



INVERCLYDE LOCAL DEVELOPMENT PLAN 2014

SUPPLEMENTARY GUIDANCE on LOCAL DEVELOPMENT FRAMEWORKS

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1.0 INTRODUCTION

- 1.1 The purpose of this Supplementary Guidance (SG) is primarily to supplement the Spatial Strategy of the Local Development Plan (LDP). The Local Development Frameworks SG is considered necessary to provide the requisite additional detailed guidance to assist the planning of future investment and development in the areas designated as such in the LDP.
- 1.2 Local Development Frameworks cover a total of nine areas and three sites. The areas designated '**Major Areas of Change**' with the exception of one area, Spango Valley, are *legacies* from the adopted 2005 Inverclyde Local Plan. The two more extensive areas designated '**Areas of Potential Change**' are highlighted in the LDP to encourage a new, more holistic view of the potential of these areas for co-ordinated medium to long term planning, to realise their full potential. Finally, the three '**Development Option Sites**' designated reflect the long term intractable nature in developing two of the sites and similar potential issues with the third.
- 1.3 This SG is a material consideration for the Council in the assessment of all planning applications within the designated areas/sites. It should be read in conjunction with other relevant policies of the adopted LDP.

2.0 MAJOR AREAS of CHANGE

- 2.1 Major Areas of Change are designated in the Plan to cover those larger scale development opportunities undergoing or planned to undergo change and which contribute most to the changing identity of Inverclyde. These areas (under **Policy MAC1-7**) because of their scale or type of development, require a more detailed level of planning guidance and direction (development framework or masterplan), to integrate in most cases a number of separate but linked proposals in a planned, phased manner. This more detailed level is required to facilitate change for the better and to assist in realising the objectives of already approved Planning Strategies.

- 2.2 Six of the seven areas designated in the Plan are a legacy of regeneration or area renewal carried forward from the Inverclyde Local Plan 2005. Progress has been made in some areas and not others. The current position and planning status is outlined against the aims and objectives for each of the areas below, together with the preferred land uses and other relevant considerations, including guidance on placemaking (urban design and environmental improvements) and green network (access and linkages), both for local and strategic purposes.

- 2.3 Spango Valley is the one new area identified as a major development opportunity in the Plan. It is divided into three sub areas reflecting the different stages reached in their respective development. In many respects the area depicts well the process of regeneration and area renewal. The central area is being retained for business and industrial use while the north eastern area is at an advanced stage with a planning permission in principle and other firm development proposals outlined in a masterplan/development framework. In contrast, the remaining area in the south western part of the site has no firm proposals under discussion.

- 2.4 The seven Major Areas of Change, designated on the Proposals Map, are:

- MAC1:** The Harbours, Greenock
- MAC2:** James Watt Dock / Garvel Island, Greenock
- MAC3:** Gourock Bay
- MAC4:** Former Inverkip Power Station, by Wemyss Bay
- MAC5:** Woodhall, Port Glasgow
- MAC6:** Peat Road/Hole Farm, south west Greenock
- MAC7:** Spango Valley, south west Greenock.

- 2.5 The overarching policy in the LDP for the 'Major Areas of Change' is outlined below.

Policy MAC1-7 : Major Areas of Change

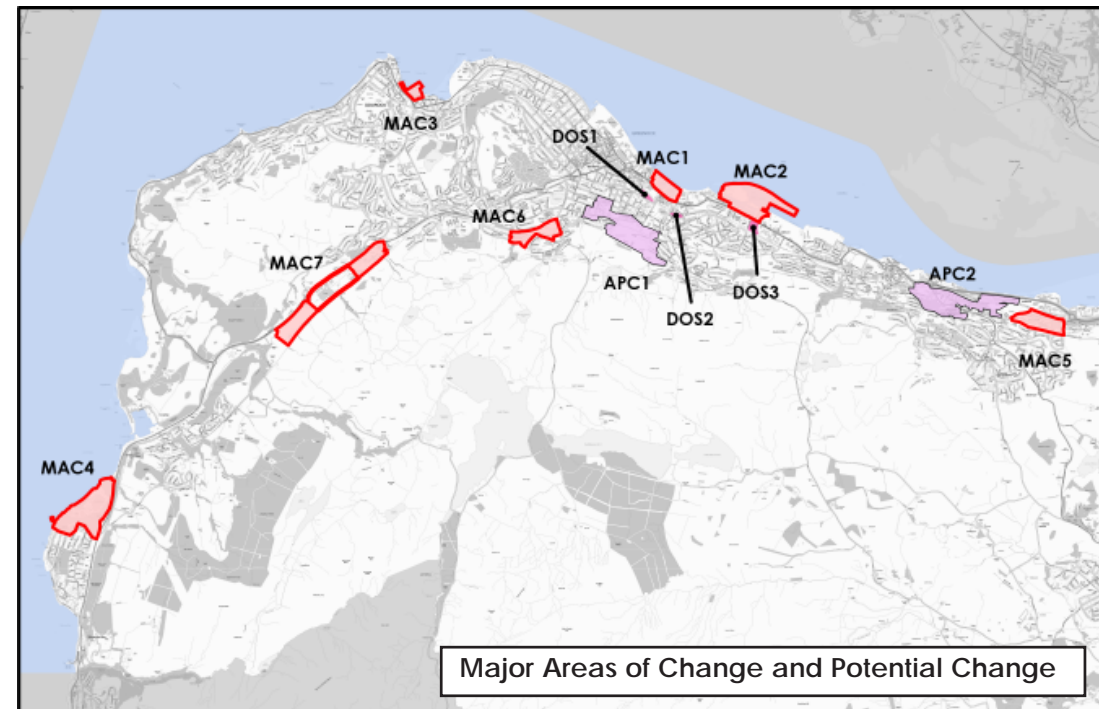
The Council will support the redevelopment of the areas designated 'Major Areas of Change' on the Proposals Map by having regard, where applicable, to:

- (i) approved planning permissions (in outline, in principle or detailed);
- (ii) approved masterplans/development frameworks and briefs;
- (iii) the future submission and approval of a masterplan/development framework; and additionally,

taking cognisance of the planning strategies, area policy and preferred land uses outlined under each of the respective Areas, **MAC1** to **MAC7**, in Supplementary Guidance.

2.6 The Supplementary Guidance for each of these seven areas is outlined below.

2.7 It should be emphasised that due to the prevailing economic downturn and anticipated lengthy climb back to a sound economic climate for new investment, the timing and potentially the phasing of development within the Major Areas of Change could be more protracted than originally conceived. The number of legacy sites in the Plan itself demonstrates this more realistic perspective on development prospects. As a consequence, the detailed site and building block configurations illustrated on the Maps for the Major Areas of Change (refer below) will be subject to change, as planning applications come forward and further refinements are made to these proposals. At this stage however, and for the lifetime of this Plan, the planning policy position and preferred land uses in this Supplementary Guidance remain the basis for the development of these seven designated areas.



MAC1 : THE HARBOURS, GREENOCK (Legacy Site)

1) Objectives of Planning Strategy

The Harbours Area is a prominent location on the Waterfront, alongside the A8 trunk road and within walking distance of Greenock Central Station. The Planning Strategy, while housing-led, has regard to this central location in seeking a development and land uses compatible with the adjacent Town Centre and the strong physical and visual links it has with it.

The Strategy aims to exploit this coastal/ harbour asset through maritime, leisure and tourism-based uses in a mixed-use development, while allowing provision for the continuation of commercial marine operations.



2) Current Planning Status

Outline planning permission and an associated Masterplan/Urban Design Framework was granted in January 2006, covering East India and Victoria Harbours, and Scott Dry Dock, for a housing-led (indicative 200 units) mixed use development. Subsequent detailed permissions have been granted for residential flats (for 88 units unimplemented) adjacent to the Beacon Arts Centre (theatre) (opened in January 2013) and around the perimeter of the partially in-filled East India Harbour.

3) Area Policy and Preferred Land Uses

The Harbours, being a Legacy Site and with an outline planning permission, retains its Mixed Use Area designation in this Plan.

Permitted land uses include:

- (a) Residential;
- (b) Non-Residential Institutions (Use Class 10) of a tourist and heritage nature that are related to The Harbours' marine use, location and historical importance;
- (c) Shops (Use Class 1), restricted to the servicing of the above tourism, heritage and leisure uses and not exceeding 100 square metres of gross floorspace;
- (d) Food and Drink (Use Class 3) and use as Public House;
- (e) Financial, Professional and other services (Use Class 2); and
- (f) Marine-based commercial enterprises, including provision for marina facilities and potential ferry operator.

