

Inverclyde
council

**LOCAL
DEVELOPMENT
PLAN**

PROPOSED PLAN
MAY 2021

**DRAFT SUPPLEMENTARY GUIDANCE ON
PRIORITY PLACES**

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Supplementary Guidance on Priority Places

Introduction

This Supplementary Guidance is one of a suite of supplementary guidance documents supporting the Inverclyde Local Development Plan (2021). Supplementary guidance provides detailed information on specific policies in the Inverclyde Local Development Plan, thereby enabling the Plan to focus on the spatial strategy, main policies and development proposals.

The guidance is aimed at:

- Developers/professionals considering new projects;
- Communities and interest groups considering the benefits/disbenefits of planning applications
- The Regeneration and Planning Service and Inverclyde Council Councillors, who will assess and determine planning applications

The guidance supplements Policy 3 Priority Places, which identifies eight large scale development opportunities which have the potential to have a transformational impact on their surrounding area, and in some cases Inverclyde as a whole. Owing to their size and complexity, these long term development opportunities have been designated as Priority Places, which reflects the importance that the Council places on delivering development on the sites and its desire to see the creation of quality places.

The guidance supports the redevelopment of the Priority Places by setting out Development Frameworks for each place, which provide further detail on the preferred strategies identified in Schedule 2 of the Plan.

Policy 3 – Priority Places

The Council will support redevelopment proposals for the Priority Places where these are in line with the preferred strategy set out in Schedule 2 and the development frameworks set out in the Priority Places Supplementary Guidance.

Schedule 2 – Inverclyde Local Development Plan Priority Places

Priority Place	Preferred Strategy
The Harbours, Greenock	Mixed use development including housing, education, tourism and heritage, shops, food and drink, public house, financial and professional services, and

	marine-related business and industrial uses. Development proposals to comply with existing or refreshed masterplan for the site.
James Watt Dock/Garvel Island, Greenock	Mixed use development including housing, business, assembly and leisure, hotel and hostels, residential institutions, non-residential institutions, marine-related business and industrial uses, and ancillary retail and food and drink. Development proposals to comply with refreshed masterplan for the site, which enhances support/protection for marine-related businesses.
Former Inverkip Power Station	Mixed use development including housing, community facilities, leisure, hotel, food and drink, public house, neighbourhood retail, financial and professional services, and business uses, and green infrastructure. Development proposals are to address the full site.
Peat Road/Hole Farm, Greenock	Housing with community facilities, neighbourhood retail, and green network enhancements. Whole site masterplan required.
Spango Valley, Greenock	Mixed use development including business, industrial, storage or distribution (collectively to form no less than 35% of developable area), housing (to form no more than 50% of developable area), residential institutions, non-residential institutions,

	neighbourhood retail, neighbourhood food and drink, appropriate leisure and recreation, green infrastructure, park and ride, and appropriate renewable energy uses. Development proposals are to address the full site, with exception of former Greenock High School site which is identified for prison use.
Drumfrochar Road, Greenock	Housing and industrial development.
Port Glasgow Eastern Gateway	Mixed use development including housing, business and industrial uses, active travel and access improvements, green infrastructure provision and a community square.
Port Glasgow Industrial Estate	Consolidation of industrial area, housing development and green network enhancement in line with comprehensive masterplan.

The Harbours, Greenock

The site occupies a prime waterfront location immediately north of the A8, at the entrance to Greenock Town Centre. It comprises Victoria and East India Harbours, the A listed Scott's dry dock and approx. 4.84ha of open, flat land with excellent views over the Firth of Clyde. Existing buildings include a restaurant, two maritime related business buildings and an electricity sub-station.

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.

Outline planning permission and an associated masterplan for a housing led mixed use development was approved in 2006, with subsequent detailed permissions granted for 88 residential flats and a restaurant (the latter was developed in 2014). As the approved masterplan was prepared over 15 years ago, and subsequent development of the Beacon Arts Centre and the restaurant has deviated slightly from it, the masterplan will require to be reviewed and updated ahead, or as part of, any future significant development proposal coming forward.

The Planning Strategy is for a mixed use development due to the sites waterfront location, proximity to the town centre and excellent public transport services. The housing allocation of 240 units set out in Schedule 3 of the Local Development Plan is indicative, with the actual site capacity to be determined through the mix of uses on the site and a design-led approach. Leisure, tourism and commercial maritime-related business and industrial uses are identified to reflect and take advantage of the sites heritage and harbour assets, while also generating employment opportunities in the local area. The site is also a potential location for a new West College Scotland facility.

Supported land uses are:

- a) Residential (Class 9)
- b) Sui generis flatted development
- c) Non-Residential Institutions (Use Class 10) of a tourist and heritage nature that are related to the Harbours maritime use, location and historical importance;
- d) Non-residential institutions (Use Class 10) for educational purposes
- e) Retail (Use Class 1), restricted to the servicing of the above tourism, heritage and leisure uses and not exceeding 250 square metres of gross floorspace?;
- f) Food and Drink (Use Class 3) and use as a Public House;
- g) Financial, Professional and other services (Use Class 2); and
- h) Marine-related business and industrial uses

Proposals are required to take advantage of the waterfront location and maintain views over the Firth of Clyde from within and outwith the site, as well as views from the Firth of Clyde toward the waterfront. Given the diversity of uses in the surrounding area, i.e. town centre, retail and light industrial, the layout, massing and design of any new development is required to fit with its surroundings, while also providing a clear sense of identity.

While the site is in close proximity to the town centre, it is poorly connected to it, particularly for pedestrians and cyclists. Full and unhindered cycle/pedestrian access along the waterfront edge and to the Town Centre will be a key requirement. While the core path/NCN75 currently runs along the southern boundary of the site and behind the Beacon Centre, it is proposed that this be re-routed along the western boundary of East India Harbour and along the waterfront in due course. The NCN75 route is to be protected as an attractive greened route, and other harbourside access is to be retained where it does not conflict with operational uses.

