	Greenock	N/a	Housing Development Opportunity
R21	Ratho Street/ MacDougall Street	Greenock	N/a	Housing Development Opportunity
R22	Garvald Street	Greenock	N/a	Residential Area – development complete
R23	Cardross Crescent (former Kings Glen School)	Greenock	N/a	Housing Development Opportunity (commenced)
R24	Luss Avenue/ Renton Road	Greenock	N/a	Residential Area – remove as Housing Development Opportunity
R25	Gareloch Road	Greenock	N/a	See Issue 12
R26	Wellington Park	Greenock	N/a	See Issue 12
R27	Drumfrochar Road, (former Tate and Lyle (SE))	Greenock	Priority Place	See Issue 9
R28	Drumfrochar Road, (former Tate and Lyle (NE))	Greenock	Priority Place	See Issue 9
R29	89-105 Drumfrochar Road	Greenock	Priority Place	See Issue 9
R30	Drumfrochar Road	Greenock	Priority Place	See Issue 9
R31	Duncan Street	Greenock	Town Centre	Housing Development Opportunity
R32	Hill Street	Greenock	Priority Place	Residential Area - remove as Housing Development Opportunity
R33	Regent Street	Greenock	Priority Place	See Issue 10
R34	Victoria/East India Harbour	Greenock	Priority Place	See Issue 4
R35	16 West Stewart Street	Greenock	Town Centre	Network of Centres Opportunity
R36	Houston Street	Greenock	N/a	Housing Development Opportunity

R37	Union Street	Greenock	N/a	Housing Development Opportunity
R38	Madeira Street (former Greenock Academy)	Greenock	N/a	Housing Development Opportunity
R39	Eldon Street	Greenock	N/a	Housing Development Opportunity (commenced)
R40	Lyle Road (former Holy Cross Primary School)	Greenock	N/a	Housing Development Opportunity (commenced)
R41	Killochend Drive	Greenock	N/a	Residential Area – remove as Housing Development Opportunity
R42	Mount Pleasant Street (former Highlander's Academy)	Greenock	N/a	Housing Development Opportunity (commenced)
R43	Peat Road/Hole Farm	Greenock	Priority Place	See Issue 7
R44	Bow Farm	Greenock	N/a	Housing Development Opportunity
R45	Upper Bow	Greenock	N/a	Housing Development Opportunity
R46	Merlin Lane	Greenock	N/a	Residential Area – development complete
R47	Ravenscraig Hospital	Greenock	N/a	Housing Development Opportunity (commenced)
R48	Auchneagh Road	Greenock	N/a	Housing Development Opportunity (commenced)
R49	Westmorland Road (former Sacred Heart primary School)	Greenock	N/a	Housing Development Opportunity
R50	Auchmead Road (former Ravenscraig Primary School)	Greenock	N/a	Residential Area – development complete
R51	Juno Terrace	Greenock	N/a	Residential Area – development complete
R52	Spango Valley	Greenock	Priority Place	See Issue 8
R53	Shore Street	Gourock	Town Centre	Network of Centres Opportunity
R54	Ashburn Gate	Gourock	N/a	Housing Development Opportunity
R55	1 Ashton Road	Gourock	N/a	Housing Development Opportunity (commenced)

R56	Weymouth Crescent	Gourock	N/a	Housing Development Opportunity
R57	Kempock House, Kirn Drive	Gourock	N/a	Residential Area – development complete
R58	Kirn Drive	Gourock	N/a	Housing Development Opportunity
R59	Cowal View	Gourock	N/a	Housing Development Opportunity (commenced)
R60	Levan Farm	Gourock	N/a	Housing Development Opportunity
R61	Bridgend	Inverkip	N/a	Residential Area – remove as Housing Development Opportunity
R62	The Glebe	Inverkip	N/a	Housing Development Opportunity (commenced)
R63	Former Inverkip Power Station	Inverkip	Priority Place	See Section 3
R64	Leperstone Avenue	Kilmacolm	N/a	Housing Development Opportunity (commenced)
R65	Smithy Brae	Kilmacolm	N/a	Housing Development Opportunity
R66	Lochwinnoch Road	Kilmacolm	N/a	Housing Development Opportunity (commenced)
R67	Whitelea Road	Kilmacolm	N/a	Housing Development Opportunity
R68	Former Balrossie School	Kilmacolm	N/a	Enabling Development Opportunity
R69	Woodside Care Home	Quarrier's Village	N/a	Housing Development Opportunity
F1	New Greenock Health Centre	Greenock	N/a	Residential Area
F2	Early Years Facilities	Various	N/a	See Issue 2
F3	New cemetery	Not identified	N/a	See Issue 2
F4	New West College Scotland campus	Not identified	N/a	See Issue 4
C1	15 Nelson Street	Greenock	Network of Centres Opportunity	Network of Centres Opportunity
C2	16 West Stewart Street	Greenock	Network of Centres Opportunity	Network of Centres Opportunity
C3	4 West Stewart Street	Greenock	Network of Centres Opportunity	Town Centre
C4	25 West Stewart Street	Greenock	Network of Centres Opportunity	Network of Centres Opportunity