4) Placemaking, Environment and Green Network/
Access

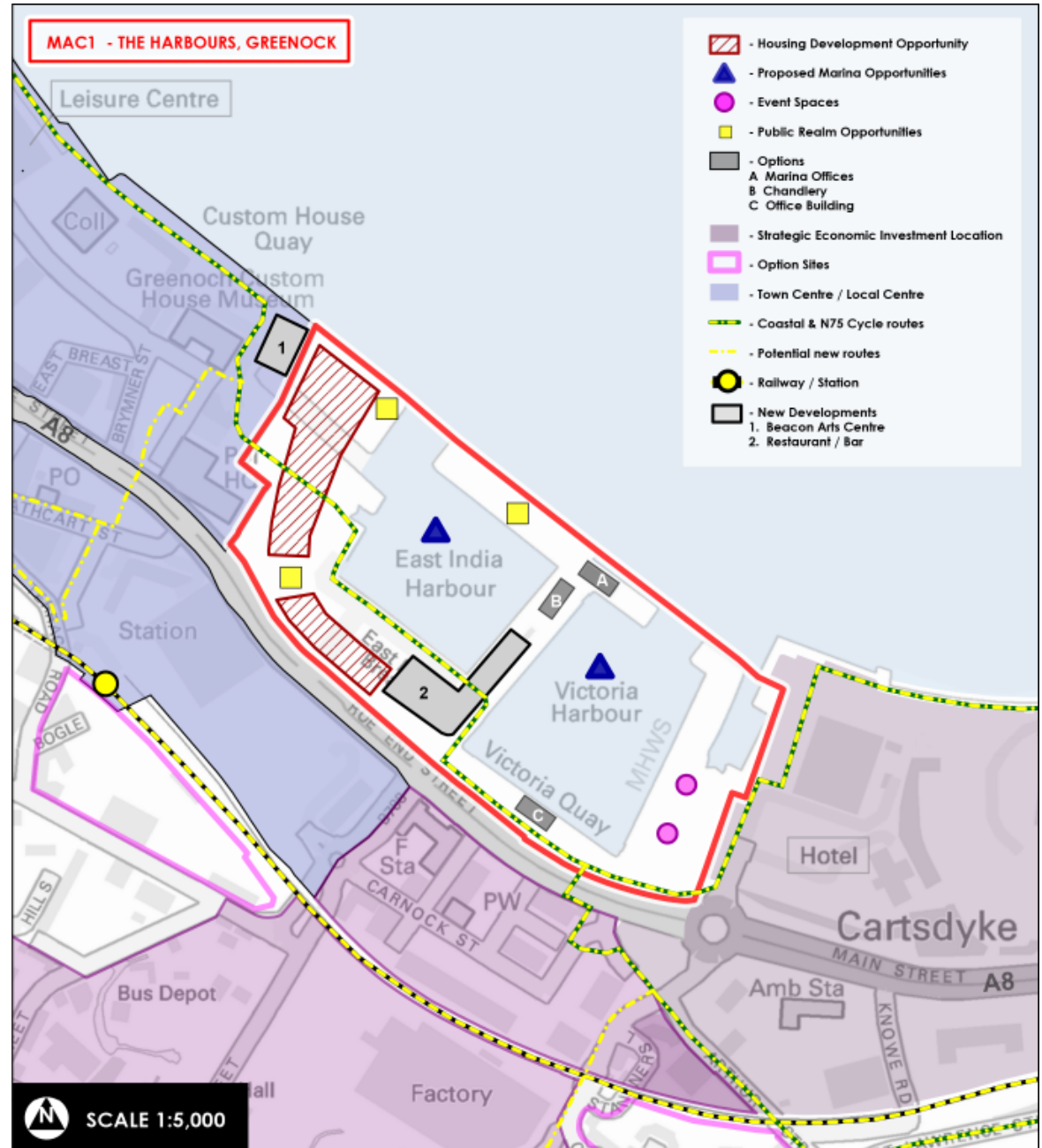
The principal elements of the above are illustrated on Diagram MAC1. These are based mainly on the aforementioned Masterplan / Urban Design Framework (as revised May 2010), to take account of the theatre and the consequential reduction in the area earmarked for flatted residential development.

5) Special Considerations

Due to the economic downturn, the timeframe for the housing development has slipped, with a start date likely to be some years away. Interim 'greening' of the site has been undertaken but there remains more scope for this ahead of the development of the site, given its prominent location at the entrance to Greenock town centre.

In March 2013, planning permission was granted for a bar / restaurant, sited adjacent to the A8 road to the west of the apex of the two harbours, not as illustrated in the revised Masterplan (refer to 'New Developments' [2] on Diagram).

The potential for two new Green Network links from the waterfront to Clyde Muirshiel Regional Park (refer to [Chapter 8](#) of the [LDP](#)), are shown on the map.



MAC2 : JAMES WATT DOCK / GARVEL ISLAND, GREENOCK (Legacy Site)

1) Objectives of Planning Strategy

James Watt Dock and Garvel Island is situated on the Waterfront mid-way between the town centres of Greenock and Port Glasgow, and accessed off the A8 trunk road. The greater part of this large area (40 hectares, of which just over half is water) has lain derelict or underused for 15 years alongside reminders of Greenock's shipping and engineering past, with marine engineering, ship repair and commercial shipping a presence within the working dock.

New housing development on the South Quay, west of and complementing in design the 'A' listed Sugar Warehouses, started the process of regeneration in 2006, while the return of the Tall Ships to Greenock in 2011 provided the impetus for further initiatives, including public realm improvements alongside the dock. A new access road was built in 2011 to serve the dock and Garvel Island, for housing-led, mixed use development. A marina has been established and new maritime-related uses are re-using the Sugar Warehouses for the first time in many years.

The Planning Strategy is predominantly housing-led and is reflected in the planning permission detailed on page 8. Significant land reclamation is necessary to create development platforms of a scale and size to link the main dock with Garvel Island. Public transport is available on the A8(T) and the nearest railway station is a 5 minute walk.



2) Current Planning Status

A planning permission in principle and associated Masterplan/Urban Design Framework was granted in January 2010, covering the area designated: James Watt Dock, Garvel Island, and the outer-most narrow strip of land 'The Plinth', sheltering the Great Harbour to the east.

A mixed use development comprising 'family housing' (including flats), occupying 'The Island' is the centre-piece of the proposal, with an indicative dwelling capacity of 500 recorded at this stage for the purposes of the housing land supply audit. The development of the site will be undertaken in phases over a number of years and the actual capacities of these will be agreed at that time.

A detailed permission granted for housing (flats) on the South Quay to the west of the Sugar Warehouses is unimplemented. The area is used for boat storage.

3) Area Policy and Preferred Land Uses

James Watt Dock / Garvel Island, being a part Legacy Site and with an outline planning permission, retains its Mixed Use Area designation in this Plan.

Permitted land uses include:

- (a) Residential;
- (b) Business (Offices and Light Industry) Use Class 4;
- (c) Assembly and Leisure (Use Class 11)
- (d) Hotels and Hostels (Use Class 7);
- (e) Residential Institutions (Use Class 8);
- (f) Non-Residential Institutions, including Education (Use Class 10);
- (g) Maritime-based commercial enterprises, including provision for marina berthing facilities; and

- (h) Retail or Food and Drink (Use Class 1 or 3), where ancillary to the above uses.

4) Placemaking, Environment and Green Network/Access

The principal elements of the above are illustrated on Diagram MAC2. These are based mainly on the aforementioned Masterplan/Urban Design Framework, with particular emphasis given to the 'greening' of the site, especially the 'corridors' running 'north-south' and 'east-west' on the Island. These together with the extensive public realm – James Watt Square (The arrival 'Destination'), The Boulevard at the site's entrance, and Link Park – maximise opportunities through the site for long-views taking in the water that surrounds the site on three sides.

5) Special Considerations

The strategy is based around the existing 'Dockside' (the South Quay, including the 'A' listed Sugar Warehouses and the 'A' listed Titan Crane), with three main 'character areas' defined: 'The Perch' (Plinth) is earmarked for plotted residential development, using its immediate access to the River; 'The Island', the main building area for residential development is illustrated as a 'greened new neighbourhood'; and 'The Destination', has a mix of uses around the dock marina, including leisure (restaurants and bars), office accommodation, a potential hotel, and ancillary uses linked to boating/yachting and associated yard space.

The Masterplan/Urban Design Framework is designed around the retention of the Clyde Graving Dock and its use for ship repairs, but also incorporates an alternative scheme for The Island, if this facility were to close.

MAC3 : GOUROCK BAY (Legacy Site)

1) Objectives of Planning Strategy

Gourock Bay comprises the head of the bay delineated by the remains of the Admiralty Jetty, within which an unimplemented planning permission for a mix of marina and residential use, combined with ancillary leisure, tourism and sports facilities, dates back to 2002.

Given the sensitive coastal location, the Planning Strategy outlined in the 2005 Local Plan remains relevant to this area's development now. Any development will be required to have regard to the high quality of the environmental setting and be required to protect views in and out of the site. The nearest public transport is on the A770, two stations are within 5 minutes walk and the ferry terminal for destinations in Argyll and Bute is also only 5 minutes from the site.

2) Current Planning Status

The lapsed outline planning permission and associated Masterplan included a mix of uses as outlined in the area policy presented below.

3) Area Policy and Preferred Land Uses

Gourock Bay, being a Legacy Site and with a lapsed outline planning permission, retains its Mixed Use Area designation in this Plan.

Permitted land uses include:

- (a) Residential Flats;
- (b) Sports, Leisure and Tourist facilities (Use Classes 10 or 11);
- (c) Hotels and Hostels (Use Class 7);
- (d) Marina and related commercial development, including ancillary retail, restricted to the servicing of the above sport, leisure and tourism uses.



LOCAL DEVELOPMENT FRAMEWORKS

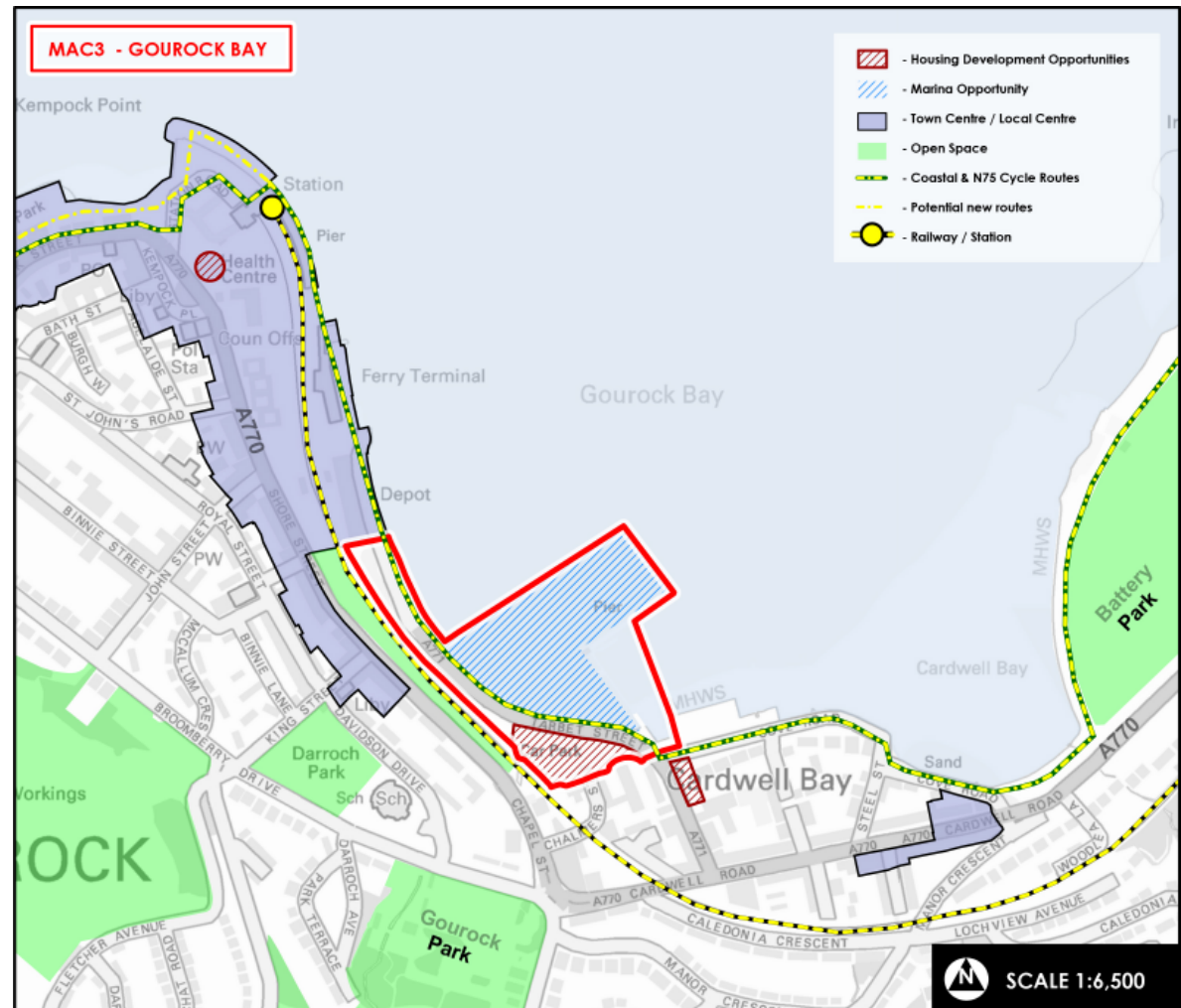
4) Placemaking, Environment and Green Network/Access

The principal elements of the above are illustrated on Diagram MAC3. These are based mainly on the aforementioned Planning Strategy and take into account a number of changes since 2005, for example the change to ferry operations from Gourock pier.