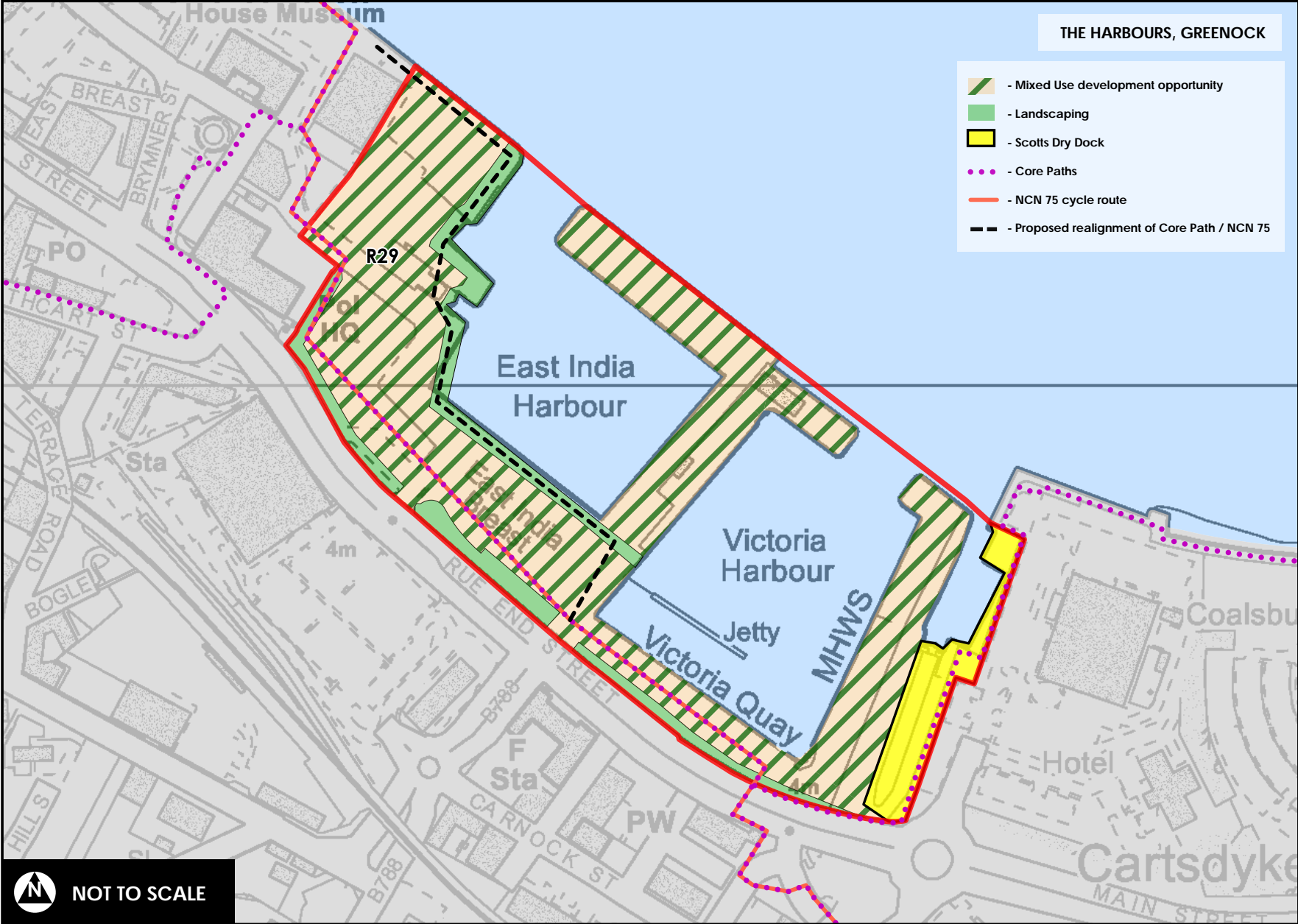
Open space should include a mix of green and civic spaces, which provide for a range of formal and informal activities, such as walking, picnics and children's play etc. Landscaping will be required along the southern boundary to reduce noise from the A8 and provide visual screening. The provision of open space, SuDS and landscaping should be integrated to maximise the benefits of these green infrastructure elements.

The A listed Scott's Dry Dock lies within the site, and Custom House (A listed) is close to the western boundary. Proposals must ensure that the setting of these structures are protected and enhanced.

While an Environmental Impact Assessment was submitted with the approved 2006 outline planning application, this will require to be reviewed and updated. Attention is drawn to the site being identified as 'potentially contaminated' and the possibility of protected species being present on the site.

The site is at risk of coastal and, to a lesser extent, surface water flooding. There are also known to be culverts running through the site. Development proposals will therefore need to be supported by a Flood Risk Assessment. With regard to mitigation, it is likely that site levels will require to be raised or remodelled, flood defences improved, and buildings designed appropriately to protect them from flood damage.

Due to the sites location adjacent to the A8 trunk Road, Transport Scotland should be consulted on any new proposed junctions/accesses and a Transport Assessment prepared.



James Watt Dock/Garvel Island, Greenock

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, half of which is water, and is comprised of James Watt Dock, the A listed Sugar Warehouses and Titan Crane, Garvel Dry Dock and part of the Great Harbour.

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 close proximity to Cartsideyke train station and bus services, make it accessible by multiple travel modes.

The site has a history of marine engineering, ship repair and commercial shipping, which is reflected by the presence of several maritime-related businesses around Garvel Dry Dock and the northern promontory, the operational Great Harbour, and the provision of marina facilities at James Watt Dock.

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. Planning permission was issued for a new marina building in 2017, along with permissions for 137 residential units along the eastern boundary in 2018 and for the use of the Garvel Dry Dock for ship recycling in 2019.

The planning strategy is for a mix of uses. While the masterplan identifies housing as the predominant use, complimented by leisure and tourism, business, hotel, food and drink, and commercial maritime uses, the Local Development Plan requires enhanced protection and support for marine related business and industrial uses. The masterplan, which is now 10 years old, requires to be updated to identify the most appropriate layout of uses across the site, including protection and support for marine related business and industrial uses. The updated masterplan should be prepared ahead, or as part of, any future significant development proposal coming forward.

Supported land uses are:

- a) Residential (Class 9)
- b) Sui generis flatted development
- c) Business (Offices and Light Industry) (Use Class 4);

- d) Assembly and Leisure (Use Class 11)
- e) Hotels and Hostels (Use Class 7);
- f) Residential Institutions (Use Class 8);
- g) Non-Residential Institutions, including education (Use Class 10);
- h) Marine-related business and industrial uses
- i) Retail or Food and Drink (Use Class 1 or 3), where ancillary to the above uses.

As the site will be developed in phases over a number of years, the development capacity of each defined area will be design led and agreed at the planning application stage.

Significant land reclamation will be necessary to create development platforms of a scale and size to link the main dock with Garvel Island. SEPA and Nature.Scot will require to be consulted at an early stage to ensure that their statutory requirements are met.

Proposals are required to take advantage of the waterfront location and maintain views over the Firth of Clyde from within and outwith the site, as well as views from the Firth of Clyde toward the waterfront.

While the National Cycle Network 75 and core path are adjacent to the southern boundary (i.e. public footpath of the A8), the provision of new walkways and cycle paths through the site will be required. These should be designed to allow public access to the dockside and water edges where this does not conflict with operational uses.

