

Inverclyde
council
**LOCAL
DEVELOPMENT
PLAN**

MAIN ISSUES REPORT
MARCH 2017

FOREWORD

Thank you for your interest in the Inverclyde Local Development Plan.

Planning decisions have an impact on your everyday life. On where you live and what type of home you have. On where you work and shop, and how you get there. On the places where you spend your leisure time.

Planning decisions taken today don't just affect the present. Developments built now may be around for the next 50-100 years. Planning has a leading role in reducing climate change and adapting to its impacts, so that future generations are able to enjoy the same Inverclyde environment that we do.

That is why the Council is keen to encourage your involvement in the Inverclyde Local Development Plan, because this is the document that sets out the Council's strategy and policies for the use of land and buildings in Inverclyde, and is the basis for the planning decisions that the Council makes.

The Plan being prepared now will look forward to 2024 and beyond, and this Main Issues Report gives you an early opportunity to influence what the Plan will say. We have undertaken early engagement and research to identify what the main planning issues affecting Inverclyde are, and in this Main Issues Report we set them out along with options for how we might tackle them.

Information on how to respond to the Main Issues Report is set out on page 3 of the document, where you will also find details of how to contact the Council's Planning Policy team, should you have any questions or opinions on the Main Issues Report.

Thank you again for your interest, and I encourage you to help us lay the foundations for a successful and sustainable Inverclyde.

Scott Allan

Corporate Director

Environment, Regeneration & Resources

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INTRODUCTION

INTRODUCTION

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

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

The Main Issues Report focuses on what is likely to change between the current Local Development Plan (adopted August 2014) and the new Plan.

The Main Issues Report is not a policy document. Instead, it offers an opportunity at an early stage in the Local Development Plan process for the community and others with an interest in the future development of Inverclyde to have a say on the content of the new Plan and what it will say on the key land use issues facing the area. It does this by setting out options for how particular issues should be addressed, and by inviting views on these options and alternatives.

THE LOCAL DEVELOPMENT PLAN PROCESS

Figure 1 illustrates the Local Development Plan process and timeline, as established by the Council's current Development Plan Scheme (March 2016). The publication of the Main Issues Report is the first formal stage in the preparation of a new Local Development Plan. However, it has been preceded by a significant level of engagement with key stakeholders, such as Key Agencies, and a 'Call for Sites' exercise, which engaged landowners/developers with an interest in the Inverclyde area.

FIGURE 1: INVERCLYDE LOCAL DEVELOPMENT PLAN TIMELINE



MAIN ISSUES REPORT

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

STRUCTURE OF THE MAIN ISSUES REPORT

The Main Issues Report is structured around the four planning outcomes identified in National Planning Framework 3 and Scottish Planning Policy. It also includes a section focussing on Sustainability and Placemaking, and an assessment of all the development sites in the current Local Development Plan and those sites that have been suggested to the Council through pre-Main Issues Report engagement.

- Sustainability and Placemaking
- A Successful, Sustainable Inverclyde
- A Low Carbon Inverclyde
- A Natural, Resilient Inverclyde
- A Connected Inverclyde
- Development Opportunity Review

ACCOMPANYING DOCUMENTS

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

- Monitoring Statement
- Interim Strategic Environmental Assessment Environmental Report
- Habitats Regulations Appraisal
- Development Opportunity Review
- Call for Sites Assessment
- Housing Background Report
- Business and Industry Background Report
- Greenock Town Centre Background Report
- Allotments and Community Growing Background Report
- West Renfrew Hills Local Landscape Area Draft Statement of Importance

HOW TO RESPOND TO THE MAIN ISSUES REPORT

The Main Issues Report consultation period runs from 31 March until 31 May 2017. During this time responses to the Main Issues Report can be submitted by:

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

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

Alan Williamson 01475 712491

Ash Hamilton 01475 712463

Fiona Milne 01475 712411

Margaret Pickett 01475 712493

POLICY CONTEXT

The Inverclyde Local Development Plan, and the direction of travel set by this Main Issues Report, is shaped and influenced by a number of national, regional and local policy and strategy documents and other initiatives. Principally, the Local development Plan sets out how land and buildings should be used so that the Council's vision, aims and outcomes for the area can be achieved.

Document	Status	Influence on Local Development Plan
National Planning Framework 3	Published by the Scottish Government in June 2014. Statutory framework for Scotland's long-term spatial development.	Recognises regeneration as the central focus of planning across the Glasgow city region. Identifies Central Scotland Green Network, which covers Inverclyde, as a National Development. Recognises Inverclyde as a potential site within the National Renewables Infrastructure Plan.
Scottish Planning Policy	Published by the Scottish Government in June 2014.	Sets out two principal policies of Sustainability and Placemaking. Also sets out requirements and expectations for Local Development Plans including: <ul style="list-style-type: none"> • application of a town centre first policy; • promotion of, and allocation of land for, business and industrial development; • identification of a generous supply of land for housing development; • safeguarding of the historic and natural environment; • support for change to a low-carbon economy, zero waste and green infrastructure; • avoidance of flood risk; • promotion of sustainable transport and active travel: and • support for digital connectivity.