5) Special Considerations

The site is well positioned and can be accessed readily along the coast from Gourock town centre, and in particular, the railway station and ferry terminal. It is equally accessible along the coast from the east and Battery Park. In contrast to this good sustainable access (walking and cycling), road access would need to be improved and would be an important consideration in any new planning application.

The scale of development on any reclaimed land within the bay area, delineated by the Admiralty Jetty, would be limited due to the operational requirements of Gourock ferry terminal (including making provision for any changes to that operation in the future). In addition, the highly sensitive nature of the location, in terms of visual impact looking out across the bay from the adjacent shoreline and coastal route, would require to be satisfactorily addressed in any new planning application.



MAC4 : FORMER INVERKIP POWER STATION, by WEMYSS BAY (Legacy Site)

1) Objectives of Planning Strategy

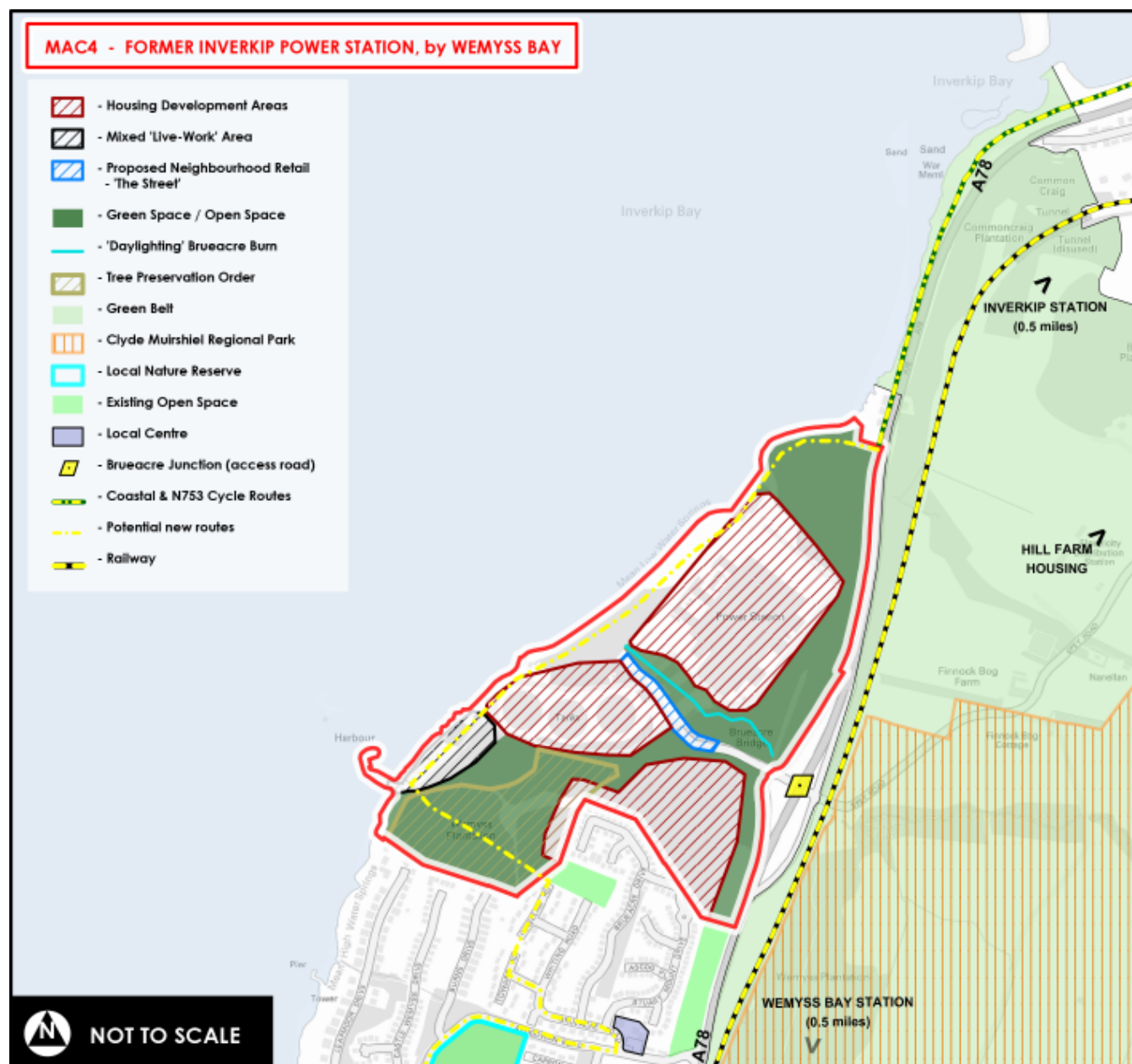
The former Inverkip Power Station, situated on the coast north of Wemyss Bay, extends to 43 hectares, with a building footprint covering approximately half of this area. The site, despite its size and because of landform, is relatively hidden from the A78(T) road and the railway, set within an established semi-rural landscape, including a TPO. A 'diamond' interchange provides access off the A78(T), and there is potential for access routes north along the coast to Inverkip and south to Wemyss Bay.

The Planning Strategy has been informed by a design-led 'urban village' approach and is the preferred option for the site's development. A Development Framework/ Masterplan demonstrates how the site can be developed in 'character areas', generally restricted to the previously developed areas and using the landform sloping down to the coast.

2) Current Planning Status

Extensive community consultation and pre-application discussion with the owners, Scottish Power, led to the Development Framework/Masterplan and the submission of a planning application in principle in 2009. The application remains undetermined due to ownership issues which require to be resolved by the applicant.





3) Area Policy and Preferred Land Uses

The LDP retains the Mixed Use Area designation from the 2005 Plan, with a design-led residential 'urban village' proposal the cornerstone of the site's potential development.

Permitted land uses include:

- (a) Houses (Use Class 9) and Residential Flats;
- (b) Community Facilities (Use Class 10);
- (c) Leisure: watersports facilities and other outdoor recreation (Use Class 11);
- (d) Hotel (Use Class 7), Food and Drink (Use Class 3) and Public House;
- (e) Neighbourhood Retail (Use Class 1); and
- (f) Employment: Financial, Professional and Other Services (Use Class 2) and Business (Use Class 4).

4) Placemaking, Environment and Green Network/Access

The principal elements of the above are illustrated on Diagram MAC4. These are based mainly on the aforementioned Development Framework/Masterplan, but also take into account a number of changes made through the processing of the outline planning application in 2011.

5) Special Considerations

An improvement to the A78 road, including a roundabout at the north eastern entrance to Inverkip, has been identified as Project No. 12 in the City Deal for Glasgow and the Clyde Valley (signed on 20th August 2014). This, together with upgrading at the Brueacre interchange, will enable the former power station site to be redeveloped.

While promoted as an 'urban village', it is essential that the site is not developed in isolation but has full regard to good access links to adjacent settlements, in particular Wemyss Bay but also to the north and Inverkip. Sustainable access will be a condition of any planning permission issued, in particular the provision of good links along the coast to extend the Coastal Access Route from Inverkip, through the site by way of a new promenade and onwards south to Wemyss Bay.

Opening-up (or 'daylighting') the Brueacre Burn that runs through the centre of site is one of the key sustainable proposals in the proposed development framework. The framing of the character areas and the extensive greening of the site are intended to radiate out from this central water feature, both in terms of the wooded areas to the north east and south of this 'spine' and west to the coast. There is also potential for the reinstatement of the stone harbour. The site, because of its landform and potential to reinstate natural and man-made features, has the potential to be not only an attractive place to live, but also to visit as a tourist destination.

Note: the iconic 236 metre high chimney was demolished on 28th July 2013.

MAC5 : WOODHALL, PORT GLASGOW (Legacy Site)

1) Objectives of Planning Strategy

Woodhall is one of five 'new neighbourhoods' that were identified in the 2005 Local Plan, Phase 1 having been completed, with the larger Phase 2 still to be developed.

The Planning Strategy for the 'new neighbourhoods' is to widen tenure choice and introduce owner occupation and shared ownership into predominantly social rented housing neighbourhoods, in designated parts of Greenock and Port Glasgow. The strategy is central to the SOA and corporate objectives of arresting population decline through making more areas of Inverclyde attractive to incoming households.



Woodhall has been at the forefront contributing to RCH's Reprovisioning Strategy, rehousing households from flatted dwellings into new lower density houses, to meet SHQS standards. Alongside this provision of new affordable homes, community regeneration initiatives and other projects have been incorporated within or close to these new neighbourhoods, including new primary and secondary schools, greening and open space provision, including playing fields and other community facilities and uses, such as neighbourhood shops.

2) Current Planning Status

An outline planning permission and associated Masterplan was approved in May 2009 for a mixed tenure 'new neighbourhood', comprising of circa 200-230 dwellings (indicative tenure split of 60 social rent/affordable: 140-170 owner-occupied), integrated 'home zones' and provision made for a community centre, the relocation of the neighbourhood shop and generous open space centred on a 'green spine' linking the north and south (phase 1) of the neighbourhood.