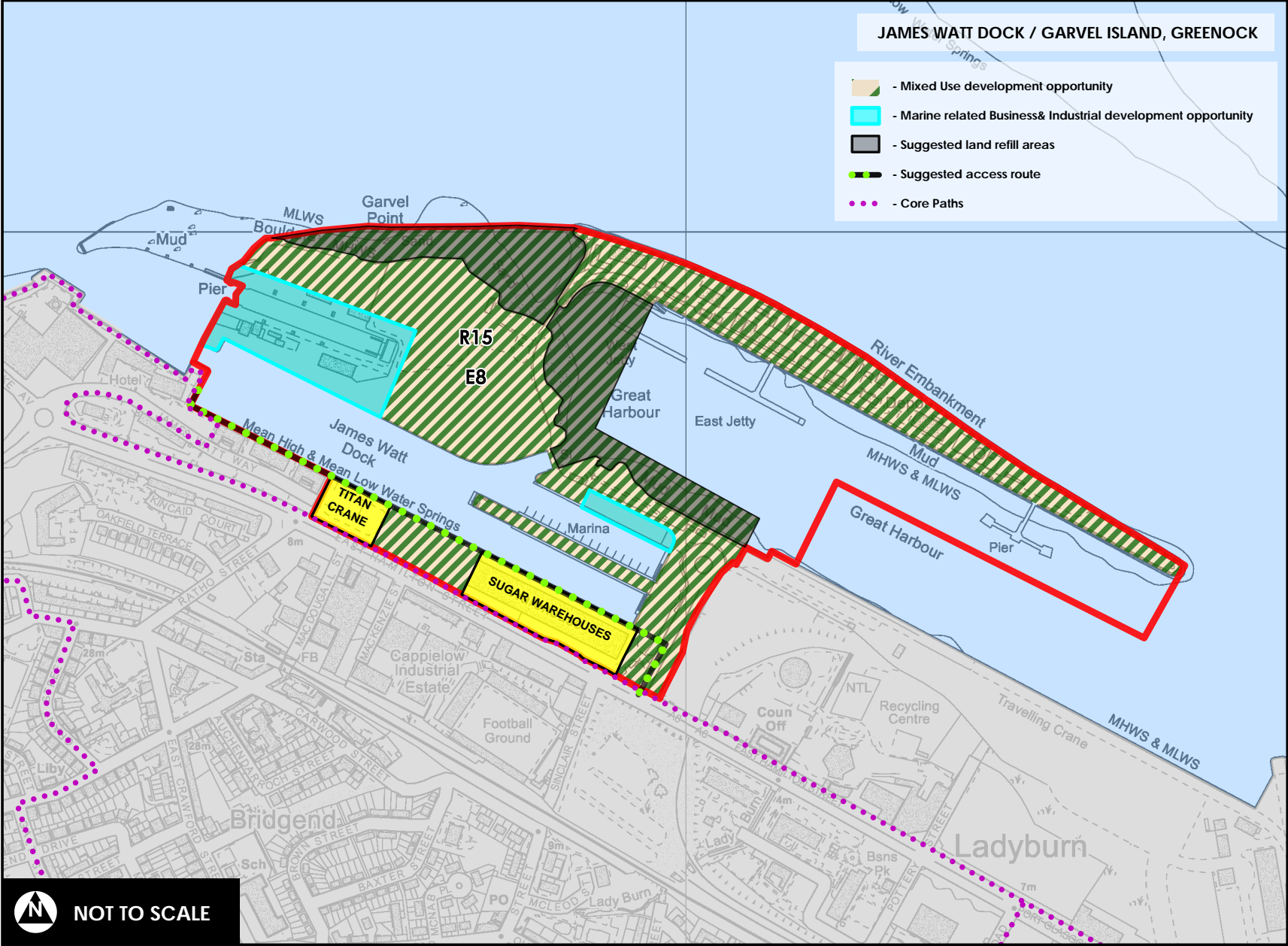
Open space provision should provide for a range of formal and informal activities, such as walking, picnics and children's play etc. The provision of open space, SuDS and landscaping should be integrated to maximise the benefits of these green infrastructure elements.

Proposals should ensure that a long term, sustainable use is identified for the A listed Sugar Warehouses, while also protecting and enhancing the setting of the A listed Sugar Warehouses and the Titan Crane.

While an Environmental Impact Assessment was submitted with the 2010 outline planning application, this will require to be reviewed and updated. Attention is drawn to the site being identified as 'potentially contaminated' and the possibility of protected species being present on the site.

Parts of the site are at significant risk of coastal and surface water flooding. Development proposals will therefore require to be supported by a Flood Risk Assessment, which assesses the level of risk and identifies mitigation measures.

Due to the sites location adjacent to the A8 trunk Road, Transport Scotland should be consulted on any new proposed junctions/accesses and a Transport Assessment prepared.



Former Inverkip Power Station

The site, which was originally developed in 1970 as an oil fired power station, was decommissioned in 2006. The existing structures were demolished and the site cleared between 2010 -2013, although some small derelict buildings remain within the south-west of the site.

The site is situated alongside the Clyde estuary, north of Wemyss Bay and adjacent to the A78. It is generally flat and extends to 50.4ha hectares, with a developable area covering 17.2ha. The landform and tree cover to the west of the site screens it from the A78 (T) road and the railway line. The Brueacre Burn flows into the site from the east and is culverted within the site, flowing underground before discharging into the Firth of Clyde. A 'diamond' interchange (Brueacre) provides access off the A78(T).

The site has a number of environmental sensitivities, with the south western part protected by a Tree Preservation Order (TPO) and forming part of the Wemyss Plantation Local Nature Conservation Sites (LNCS) and Ancient Woodland. The site also includes large areas of native broadleaf woodland, with a range of other habitats considered of ecological value at the site level.

There is a City Deal project to carry out road improvements around Inverkip to enable the future development of the site. Vehicle access for the development will include two points off the A78, with a new roundabout to be constructed towards the north of the site; and junction improvements to the existing Brueacre junction to the south. A traffic signal arrangement will be implemented for the A78 junctions with Main Street (north) and Kip Marina., The existing northbound exit slip on the Brueacre junction is to close once 30% of the site is constructed in order to improve vehicular safety and movement. The existing slip roads at Brueacre Junction will still be available to access the site and exit to the south.

A planning in principle application for a residential-led mixed use development (20/0316/IC) was submitted in December 2020. That application, which is supported by an indicative masterplan, is for up to 650 residential dwellings; a neighbourhood centre incorporating retail, commercial and employment uses; leisure related uses; community facility; formation of a roundabout on A78 and alterations to Brueacre junction; landscaping, open space, play areas and recreational areas, with associated footpaths and access.

Supported Uses:

- Residential (Class 9)
- Sui generis flatted development

- Neighbourhood Retail (class 1)
- Financial and professional services (class 2)
- Food and Drink (class 3 and sui generis)
- Small scale business and employment uses (class 4)
- Childcare facilities (class 10)
- Leisure uses (class 11).

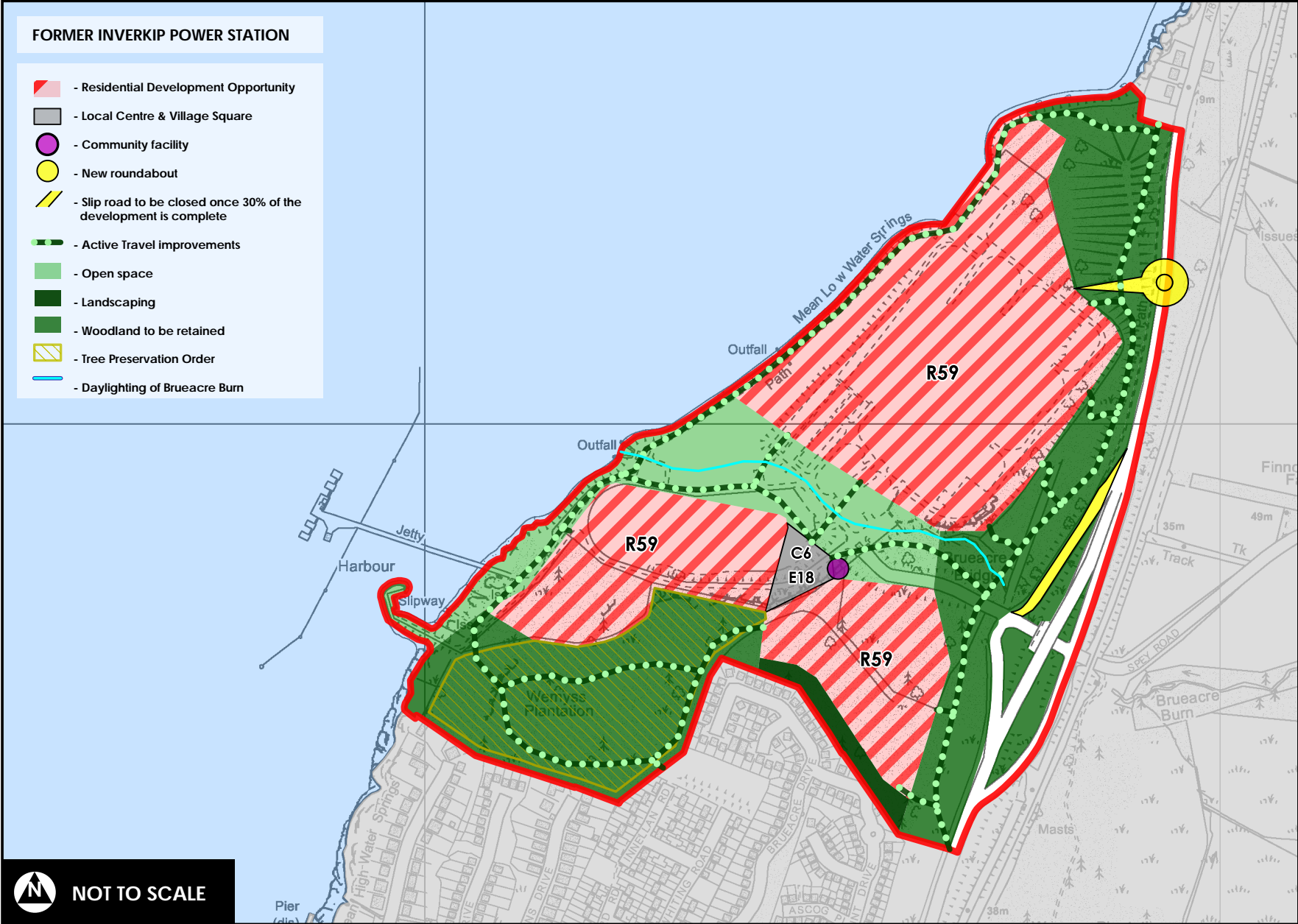
Proposals are required to take advantage of the waterfront location and maintain views over the Firth of Clyde from within and outwith the site, as well as views from the Firth of Clyde toward the waterfront.