C5	Cumberland Walk	Greenock	Network of Centres Opportunity	See Issue 26
C6	Inverkip Local Centre	Inverkip	Network of Centres Opportunity	Network of Centres Opportunity

Table 12: Review of Other Potential Development Sites

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
OS1	McPherson Drive	Gourock	N/a	Housing	Housing Development Opportunity
OS2	Stafford Road	Greenock	N/a	Early years centre	Community Facility Opportunity
OS3	McLeod Street	Greenock	N/a	Community centre	Community Facility Opportunity
OS4	Mearns Street	Greenock	N/a	Housing	Housing Development Opportunity
OS5	Brachelston Street	Greenock	N/a	Community Learning Disability Hub	Community Facility Opportunity
OS6	Glenbrae Road	Greenock	N/a	Housing	Housing Development Opportunity
OS7	Craigbet Road	Quarrier's Village	N/a	Housing	Housing Development Opportunity
OS8	Eldon Street	Greenock	N/a	Housing	Housing Development Opportunity

12.0 2019 LOCAL DEVELOPMENT PLAN POLICY REVIEW

12.1 This section of the Main Issues Report sets out which policies of the 2019 Local Development Plan it is not proposed that significant changes are made to.

Structure

12.2 The 2019 Local Development Plan is a short document (47 pages) and has less policies (39), when compared to its predecessors. The written statement of the Plan is structured around two main sections – Sustainable Development Strategy and Spatial Development Strategy - and is then further divided into the following chapters:

- Creating Successful Places
- Tackling Climate Change
- Connecting People and Places

- Our Towns, Villages and Countryside
- Our Homes and Communities (quashed)
- Our Town and Local Centres
- Our Jobs and Businesses
- Our Historic Buildings and Places
- Our Natural and Open Spaces

12.3 The structure of the Plan is considered to remain coherent and fresh and it is proposed that it should be retained for the new Local Development Plan. Doing so, will help expedite the review process.

Policy review

12.4 The 2019 Local Development Plan's policies, including those in the quashed Our Homes and Communities Chapter, have been reviewed by Planning Policy and Development Management staff and with some Key Agency partners. The following policies have been found to not require changes that need to be raised in the Main Issues Report, although minor changes to policy wording may be made in the Proposed Plan. Additional information on the policy review exercise can be found in the Monitoring Report.

- Policy 1 - Creating successful places
- Policy 4 - Supplying energy
- Policy 6 - Low and zero carbon generating technology
- Policy 7 - Waste reduction and management
- Policy 8 - Managing flood risk
- Policy 9 - Surface and waste water drainage
- Policy 10 - Promoting sustainable and active travel
- Policy 11 - Managing the impact of development on the transport network
- Policy 12 - Air quality
- Policy 13 - Communication infrastructure
- Policy 14 - Green belt and countryside
- Policy 15 - Soils
- Policy 16 - Contaminated land
- Policy 19 - Individual and small scale housing development
- Policy 20 - Residential areas
- Policy 22 – Network of centre strategy
- Policy 24 – Network of centre sui generis uses

- Policy 27 – Tourism development
- Policy 28 – Conservation areas
- Policy 29 – Listed buildings
- Policy 30 – Enabling development
- Policy 31 – Scheduled monuments and archaeological sites
- Policy 32 – Gardens and designed landscapes
- Policy 33 – Biodiversity and geodiversity
- Policy 34 – Trees, woodland and forestry
- Policy 35 – Open spaces and outdoor sports facilities
- Policy 37 – Clyde Muirshiel Regional Park
- Policy 38 – Path network
- Policy 39 – Water environment

Issue 31:

- (a) Do you agree that the structure of the 2019 Local Development Plan remains appropriate?***
- (b) Do you agree that there are no major issues associated with the policies listed above, and that subject to minor wording amendments, they can be carried forward into the new Local Development Plan?***
- (c) Are there any issues not covered by the above policies or the main issues identified in this document that should feature in the new Local Development Plan?***

Inverclyde
council

Regeneration and Planning

Inverclyde Council
Municipal Buildings
Clyde Square
Greenock
PA15 1LY

Telephone: 01475 717171

E-mail: ldp@inverclyde.gov.uk

Web: www.inverclyde.gov.uk