Planning permission has been granted for the first part of Phase 2 (20 dwellings for River Clyde Homes) and another phase for the same RSL comprising 16 dwellings is expected to be submitted before the end of 2014 and forms part of the 2012-15 SHIP/SLP of the Council.

3) Area Policy and Preferred Land Uses

Woodhall, being a Legacy Site and with an outline planning application and associated Masterplan/Development Framework, is progressing slowly and retains its 'New Neighbourhood' designation.

Permitted land uses include:

- (a) Houses (Use Class 9);
- (b) Community Facilities (Use Class 10); and
- (c) Neighbourhood Retail (Use Class 1).

4) Placemaking, Environment and Green Network/ Access

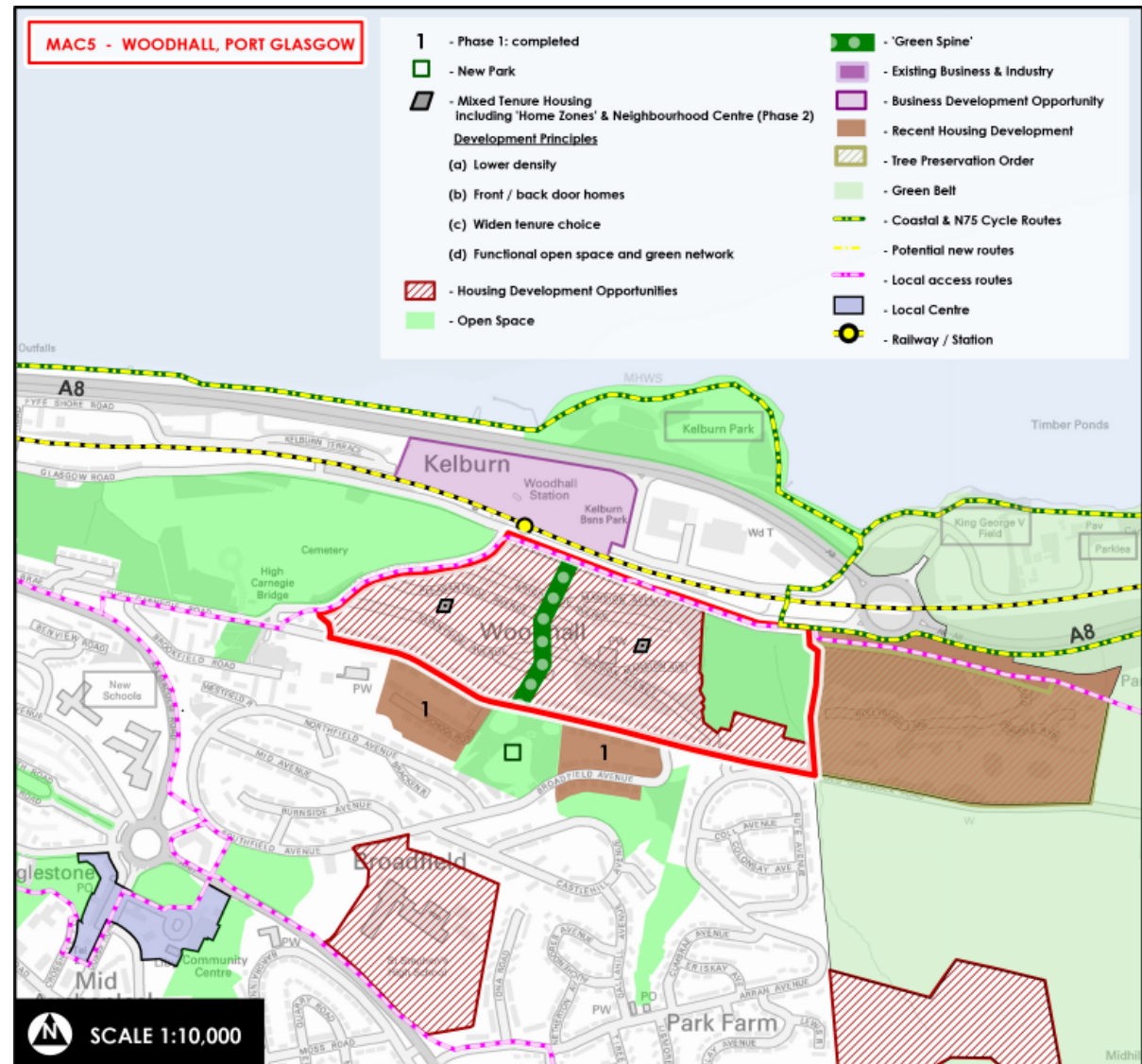
The principal elements of the above are illustrated on Diagram MAC5. These are based mainly on the aforementioned Masterplan/Development Framework, but also take into account a number of changes made since completion of Phase 1 of the 'New Neighbourhood' in 2012.

5) Special Considerations

Phase 2 of the Woodhall New Neighbourhood is the larger of the two phases, but its planned completion has been protracted due to reductions and uncertainty over future levels of Scottish Government Affordable Housing Funds until late 2013 (refer to SHIP/SLP above), and quite severe development constraints due to the topography (steepness of slope) of the site. This landform however presents an exciting prospect for a residential area with an uninterrupted stunning outlook north across the River Clyde estuary to the opposite shore and the mountains of the southern Highlands beyond.

The completion of the new neighbourhood, which includes plans for a new community centre and multi-use games area (MUGA), should also be assisted by and benefit from a number of recent investments in the locality and further potential changes planned in the surrounding area of east Port Glasgow. Of particular note are housing development at the former Broadfield Hospital, separated from Woodhall to the east by a steeply wooded escarpment; major investment in sport and recreational facilities along the coast at Parklea; and the potential for new employers to locate on the Kelburn Business Area nearby. This development opportunity has been partially taken-up by two speculative Class 4 business units by Riverside Inverclyde URC, granted planning permission in January 2013, with two more units under construction.

Woodhall also has the benefit of ready access to a railway station and the A8 trunk road and further east, the M8 to Glasgow.



MAC6 : PEAT ROAD / HOLE FARM, south west GREENOCK (Legacy Site)

1) Objectives of Planning Strategy

Peat Road/ Hole Farm is a designated 'new neighbourhood' in south west Greenock, having been the subject of a 2012 Feasibility Study to determine how the area could be redeveloped as part of RCH's Reprovisioning Strategy. As part of the overall regeneration of the area, an extension to Overton Primary School was completed in 2012.

The Planning Strategy is 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.

2) Current Planning Status

The Feasibility Study is currently at draft stage and will provide the basis for an approved Masterplan/ Development Framework for the site. The planned indicative tenure split is predominantly for affordable homes (an estimated 120 dwellings of a total site capacity of circa 150), and these were primarily aimed at re-providing for RCH tenants displaced from Broomhill/Drumfrochar area.

However, due to the reductions and uncertainty over future levels of Scottish Government Affordable Housing Funds and a reassessment by RCH of the scale of demolition planned in the Broomhill/Drumfrochar area, the future development of this new neighbourhood will be subject to further review. The Council will continue to work with RCH and other key partners to bring forward the new neighbourhood concept for this area, but the scheme and its phasing could be somewhat altered from the current Framework. One reason for this is the challenge in making this new neighbourhood economically viable due not least

to the topography of the area, and the extent to which a considerable area of land is not suitable for development and is expected to be retained as open space.

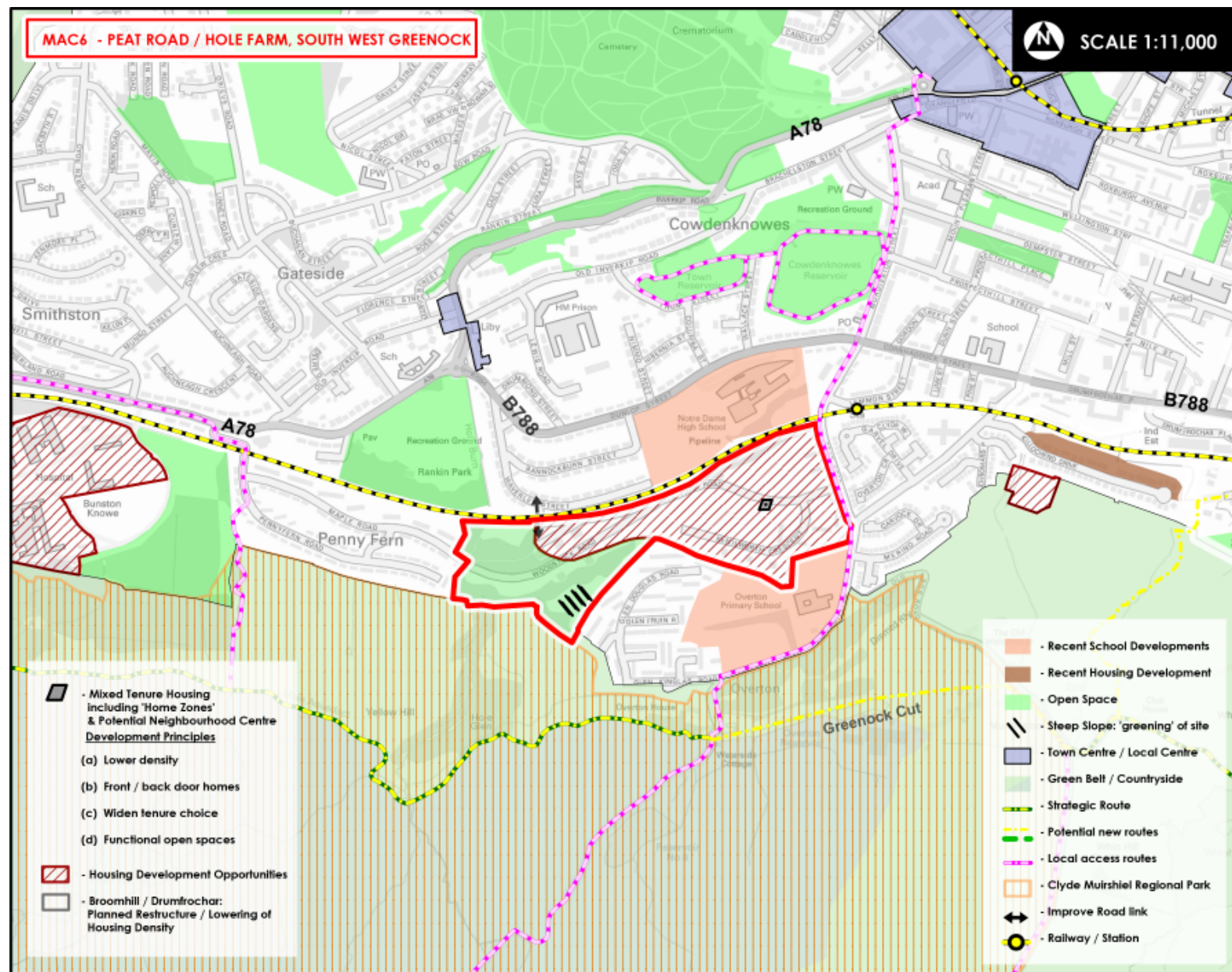
3) Area Policy and Preferred Land Uses

Peat Road / Hole Farm, being a Legacy Site and in accordance with the timeframe expected for its development, is at the pre-planning application stage, but retains its 'New Neighbourhood' designation.