Open space should provide for a range of formal and informal activities, such as walking, picnics and children's play etc., with the daylighting of the Brueacre Burn forming a central feature of this provision. Pedestrian and cycling access should be provided throughout the development and along the waterfront, with the extension of the existing coastal path through the site being a key requirement. Public access to the existing slipway is required. The provision of open space, SuDS and landscaping should be integrated to maximise the benefits of these green infrastructure elements.

Given the environmental sensitivity of the site and its identification as 'potentially contaminated', detailed development proposals require to demonstrate how the mitigation and enhancement measures identified in any Environmental Impact Assessment, Ecological Appraisal and other related surveys have been incorporated and will be maintained and funded in the future.

Parts of the site are at significant risk of coastal and surface water flooding. There is also a potential flood risk from the culverted sections of the Brueacre Burn, which run through the site. Development proposals will therefore need to be supported by a Flood Risk Assessment, which assesses the level of risk and identifies mitigation measures.

The Glasgow Central to Wemyss Bay railway runs close to the Brueacre junction and Network Rail seeks early engagement with the developer on the design of the new roundabout/junction option to ensure protection of its assets in this location. Due to the site's location adjacent to the A73 trunk Road, Transport Scotland should be consulted on any new proposed junctions/accesses and a Transport Assessment prepared.



Peat Road/Hole Farm, Greenock

Peat Road/ Hole Farm is a 16.4ha former housing area to the west of Peat Road and south of the Glasgow to Wemyss Bay rail line in Greenock. The site is in an elevated position and slopes down to the north. It is largely covered by unmaintained grass and scrubland, along with hardstanding areas and roads and street lighting associated with the area's previous development coverage, with some of the roads still in use. Residential areas lie to the south, east and west of the area, with a primary school also to the south. The area 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.

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. The size and topography of the area means it may also be suitable for green network enhancements e.g. tree planting on a reasonable scale, and due to its location close to the countryside and Clyde Muirshiel Regional Park, there are good opportunities for improving existing and introducing new green network links between the countryside and urban area.

Supported land uses are:

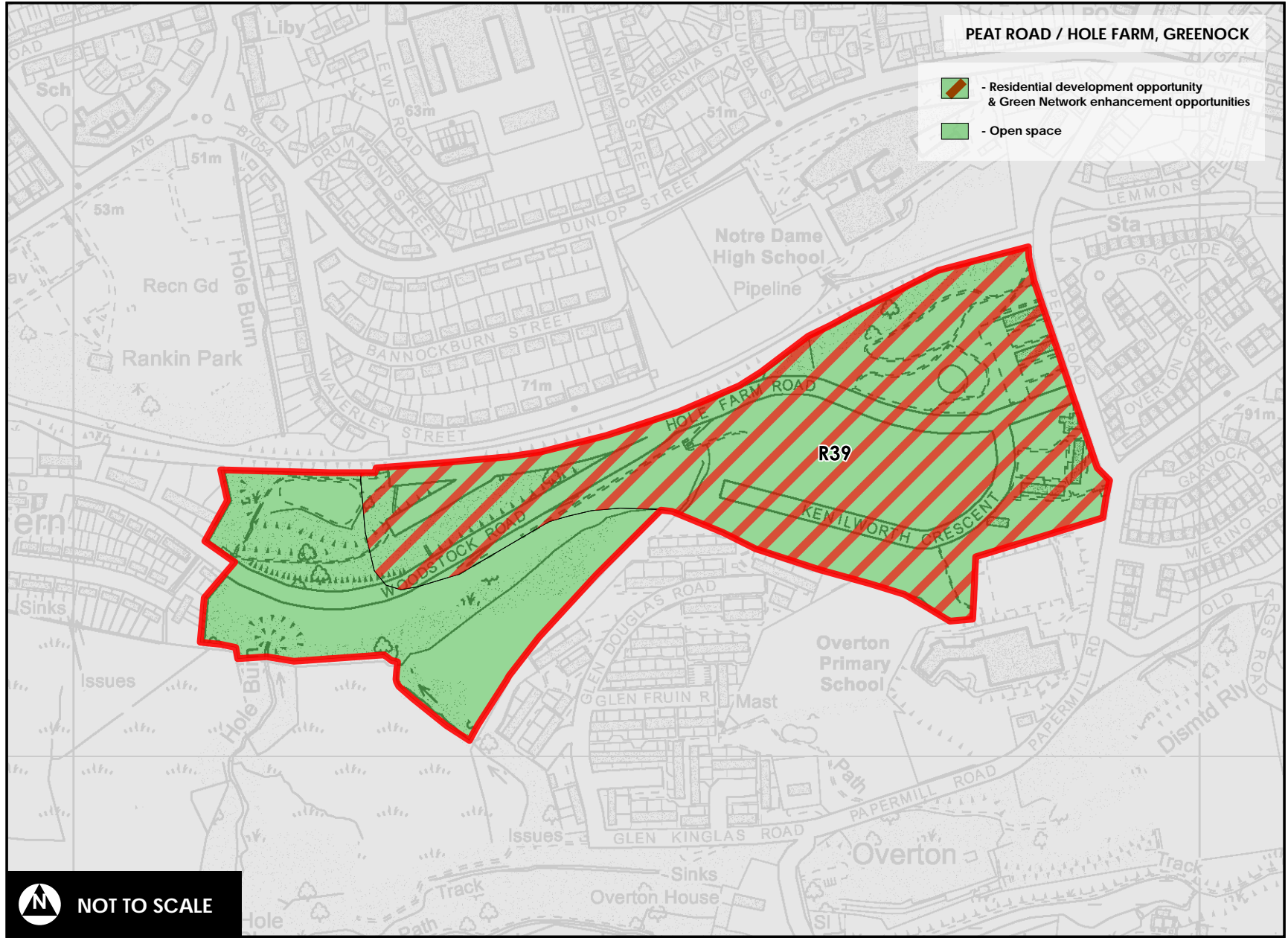
- a) Residential (Class 9)
- b) Sui generis flatted development
- c) Community Facilities (Use Class 10);
- d) Neighbourhood Retail (Use Class 1)

A comprehensive masterplan requires to be prepared ahead, or as part of, any future significant development proposal coming forward. This should identify developable areas and green network enhancements, and should take account of the elevated, sloping and relatively prominent location of the site.