Permitted land uses include:

- (a) Houses (Use Class 9);
- (b) Community Facilities (Use Class 10); and
- (c) Neighbourhood Retail (Use Class 1).





4) **Placemaking, Environment and Green Network/Access**

The principal elements of the above are illustrated on Diagram MAC6. These are based mainly on the aforementioned Feasibility Study, but also take into account a number of changes recommended through further dialogue with RCH during 2012.

5) **Special Considerations**

The development of Peat Road, Hole Farm New Neighbourhood should be assisted by and benefit from a number of recent investments in the locality and further potential changes planned in the surrounding area of south west Greenock. Of particular note are the successful new housing developments to the east of the site; major investment in the Authority's School Estate within this catchment: Notre Dame HS, Overton PS and Inverclyde Academy; and the potential of the nearby Ravenscraig hospital site being developed for housing, which is likely to serve a different sector of the market.

Peat Road, like many parts of Inverclyde, is well served by ready access to a railway station and is within easy reach of the A78 trunk road.



MAC7 : SPANGO VALLEY, south west GREENOCK (New Development Opportunity)

1) Objectives of Planning Strategy

Spango Valley is located on the south western edge of Greenock, lying between the A78 and the Glasgow to Wemyss Bay railway line. The steep hills that lie beyond the railway form part of the boundary of the Clyde Muirshiel Regional Park. There are three owners of the site, Highcross Strategic Advisors, Sanmina and the Scottish Prison Service.

The Planning Strategy for the area takes account of its former use by IBM, where the majority of the land at that time was used for business purposes, while acknowledging that a more flexible approach to land

designation is now required. A part of the site has never been developed and an increasing and significant proportion of Spango Valley has lain vacant for over 10 years, so alternative uses need to be encouraged.

A range of uses will be considered appropriate on those parts of the area not being retained for business and industrial use (refer to [Proposals Map](#) and see below).

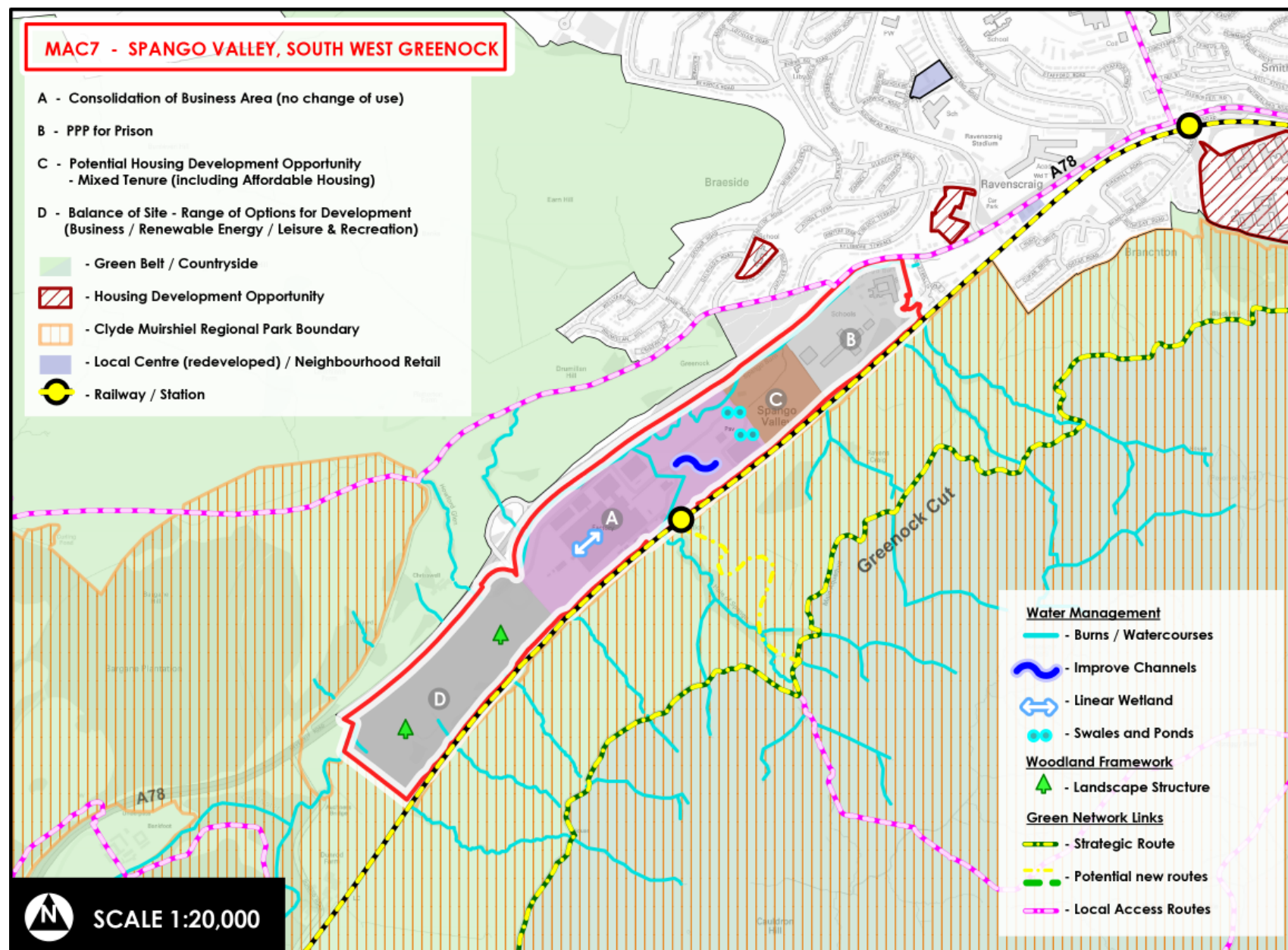
2) Current Planning Status

The Scottish Prison Service received planning permission in principle in July 2011 to build a prison on the north eastern part of the site, formerly occupied by two schools, both of which have been demolished. A planning application for 'Matters Specified by Condition' was submitted to the Council in October 2014.

A Development Framework document entitled 'Valley Park' has been prepared for the central part of the site for the owners, Highcross, which entails a mix of uses, consolidating the central business area and introducing housing and associated commercial uses on the eastern section of their ownership.

The vacant land to the south west, owned by Sanmina, has no active proposals under consideration. In that respect this part of Spango Valley is more similar to those areas in the Plan designated as 'Areas of Potential Change' (refer to pp 22 to 28).





3) Area Policy and Preferred Land Uses

Spango Valley is the one major new area of development opportunity to be brought forward in the LDP.

Permitted land uses include:

- (a) Business (Use Class 4), General industrial (Use Class 5) and Storage or Distribution (Use Class 6);
- (b) Residential Institutions (Use Class 8);
- (c) Houses (Use Class 9);
- (d) Non-Residential Institutions (Use Class 10); and
- (e) Neighbourhood Retail (Use Class 1) and Food and Drink (Use Class 3);
- (f) appropriate leisure/recreation uses; and
- (g) appropriate renewable energy uses.

4) Placemaking, Environment and Green Network/Access

The main elements of the above are illustrated on Diagram MAC7. These are based mainly on the aforementioned Valley Park Development Framework and an Integrated Green Infrastructure (IGI) Study (refer below).

5) Special Considerations

The IGI Study was undertaken on behalf of the Glasgow and the Clyde Valley Green Network Partnership, covering the entire Spango Valley area. The study analyses the five main green infrastructure topics – water management, access networks, habitat networks, open space and stewardship. It recognises opportunities for combined benefits which should form the basis for the urban regeneration and ecological enhancement of the area, and identifies principles which should be considered in the redevelopment of the area.

More specifically, 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, linking the north and south sides of the valley and the separate areas of the Regional Park, in particular the Greenock Cut with the site; and on the vacant south western part, a woodland landscape framework is proposed to help define development platforms for future use.



3.0 AREAS of POTENTIAL CHANGE

- 3.1 Two Areas of Potential Change are designated, covering a variety of circumstances and consequently, a range of planning issues requiring different policy responses. Grouping these areas together has one common purpose: to highlight potential new opportunities for both development and placemaking. The key consideration in their designation however (under **Policy APC1-2** below), is that land use change is either planned or desired, rather than the retention of the policies of the 2005 Local Plan.
- 3.2 The intention of **Policy APC1-2** is to provide direction for future investment so that this can be done in a planned, coordinated and phased manner, having regard to how these areas function and how their roles may change over time.
- 3.3 Areas of Potential Change are characterised by having a range of problems, be it social, economic, physical or environmental, with in most cases, a combination of all four. They require a range of interventions to establish the conditions that could realise their potential. They have, in most cases, potential for development, either on one or two sites, or over a wider area, where cumulatively, the development or change of use of a number of smaller sites would improve conditions considerably for the area.
- 3.4 The key feature common to these areas, unlike 'Major Areas of Change', is the greater uncertainty over their future, with agreements on the optimum planning strategies still to be decided. Because of this, a number of options are set out at this stage to inform and guide what the best or favoured option could be.
- 3.5 The Areas of Potential Change, as the name suggests, are presented in the plan with little prescription, unlike the Major Areas of Change which are more prescriptive, with preferred land uses indicated.

- 3.6 The two Areas of Potential Change, designated on the Proposals Map, are:

APC1: Central East Greenock – Broomhill and Drumfrochar, Strone and Wellington Park

APC2: Inner Lower Port Glasgow (including Clune Park).

- 3.7 This early outline of possibilities for the two Areas of Potential Change will be further considered and consulted upon to establish firm proposals. Once development proposals have been concluded and agreed with relevant stakeholders and the communities involved, the accompanying **Action Programme** to the LDP will chart progress on the evolving Local Development Frameworks between the publication of this LDP and the next.
- 3.8 The overarching policy in the LDP for the 'Areas of Potential Change' is outlined below.

Policy APC1-2 : Areas of Potential Change

The Council will support the redevelopment of the areas designated 'Areas of Potential Change' on the Proposals Map by having regard, where applicable, to the potential planning frameworks, draft planning strategies and land use / development options outlined under each of the respective Areas, **APC1** and **APC2**, and progress both Local Development Frameworks in Supplementary Guidance, where necessary and appropriate.

- 3.9 The Supplementary Guidance for each of the two 'Areas of Potential Change' is outlined below.

APC1: CENTRAL EAST GREENOCK – BROOMHILL and DRUMFROCHAR, STRONE and WELLINGTON PARK

1) Area Overview and Potential Planning Framework

Greenock Central East presents a range of challenges and covers a large area with a wide mix of land uses and longstanding problems of vacant, derelict and underused land and properties. The area comprises a mix of 2005 Local Plan legacy sites, with some progress made, but little achievement by way of development on the ground.

In Broomhill/Drumfrochar, River Clyde Homes completed an Options Appraisal (2012) on the condition of the housing stock and assessed the potential for in-situ regeneration for the re-provision of its tenants. In light of this initiative, jointly pursued with the Council, there was until 2013 uncertainty over the scale of change envisaged, largely as a consequence of uncertain funding for re-provision over the short term.

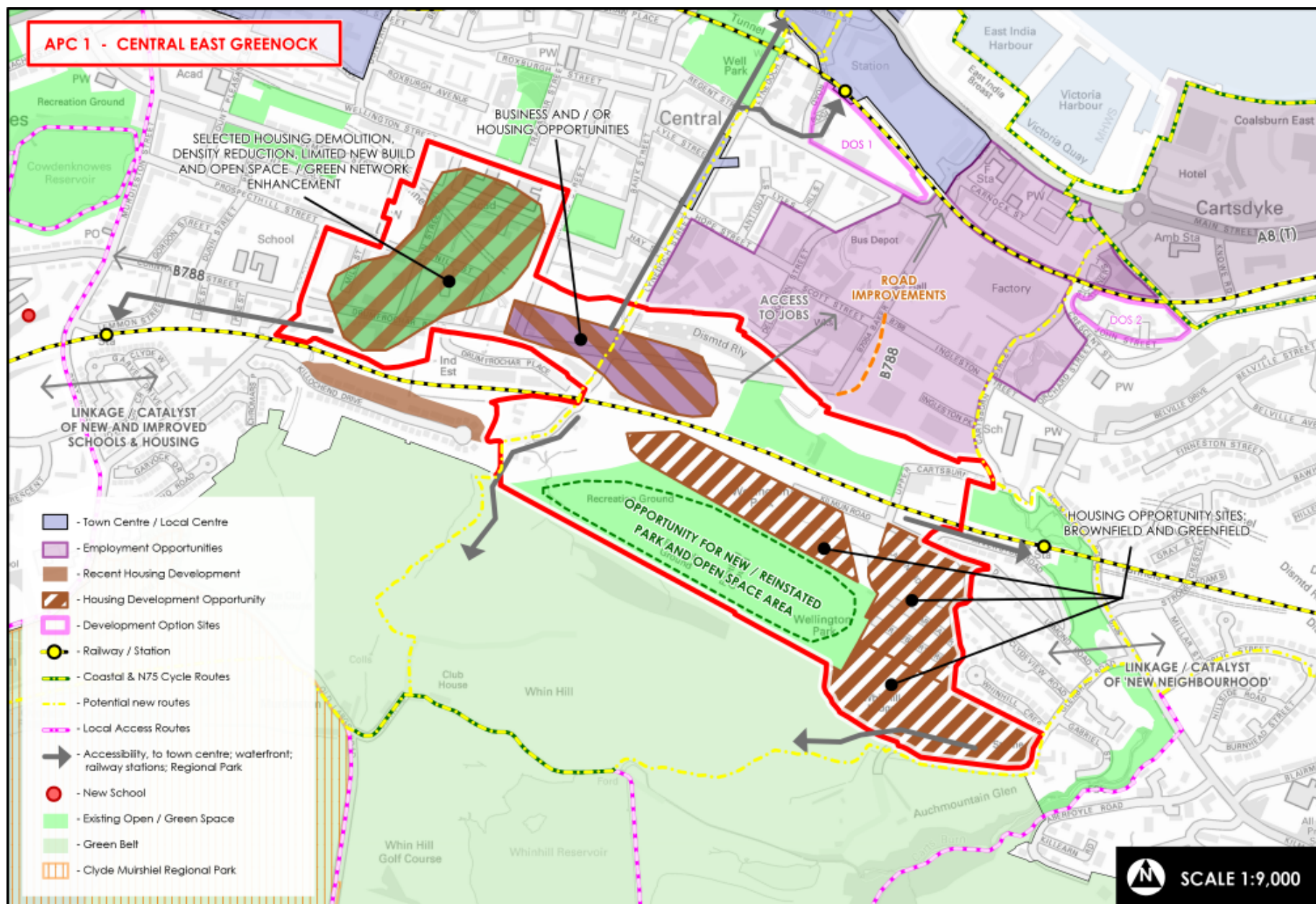
Following consultation with tenants and the community at large on the Option Appraisal, and latterly on an Environmental Improvement Strategy by architect-planners MAST (late 2013), more definitive development options and proposals have been concluded and agreed with relevant stakeholders and the communities involved. The Action Plan will chart progress on an evolving Local Development Framework for this area between the publication of this LDP and the next. Additionally, where appropriate, development will be taken

forward through Supplementary Guidance in response to further work being undertaken by the Council and its partners. The future of Broomhill / Drumfrochar will be based on this Environmental Strategy, with funding secured for a three-year programme (refer below).

2) Current Planning Position and Development Opportunities

The LDP carries forward housing development opportunities from the 2005 Local Plan, at Strone, on both brownfield and greenfield sites, and a site involving part development/ part renewal, of Wellington and King George V Parks. While the greenfield site has a lapsed planning permission, recent interest has been expressed in developing the site for private housing, as well as by a RSL for a mixed tenure site.





The former Tate & Lyle sites are designated residential in the LDP, having been mixed use in the former Local Plan. This designation sits well alongside the mixed private and RCH housing areas to the west in Broomhill and Drumfrochar.

In June 2014, RCH committed £20m over 3 years to revitalise Broomhill / Drumfrochar. This follows a programme of lowering densities within the area as part of the Re-provisioning Area Renewal Strategy, with the demolition of dwellings that could not be brought up to SHQS standards. A site for 20 new units has been identified for re-provision, and while some further selected demolitions are planned, the main focus of the revised strategy is on housing refurbishment (internal as well as external, including the multi-storey flats).

Environmental improvements are planned to radically alter and redefine the townscape, creating more extensive green areas and measures to improve security by design. This 'Green Strategy' includes an energy efficient district heating system (DHS), using eco-fuels to assist in reducing carbon emissions and combat fuel poverty.

The multi-agency approach for Broomhill / Drumfrochar has already secured additional Council funding, with 100% grant assistance for homeowners to cover the costs of external refurbishment and match-funding to assist with environmental improvement. The latter includes projects that will improve the appearance of the area, including for those travelling along the main local through-route, the B788, which should help to encourage further investment.

A planning application has recently been submitted by the Inverclyde Association for Mental Health for the formation of a horticultural training and community centre, with associated growing gardens and demonstration areas, at Mearns Street, Broomhill. This is on the site of the former Mearns Centre, an educational and community support centre.

The greening of this inner urban high density area will fulfil the recommendations identified in a number of studies, however the involvement of the local community in the MAST proposals for Broomhill, to refurbish existing housing rather than more comprehensive demolition and redevelopment, will have a knock-on implication for the intended re-provisioning strategy envisaged for Peat Road (Hole Farm) (refer to [Policy MAC6](#) area).

3) Draft Planning Strategy and Land Use Options

In addition to reducing densities and quality improvements, the Planning Strategy for this part of Central East Greenock is likely to be largely housing-led. An improvement in the overall environment associated with more housing, coupled with the introduction of more open and green space on both the north (fmr Tate & Lyle sites) and the south side of the main railway line running through the area, (refer to [Chapter 6, Schedule 6.1](#)), presents the opportunity to introduce improved access routes (Green Network linkages) to the south from the inner areas of Broomhill and Drumfrochar.

These potential enhancements to the 'Green Network' are policy proposals in [Chapter 8](#) (refer [Policy ENV3](#)). These would benefit the environmental setting of the business and industrial areas, which in some cases require improvement.

4) Placemaking, Environment and Green Network/Access

The principal elements of the above are illustrated on Diagram APC1. These are based on a number of sources and discussions with relevant stakeholders and agencies, each having an interest in the area and potential sources of funding for future improvements to the area (refer above). As indicated, RCH is an important stakeholder for large parts of Broomhill and Drumfrochar.

A Task Group has been addressing and taking forward some key elements of this area's problems and the outcomes of further discussions with the relevant parties are still awaited and will inform the planning strategy for this part of the area. Other interests and stakeholders will be fully involved as and when appropriate, as the all-important placemaking and green network elements are brought forward and confirmed.

APC2 : INNER LOWER PORT GLASGOW (including CLUNE PARK)

1) Area Overview and Potential Planning Framework

Inner Lower Port Glasgow comprises a central area of densely populated housing with multiple problems of social deprivation, and is identified in the Council's Local Housing Strategy (LHS) as a number one housing priority. The core of the area, the 'Clune Park Regeneration Initiative' (CPRI), requires a comprehensive approach to resolving its problems. It is surrounded by some small businesses, vacant and underused land, social rented housing and large tracts of unmaintained woodland.

The Area is some five to ten minutes walk from the centre of Port Glasgow, a similar distance to the coast at Newark Castle, yet exhibits the characteristics of a disconnected, detached community. This is partly due to the social deprivation of many of its householders, but also not helped by the pervading neglect of much of its ageing infrastructure and in many respects, the physical barriers of the A8(T) road and mainline railway. These present considerable challenges in linking the area better with the coast and town centre. The inappropriate scale of the main access road also tends to dominate the setting of Clune Park, while the wooded hillside setting to the south and east suffers from a lack of accessibility. Despite the topography, more could be done to integrate the extensive greenspace that surrounds Clune Park, and provide it with an improved residential environment.