Open space should provide for a range of formal and informal activities, such as walking, picnics and children's play etc. The provision of open space, SuDS and landscaping should be integrated to maximise the benefits of these green infrastructure elements. The areas of native woodland within the western part of the site are to be retained as open space.

Parts of the site are at significant risk of surface water flooding. There may also be a fluvial flood risk, due to the potential presence of culverted watercourses through the site. Development proposals will therefore need to be supported by a Flood Risk Assessment. Where appropriate, opening-up of culverts will be a requirement, along with the provision of appropriate buffer strips.

Attention is drawn to the fact that the site is identified as potentially contaminated.



Spango Valley, Greenock

The site covers 56ha and is located on the south western edge of Greenock, between the A78 and the Glasgow to Wemyss Bay railway line. The majority of this area was originally developed by IBM in the 1950's for the manufacture of various microelectronic products, with the former Greenock High School located within the northern part. IBM's operations gradually reduced over a number of years and ceased completely in September 2016, while the former school buildings were demolished in 2013. Planning permission for a new prison on the former school site was granted in 2011 and the Scottish Prison Service has confirmed that this remains its preferred use for the site.

The planning strategy for the area seeks to balance its long standing industrial use with the clear need for a wider range and mix of uses to progress development. The former Greenock High School site is identified for a new prison. The former IBM site is identified for up to 50% housing, with at least 35% retained for business and industrial uses (Class 4, 5 and 6), with complimentary uses such as neighbourhood retail, park and ride and open space..

Supported uses are:

- a) Business (Use Class 4), General Industrial (Use Class 5) and Storage or Distribution (Use Class 6);
- b) Residential (Class 9);
- c) Sui generis flatted development
- d) Residential Institutions (Use Class 8);
- e) Non-residential Institutions (Use Class 10);
- f) Secure Residential Institutions
- g) Neighbourhood Retail (Use Class 1) and Food and Drink (Use Class 3)
- h) Appropriate renewable energy uses.
- i) Park and Ride

A comprehensive masterplan, covering the full site (excluding the prison site) and all ownerships, will be required in order to agree the appropriate layout of uses and suitable siting and design principles. The masterplan requires to be prepared ahead, or as part of, any future significant development proposal coming forward

It is important that access to public transport services and the active travel network is maximised. Active travel routes should be provided running east-west and north-south through the site and, where possible, new path links to the Clyde Muirshiel Regional Park should be provided. Road access to the site should be able to accommodate bus service provision, and developers should investigate the running of bus services through the site with operators. The re-opening of the IBM rail halt should be investigated,

and it is the Council's strong preference that this is achieved. Early engagement with Network Rail is required on this matter and on the design and construction of any connections and parking facility associated with the rail station. Development should avoid the requirement for increased use of the Dunrod level crossing to the south of the site.

An Integrated Green Infrastructure Study of the site was undertaken by the Glasgow and the Clyde Valley Green Network Partnership in 2012. The study identifies opportunities for combined/integrated benefits across the five green infrastructure topics; water management, access networks, habitat networks, open space and stewardship. For example, it recognises the opportunity for the enhancement of watercourses through the site, including 'daylighting' the Hole of Spango burn; improvement of the SuDS functioning, including a linear wetland, swales and ponds; establishing a green access route across the site which links the north and south sides of the valley and the separate areas of the Regional Park; and a woodland landscape framework to help define development platforms for future use. This study should inform the preparation of a comprehensive masterplan.

Open space should provide for a range of formal and informal activities, such as walking, picnics and children's play etc.

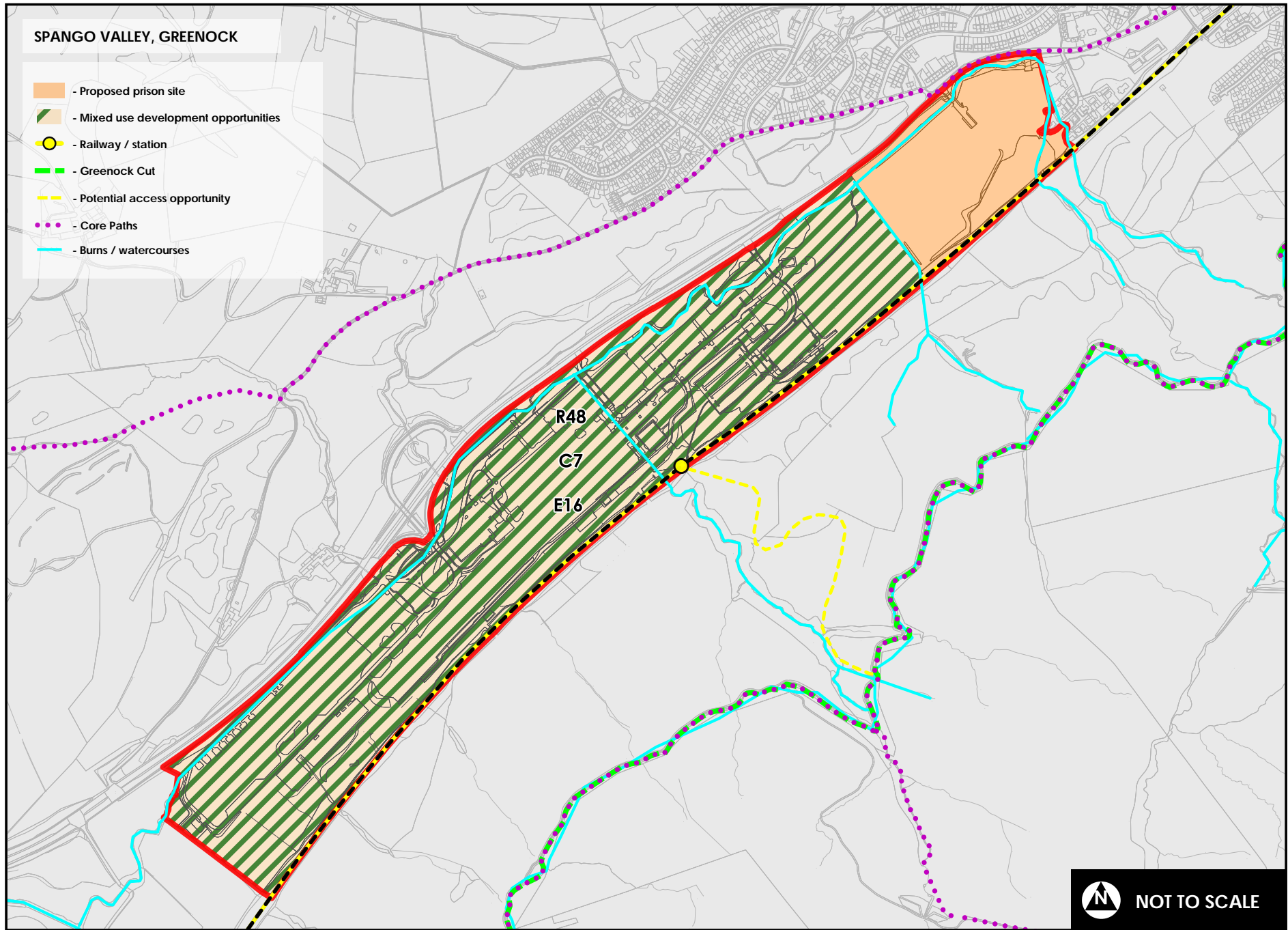
Given the potential presence of protected species, development proposals will require to be supported by an Ecological Appraisal.

As parts of the site are at significant risk of river and surface water flooding, development proposals will need to be supported by a Flood Risk Assessment.

While an initial ground condition survey indicates that there are no contamination issues from former industrial uses, further detailed ground investigation is required.

SPANGO VALLEY, GREENOCK

- Proposed prison site
- Mixed use development opportunities
- Railway / station
- Greenock Cut
- Potential access opportunity
- Core Paths
- Burns / watercourses



Drumfrochar Road, Greenock

This area covers a number of vacant sites along either side of Drumfrochar Road. These sites were in residential and industrial uses and some, including the former Tate and Lyle factory site, have been long term vacant.

In 2013, a masterplan for the Greenock Central East Area was prepared and subsequently approved by the Council in 2014. The masterplan, which covered the wider Broomhill/Drumfrochar area, provided a short to medium term context for development and identified where opportunities for longer term investment existed, with the aim of improving the overall environment. Within the wider masterplan area a number of key developments have been completed, including the Horticultural Training & Community Centre located on Mearns Street (2015), units for start-up food and drink enterprises on Baker Street (2020), the re-alignment of Bakers Brae (2020) and the new health centre on Wellington Street (2021). In light of the significant progress that has been made, the Priority Place area has been reduced in size and focused around Drumfrochar Road in order to reflect the remaining development opportunities in the masterplan area.

The planning identifies vacant sites to the west of Mearns Street for residential development, with vacant sites to the east of Mearns Street identified for business and industrial development. However, as the separate development sites are compartmentalised and could possibly be developed for one use without affecting the future use of other sites, consideration will be given to the principle of the sites being developed for alternative uses. This flexibility is offered with a view to bringing these sites back into productive use. The strategy also supports greening projects on the sites, both temporary and permanent. This support reflects the fact that while the redevelopment of these sites will likely be a medium to long term project, there is a need to support the environmental and visual improvement of the area in the shorter term, in order to reduce the adverse effects on local communities and local businesses. The strategy also identifies an opportunity for green network enhancements along the route of the former Princes Branch railway line, which the masterplan identified as a potential linear park.

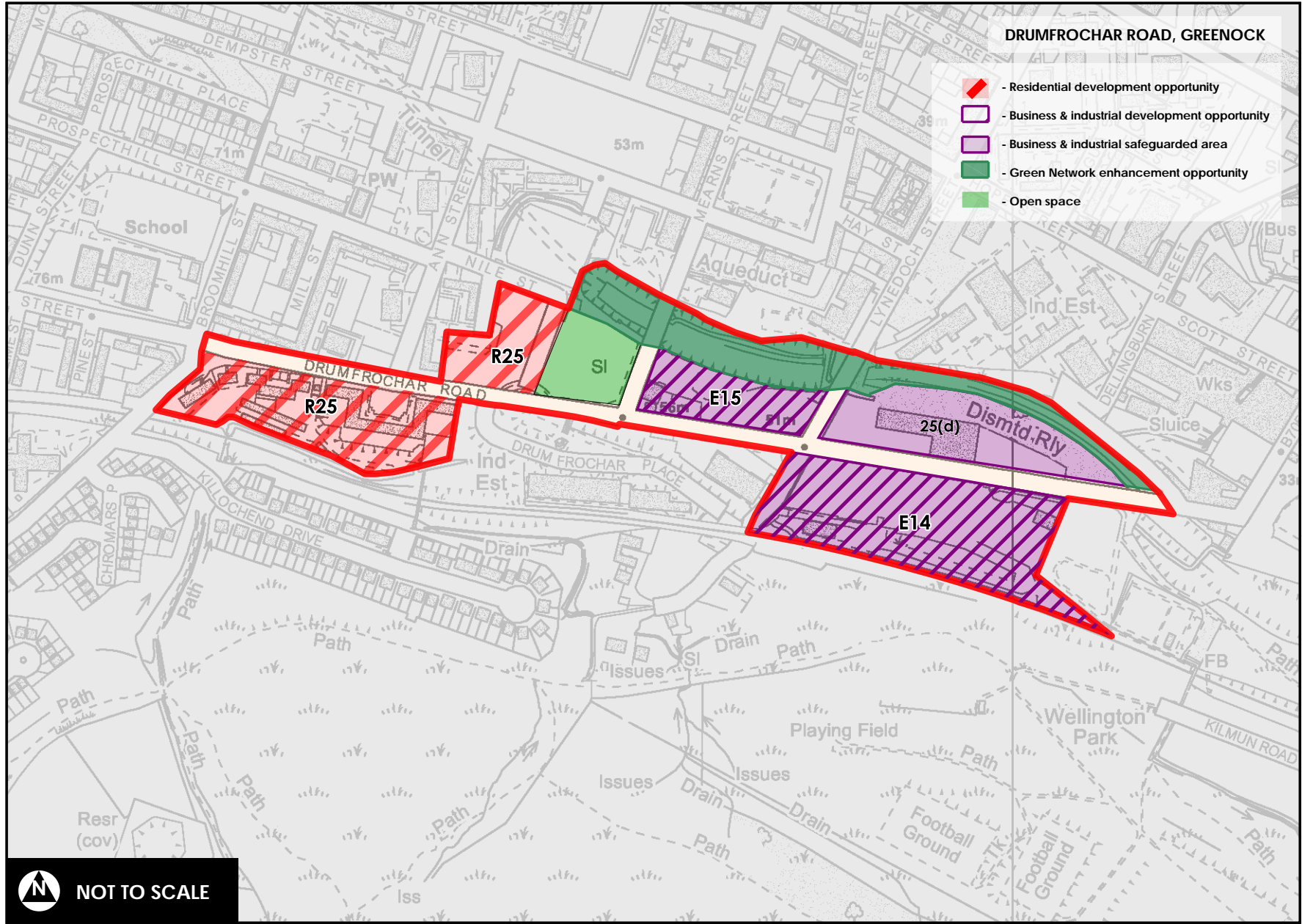
Supported Uses:

- Residential (class 9)
- Sui generis flatted development
- Business and Industrial (Class 4, 5 and 6)

Open space should be provided within sites as appropriate. The provision of open space, SuDS and landscaping should be integrated to maximise the benefits of these green infrastructure elements.

As some of the development sites include areas of medium flood risk, development proposals will need to be supported by a Flood Risk Assessment.

Attention is drawn to all the development sites being identified as 'potentially contaminated'.



Port Glasgow Eastern Gateway

The Port Glasgow Eastern Gateway is located adjacent to the A8 corridor and encompasses the neighbourhoods of Kelburn, Clune Park and the Woodhall area north of Parkhill Avenue. This area, which forms the entry point to Inverclyde for visitors travelling west along the A8/M8 corridor to Glasgow City Region, benefits from excellent transport links to the wider Glasgow City Region through the adjacent A8 and nearby rail stations. It also offers fantastic views across the Firth of Clyde and a wealth of greenspaces, including Newark Park and Kelburn Park. While parts of this area have a relatively flat topography, other areas such as Woodhall sit on a steep north facing slope.