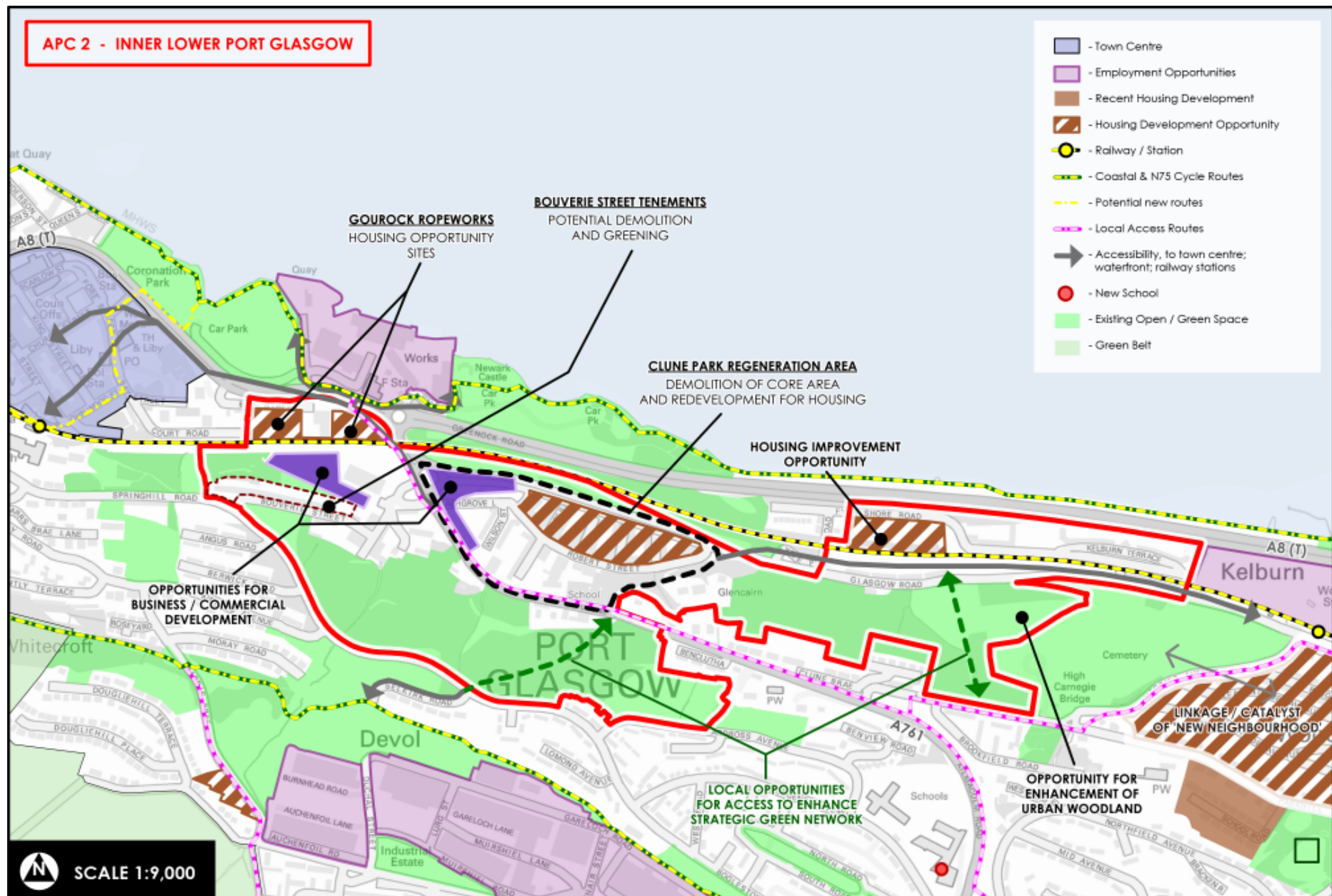
2) Current Planning Position and Development Opportunities

Once more definitive development options and proposals have been concluded and agreed with relevant stakeholders and the communities involved, particularly on the CPRI, the **LDP Action Programme** will chart progress on an evolving Local Development Framework for this area. Where appropriate, development will be

taken forward through Supplementary Guidance in response to further work being undertaken by the Council and its partners.

A number of development opportunities have been identified in this area for some time, but due to its linear configuration, topography and overall neglected appearance, it has been difficult to make satisfactory progress across a range of what are otherwise developable sites close to the centre of Port Glasgow. Opportunities for improved connectivity and local access, and 'greening', are outlined in the LDP, in particular for the wooded hillside to the south and east of the core area, Clune Park.





3) Draft Planning Strategy and Land Use Options

The planning of the core area should have regard to this mix of surrounding land uses. However, since the preferred option for the CPRI is still at an early stage – wholesale demolition and re-housing of the householders, with no definitive plan in place and uncertain resources secured for what would be in time a cleared site - it is appropriate that an ‘Area of Potential Change’ approach is adopted in the LDP. This approach also recognizes the mix and juxtaposition of land uses, its inner area location and poor linkages into/out of the area and in particular, the town centre. These site conditions and location combined present particular challenges of placemaking and urban design and therefore, the viability and marketability of the area.

A mix of housing-led regeneration and an overall improvement in the environment should lie at the heart of an improved Clune Park. Located relatively close to the town centre also suggests that land should be retained for employment purposes.

4) Placemaking, Environment and Green Network/Access

The principal elements of the above are illustrated on Diagram APC2. These are based on a number of sources and discussions with relevant stakeholders and agencies, each having an interest in the area and potential sources of funding for future improvements to the area. The main part of the area concerns the aforementioned Clune Park Regeneration Initiative and the Task Group’s work on this Initiative has informed the planning strategy for this core part of the area. Other interests and stakeholders will be fully involved as and when appropriate, as the all-important placemaking and green network elements are brought forward and confirmed.

4.0 DEVELOPMENT OPTION SITES

4.1 Three **Development Option Sites** are designated under **Policy DOS1-3** for similar reasons to that of the ‘Areas of Potential Change’. Two of these sites, Regent Street and Sinclair Street are characterised by having a range of problems that require intervention to realise their potential. At this stage it is best left to the market to determine what the best or favoured option should be for their development. The third site, John Street, is owned by River Clyde Homes and any decisions on a change in land use would have full regard to the expressed wishes of the tenants and a decision by the RCH Board. The key to the future of these sites’ development is having in place a flexible planning regime, as illustrated for each below.

4.2 The three Development Option Sites designated on the Proposals Map are:

- DOS 1: Regent Street, Greenock
- DOS 2: John Street, Greenock
- DOS 3: Sinclair Street, Greenock.

4.3 The overarching policy in the LDP for the ‘Development Option Sites’ is outlined below.

Policy DOS1-3 : Development Option Sites

The Council will support the redevelopment of the designated ‘Development Option Sites’ on the Proposals Map, **DOS1** to **DOS3** by having regard to their respective draft planning strategies and land use / development options, and progress each site through Supplementary Guidance, where necessary and appropriate.

4.4 This early outline of possibilities for the three Development Option Sites identified will be further considered and consulted upon to establish firm proposals. Once potential development proposals have been concluded and agreed with relevant stakeholders and the communities involved, the accompanying **Action Programme** to the LDP will chart progress on the evolving Local Development Frameworks between the publication of this LDP and the next.

4.5 The Supplementary Guidance for each of the three ‘Development Option Sites’ is outlined below.

DOS1: REGENT STREET, GREENOCK

1) Overview of Site

The former British Telecom depot in Regent Street extends to over 1.5 hectares in size, and has lain vacant for over 10 years. It is adjacent to the Central Area of Greenock town centre, but is separated from it by Greenock Central railway station and the rail line with its high retaining wall. Despite this the site is readily accessible to Cathcart Street and the Oak Mall, and within reasonable walking distance to the Waterfront.

To the south of the site on the opposite side of Regent Street lies a mix of both residential and business/industrial properties, while to the east business and industrial uses predominate. There are a few buildings located on the site itself, all of which are vacant except for one office fronting Terrace Road/Bogle Street.

2) Current Planning Position

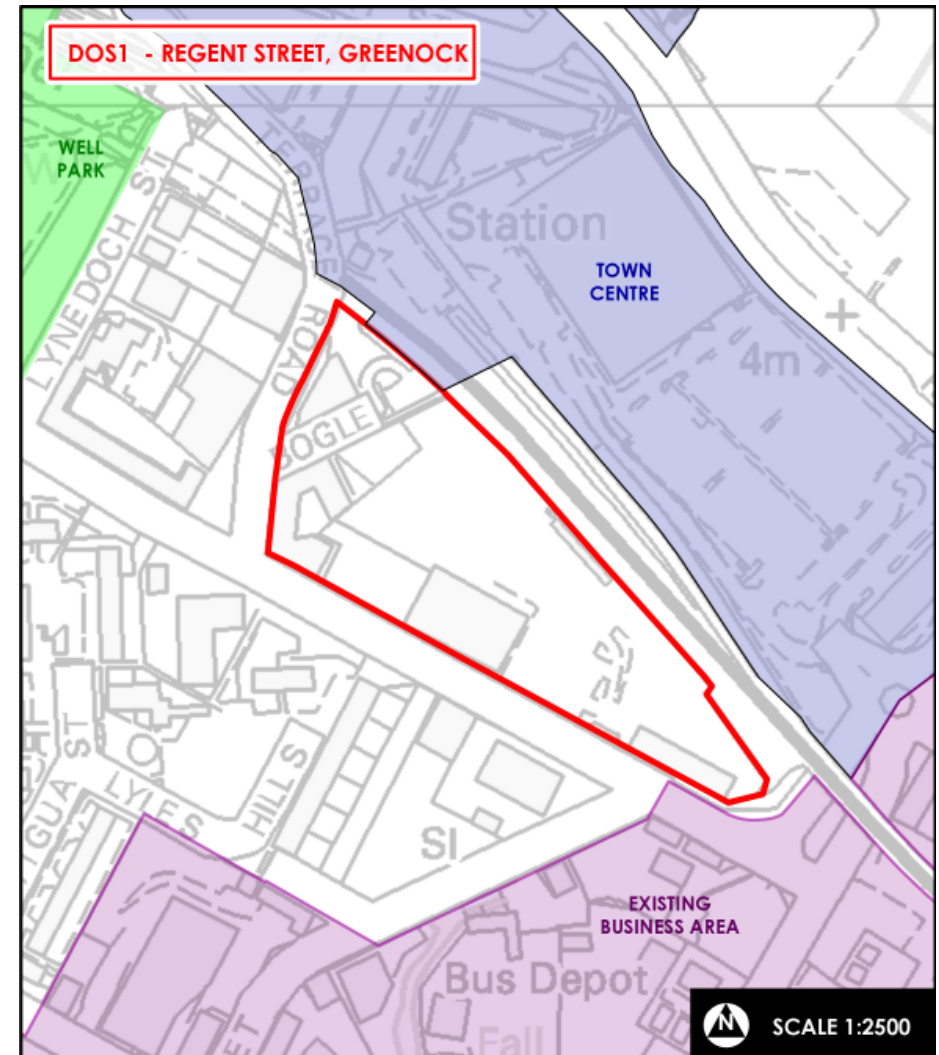
In July 1999 the site was granted outline planning approval for non-food retail warehousing (3,024 sqm), but the application lapsed in 2002. Since then the retail warehouse park at Custom House Way has been developed, and retailing is not now considered to be appropriate on this site. The adopted 2005 Local Plan identified the land as being suitable for a variety of purposes, including business and industrial use, residential and residential institutional use, and community uses. More recently consideration was given to its use as a 'park and ride' facility associated with Greenock Central railway station. No recent planning applications have been submitted.