Clune Park has been an area of particular concern for some time, due to the prevalence of vacant properties and the quality of the housing stock, particularly in the area to the north of Robert Street. These issues, in combination with the wider visual impact on Port Glasgow, mean that Clune Park is a priority for regeneration. The Clune Park masterplan, which was approved by the Council in 2018, proposed that the tenements to the north of Robert Street, which are mainly privately owned with a very low occupancy rate, be demolished and replaced with lower density housing.

The redevelopment of Woodhall has been ongoing for a number of years following the approval of an outline planning permission and masterplan in 2009, which envisaged a housing-led redevelopment with a mix of tenures. The previous housing occupying the area has been demolished and, whilst there has been success in delivering new affordable housing, the aim of the masterplan to deliver a mixed tenure neighbourhood has not yet been realised and as a result there remains areas with development potential.

The Kelburn area faces low demand for, and high vacancy within, many of the properties located there.

Planning Strategy

The planning strategy for this area reflects the emerging Port Glasgow Eastern Gateway Development Strategy (PGEG Strategy). The strategy is housing led and includes a focus on increasing levels of new private housing in the area. It also includes placemaking elements and sites for economic development. The PGEG Strategy incorporates and builds on the masterplanning work already completed for Clune Park and Woodhall.

The Habitats Regulations Appraisal of the Local Development Plan identified that a number of development opportunities in the Priority Place are within the 150m disturbance threshold of the Inner Clyde Special Protection Area, and therefore have potential to adversely impact the Special Protection Area. In light of this, development proposals will not be supported unless it is demonstrated that they will not have an adverse effect on the Special Protection Area.

Woodhall

Woodhall is identified as the priority area for the delivery of new private housing as it is considered most likely to attract prospective developers and residents. A community space and a green spine running north/south are proposed in the central housing area, with active travel improvements including a potential share cycle/footpath along Port Glasgow Road linking Woodhall with Kelburn and Clune Park and a potential pedestrian link to the adjacent Castlebank development. The provision of a cycle path link between Mansion Road and Hollybush Lane is also suggested, as it would provide a short-cut towards Port Glasgow for pedestrians and cyclists.

Design principles include maximising views out of the site to the Firth of Clyde, and utilising the significant blocks of mature trees to define development areas and provide amenity and distinctiveness, as well as shelter and slope stability.

Parts of the site are at significant risk of surface water flooding. There is also a potential flood risk from multiple watercourses flowing through the site, sections of which are culverted. Development proposals will therefore need to be supported by a Flood Risk Assessment, which assesses the level of risk and identifies mitigation measures. Where appropriate, opening-up of culverts will be a requirement.

Development proposals are required to retain the areas of semi-natural and ancient woodland and provide buffer zones to new development, where appropriate. Proposals affecting trees/woodland require to be supported by a Tree Survey.

Supported Land Uses:

- a) Residential (Class 9)
- b) Sui generis flatted development
- c) Community Facilities (Use Class 10)
- d) Neighbourhood Retail (Use Class 1)

Clune Park

Clune Park is identified for a mix of residential and business and industrial uses. The housing provision is mixed tenure and includes the demolition of existing tenement housing blocks to the north of Robert Street, including Caledonia Street, Bruce Street, Wallace Street, Clune Park Street and Maxwell Street, with new lower density to be developed in this area. Smaller residential opportunities are identified elsewhere within the Clune Park area. River Clyde Homes properties on Robert Street and Montgomerie Street are identified for refurbishment to help improve the image of the area, and improve the sustainability of the existing housing.

The former Clune Park School and Clune Park Church listed buildings are suggested for new employment and/or community uses. In recognition of the structural condition and configuration of these buildings, the Council will be flexible in considering uses that support their retention.

Active travel improvements include opportunities for a new pedestrian/cycle route between Clune Park and Port Glasgow town centre, a path link from Robert Street to Clune Bare and a shared cycle/footpath along Port Glasgow Road linking Clune Park with Kelburn and Woodhall. To access Route 21, and the northern side of the A8 Greenock Road, a toucan crossing could be considered west of the Newark roundabout (opposite Gourock Ropeworks).

The strategy also includes aesthetic improvements at the western entrance to Clune Park to enhance the overall appearance of the area. While the garage site is currently in industrial use and safeguarded, the strategy recognises that this site has possible long term redevelopment potential if the current use were to cease or relocate.

Supported Land Uses:

- a) Residential (Class 9)
- b) Sui generis flatted development
- c) Business and Industrial Uses (Class 4, 5 and 6)

Kelburn

The Kelburn area is identified for a mix of uses. A business and industrial development opportunity – an extension to the existing Kelburn Business Park - is identified within the eastern extent to support economic development, with a residential development opportunity covering the remaining vacant land. With regard to the existing social housing on the site, the refurbishment or redevelopment of this area for new housing will be supported, subject to consultation with existing residents. The layout and design of any new housing should be informed by the need to mitigate the impact of noise from the adjacent A8 and railway line. Future proposals are required to take cognisance of the detailed guidance within the Strategic Noise Assessment that was prepared to inform the PGEG Strategy.

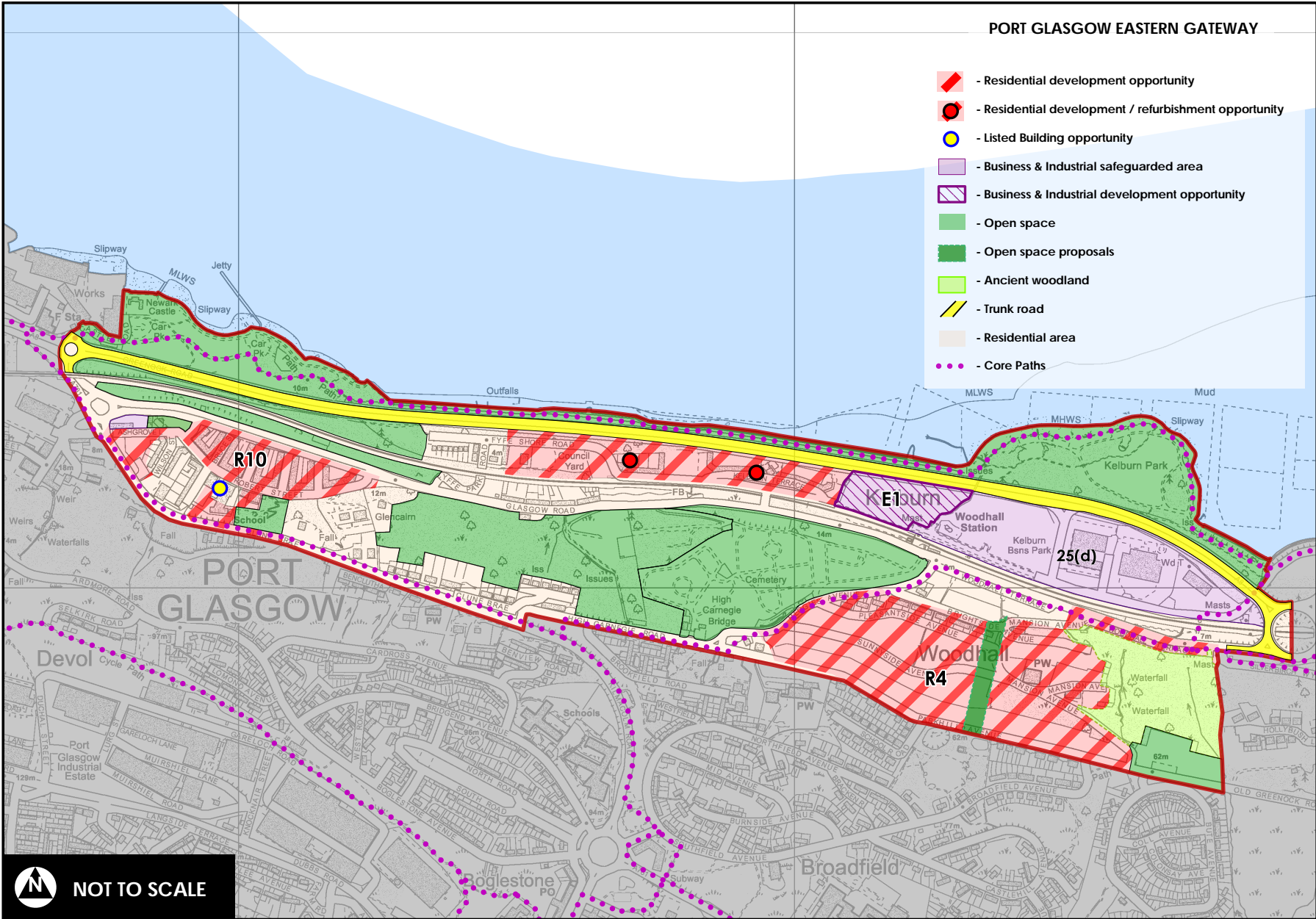
In line with the approach taken to Woodhall and Kelburn, a comprehensive masterplan is required for Kelburn to guide the future development of the area.

Supported Land Uses:

- a) Residential (Class 9)
- b) Sui generis flatted development
- c) Business and Industrial Uses (Class 4, 5 and 6)

PORT GLASGOW EASTERN GATEWAY

-  - Residential development opportunity
-  - Residential development / refurbishment opportunity
-  - Listed Building opportunity
-  - Business & Industrial safeguarded area
-  - Business & Industrial development opportunity
-  - Open space
-  - Open space proposals
-  - Ancient woodland
-  - Trunk road
-  - Residential area
-  - Core Paths



 NOT TO SCALE

Port Glasgow Industrial Estate

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, there are significant local employers within the western part, with 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. It is considered that the vacant and derelict parts of the estate are deterring businesses from locating within the estate and having a negative impact upon the surrounding area.

Planning Strategy

In order to make the estate more attractive to potential users, as well as securing the existing employers currently in operation, the planning strategy is for a mix of business and industrial and residential uses. The strategy supports the rationalisation of the existing business and industrial area, specifically the removal and/or refurbishment of the derelict and unviable industrial units north of Dubbs Road. To cross fund the rationalisation and consolidation of the business and industrial area, new residential development of approximately 500 houses is identified to the north of Gareloch Road, west of Knocknair Street and to the south of Dubbs Road. A comprehensive masterplan will be required to identify the appropriate layout of uses and design principles.

Supported Land Uses:

Supported Land Uses:

- a) Residential (Class 9)
- b) Sui generis flatted development
- c) Business and Industrial Uses (Class 4, 5 and 6)

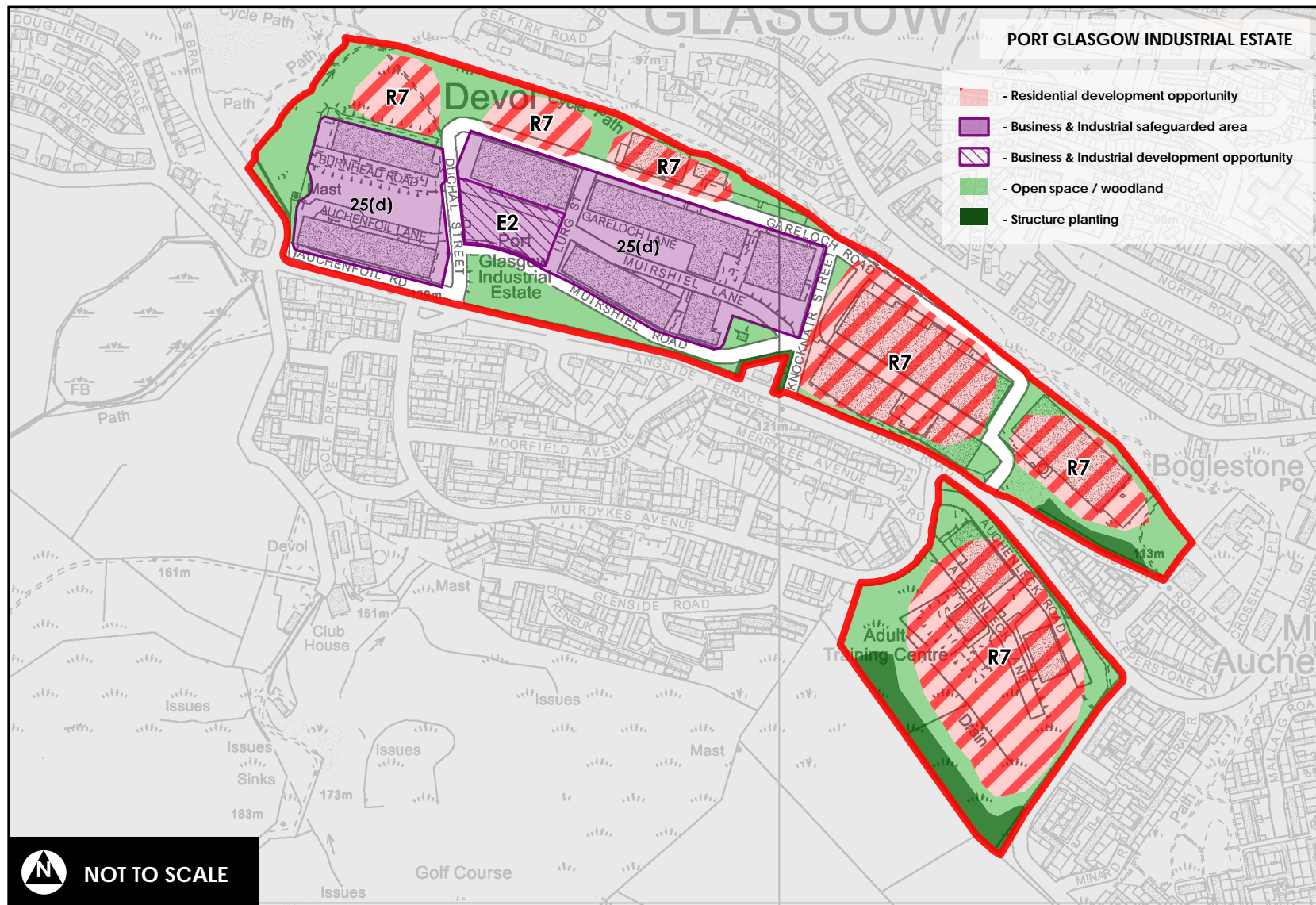
A core path/NCN75 route runs adjacent to the industrial estate. Development proposals should ensure that there are no adverse effects on the active travel network and that new development provides active travel links through the site and to the wider network.

Open space provision should provide for a range of formal and informal activities, such as walking, picnics and children's play etc. Particular attention should be paid to how new development within the northern boundary relates to the adjacent existing open space. The provision of open space, SuDS and landscaping should be integrated to maximise the benefits of these green infrastructure elements.

The semi-natural woodland within the south east corner is to be retained, subject to a tree survey.

Attention is drawn to the fact that parts of the site are identified as potentially contaminated.

As some of the development sites include areas of medium flood risk, development proposals will need to be supported by a Flood Risk Assessment.



Inverclyde
council

Regeneration and Planning

Inverclyde Council
Municipal Buildings
Clyde Square
Greenock
PA15 1LY

Telephone: 01475 712491