3) Development Options

The following uses would be appropriate in principle on this site:

- (a) Business (Use Class 4);
- (b) General Industrial (Use Class 5);
- (c) Storage or Distribution (Use Class 6);

- (d) Residential Institutions (Use Class 8);
- (e) Housing (Use Class 9) and Residential Flats;
- (f) Non-residential Institutions (Use Class 10); and
- (g) Uses associated with the railway station.



DOS2 : JOHN STREET, GREENOCK

1) Overview of Site

The land, bounded by John Street to the south and the Glasgow-Gourock railway line to the north, is owned by River Clyde Homes (RCH) and is currently occupied by three storey linked blocks of flats. Many of the flats are empty and boarded up. The area was subject to a review by RCH in 2013 with a view to determining its future for housing. Following consultation with existing tenants, it has been decided to retain the housing stock and invest in improving it, but still with the likelihood of a further review to determine whether the site has a long term future for housing or not (thus justifying its inclusion in the LDP).

This area was dominated by the multi storey flats of Belville Street sitting on higher land on its south eastern edge. These flats have recently been demolished, with the land remaining being developed for a community park project, with funding from a successful lottery bid. This site will not be redeveloped by RCH in the future. An industrial and business area lies to the west and south west of the area, with a recently demolished Council depot site immediately adjacent to John Street.

While the site, which extends to approximately 1.1 hectares, is separated from the A8 trunk road by the railway line, its close proximity to the main road, the waterfront and the town centre, should make it an attractive location for any changes that may be promoted for its future use.

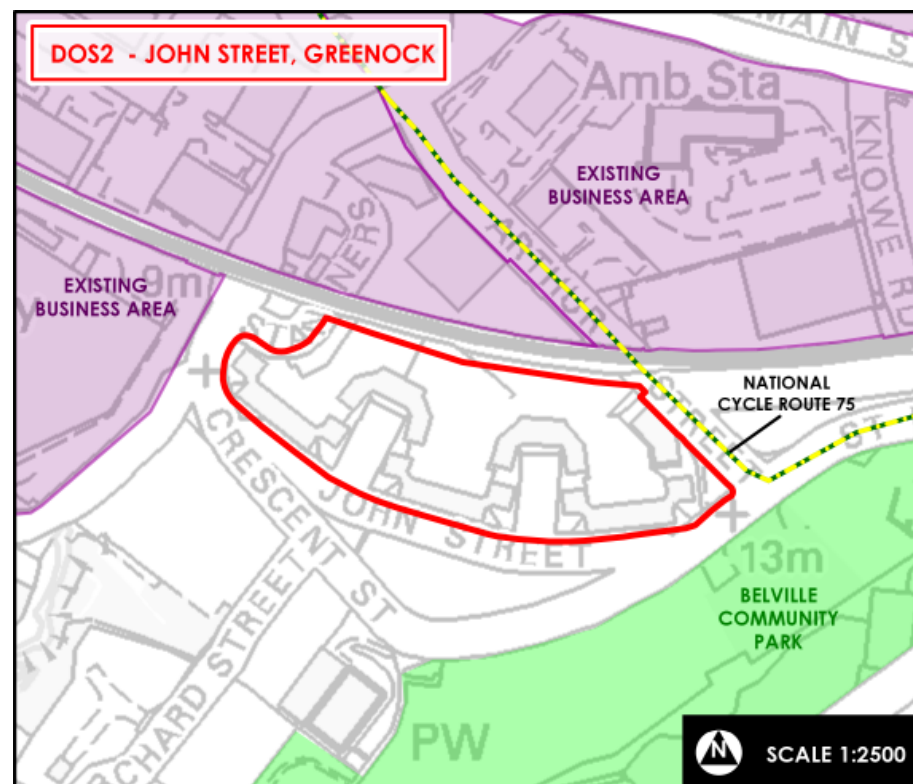
2) Current Planning Position

The adopted 2005 Local Plan includes this site within a general residential policy area. Until a final decision is taken by RCH on the future of the site, i.e. retention and refurbishment of the existing properties, redevelopment for residential purposes or made surplus to requirements and made available for an alternative use, the prevailing land use designation will remain 'Residential'. To date, no planning application has been submitted for the site. Its proximity adjacent to the railway line with the Cartburn business area beyond, and immediately to the east of the Baker Street/Ingleston Street business/industrial area, suggests that uses other than residential development may be equally appropriate in this location.

3) Development Options

The following uses would be appropriate in principle on this site:

- (a) Business (Use Class 4);
- (b) General Industrial (Use Class 5);
- (c) Storage or Distribution (Use Class 6);
- (d) Residential Institutions (Use Class 8);
- (e) Housing (Use Class 9) and Residential Flats; and
- (f) Non-Residential Institutions (Use Class 10).



DOS3: SINCLAIR STREET, GREENOCK

1) Overview of Site

The Sinclair Street site lies adjacent to the A8 trunk road between Cappielow football ground and the Riverside Business Centre. A traffic controlled junction was installed at the time of the new access built to serve James Watt Dock/Garvel Island, providing improved access across the A8 to the new marina and other planned developments at the Waterfront. To the south beyond the railway line is largely residential with recent new housing development and a local centre.

Part of the site is used by Greenock Morton Football Club for car parking on match days. The remainder however is overgrown and has lain vacant for over 20 years. Its eastern boundary comprises the embankment of the former rail link which previously connected into the Great Harbour/Inchgreen area, while its southern boundary is defined by the main Glasgow–Gourock railway line. The site extends to approximately 2.4 hectares.

2) Current Planning Position

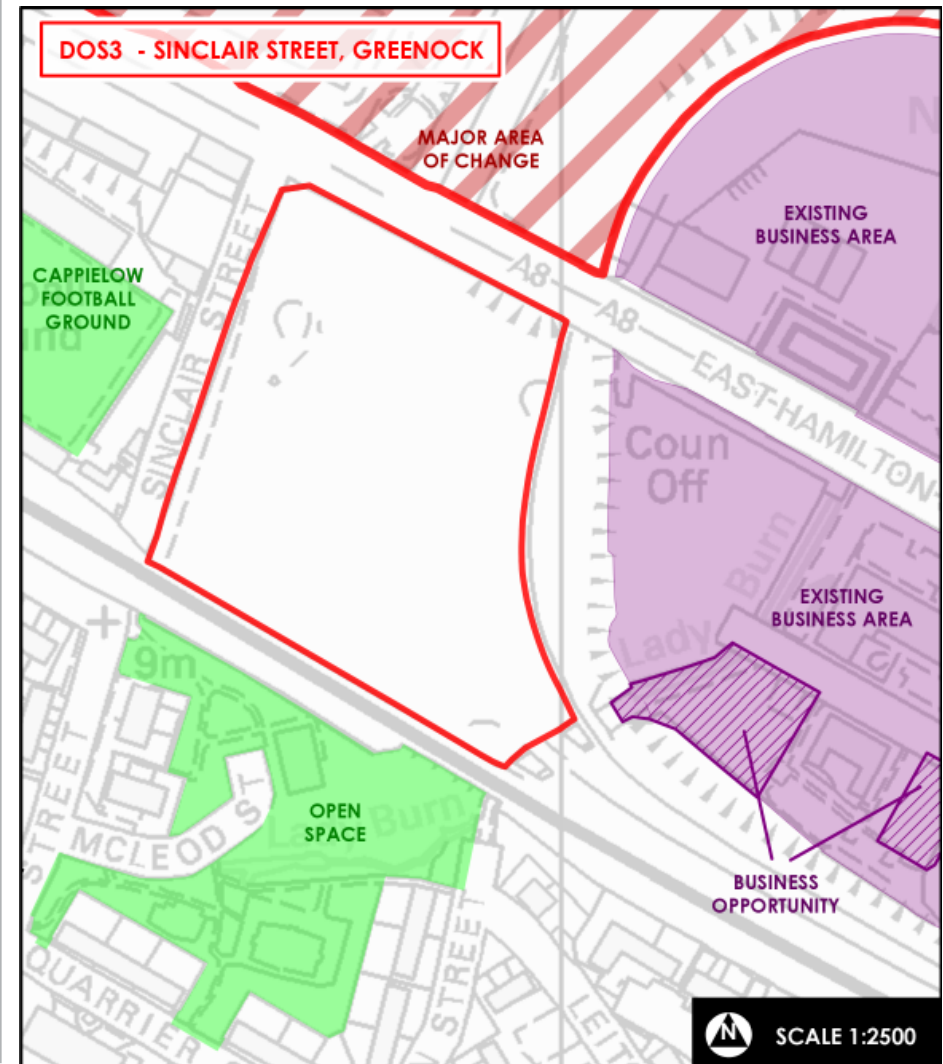
While the site received a conditional planning approval for three non-food retail units and fast food takeaway in 1990, it was subject to a legal agreement which was not fulfilled. The adopted 2005 Local Plan recognised the potential of the area for a variety of business or industrial uses, as well as a leisure use associated with the adjacent Cappielow football ground. A Certificate of Lawfulness is in place for the use of the site for car parking on match days at Cappielow Stadium. However, little developer interest has been shown in this site since adoption of the Plan, and no planning permissions have been issued.

3) Development Options

The following uses would be appropriate in principle on this site:

- (a) Business (Use Class 4);
- (b) General Industrial (Use Class 5);

- (c) Storage or distribution (Use Class 6);
- (d) Non-Residential Institutions (Use Class 10); and
- (e) Assembly and Leisure (Use Class 11), where associated with Cappielow football ground.





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