Document	Status	Influence on Local Development Plan
Clydeplan (Glasgow and the Clyde Valley Strategic Development Plan)	Submitted to Scottish Ministers in Examination Report submitted to the Scottish Ministers in March 2017.	Establishes a vision of a compact city-region based on: <ul style="list-style-type: none"> • Strategic Centres, including Greenock town centre • A rebalanced economy, focused on key economic sectors and strategic locations including Inverclyde Waterfront and Greenock Ocean Terminal • Regeneration • Low carbon infrastructure • Placemaking
Inverclyde Local Development Plan	Adopted by Inverclyde Council in August 2014	This establishes the spatial strategy on which the new Local Development Plan will be based.
Inverclyde Corporate Statement 2013-2018	Approved by Inverclyde Council in February 2013	This sets out the Council's aim of Getting it Right for Every Child, Citizen and Community, and establishes the indicators on which this will be measured: Safe, Healthy, Achieving, Nurtured, Active, Respected & Responsible, and Included
Inverclyde Alliance Single Outcome Agreement 2013-2017	Approved by Inverclyde Alliance Board in June 2013	Outcomes include: <ul style="list-style-type: none"> • Inverclyde's population is stable with a good balance of socio-economic groups. • The area's economic regeneration is secured (and) economic activity in Inverclyde is increased. • All children, citizens and communities in Inverclyde play an active role in nurturing the environment to make the area a sustainable and desirable place to

Document	Status	Influence on Local Development Plan
Inverclyde Economic Development and Regeneration Single Operating Plan 2016-2019	Adopted by Inverclyde Council April 2016	<p>Sets a vision of Inverclyde as a “vibrant part of a strong city region with a competitive and thriving economy, sustainable communities and a flexible and skilled workforce”. Priorities include:</p> <ul style="list-style-type: none"> • To increase Inverclyde’s capacity to accommodate jobs particularly in the private sector. • To accelerate the regeneration of strategic employment sites and town centres. • To progress the renewal and economic regeneration of the most disadvantaged areas of Inverclyde.
Inverclyde Local Housing Strategy 2017-2022	Approved by Inverclyde Council in March 2017	<p>Outcomes include:</p> <ul style="list-style-type: none"> • To promote a supply of good quality affordable housing solutions across all tenures • To ensure that Inverclyde has sustainable, attractive and well-designed communities with well-functioning town centres • To tackle fuel poverty and contribute to meeting climate change target • To improve stock condition across all sectors.

SUSTAINABILITY AND PLACEMAKING

ISSUE 1 SUSTAINABLE DEVELOPMENT STRATEGY

INTRODUCTION

Sustainable development is most commonly defined as development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Placemaking is about directing the right development to the right place and the creation of high quality places through a design-led approach.

Sustainability and Placemaking are identified by Scottish Planning Policy (2014) as the Principle Policies guiding the planning system in Scotland.

CURRENT LOCAL DEVELOPMENT PLAN

The principles of sustainability and placemaking are embedded in the Sustainable Development Strategy of the current Local Development Plan through the policies summarised in **Figure 2**. The strategy promotes a low carbon future, based on sustainable travel and locations. It directs new development to the existing urban area, particularly town centres and brownfield sites, whilst protecting the green network, including the green belt and countryside. It is considered that this strategy remains valid and should be carried forward into the next plan.



**FIGURE 2: INVERCLYDE LOCAL DEVELOPMENT PLAN (2014)
SUSTAINABLE DEVELOPMENT STRATEGY**

Policy SDS1 – Climate Mitigation and Adaptation: Reducing Carbon and Energy Use

This policy promotes the reduction of greenhouse gas emissions and adaptation to climate change by improving the energy efficiency of buildings; achieving renewable energy targets; assisting the move to zero waste; protecting 'carbon sinks'; and encouraging sustainable forms of travel.

Policy SDS2 – Integration of Land Use and Sustainable Transport

This policy promotes the safeguarding and enhancement of sustainable forms of transport; an integrated transport system; management of the road network; and directs new development to locations accessible by a choice of transport options.

Policy SDS3 – Placemaking

This policy promotes high quality placemaking in all new development by having regard to Inverclyde's historic urban fabric, built cultural heritage and natural environment.

Policy SDS4 – Green Network

This policy promotes the safeguarding and enhancement of green network routes, and the embedding of the green network into new development.

Policy SDS5 – Development Within the Urban Area

This policy states a preference for all appropriate new development to be located on previously used (brownfield) land within the urban settlements.

Policy SDS6 – Promoting our Town Centres

This policy promotes and safeguards Inverclyde's three town centres (Greenock, Gourock and Port Glasgow).

Policy SDS7 – Regeneration & Renewal Priorities

This policy directs new investment and development to the Waterfront and the Council's renewal areas – the major Areas of Change and Areas of Potential Change.

Policy SDS8 – Green Belt and Countryside

This policy presumes against the spread of the built-up area into the Green Belt and sporadic development in the Countryside.

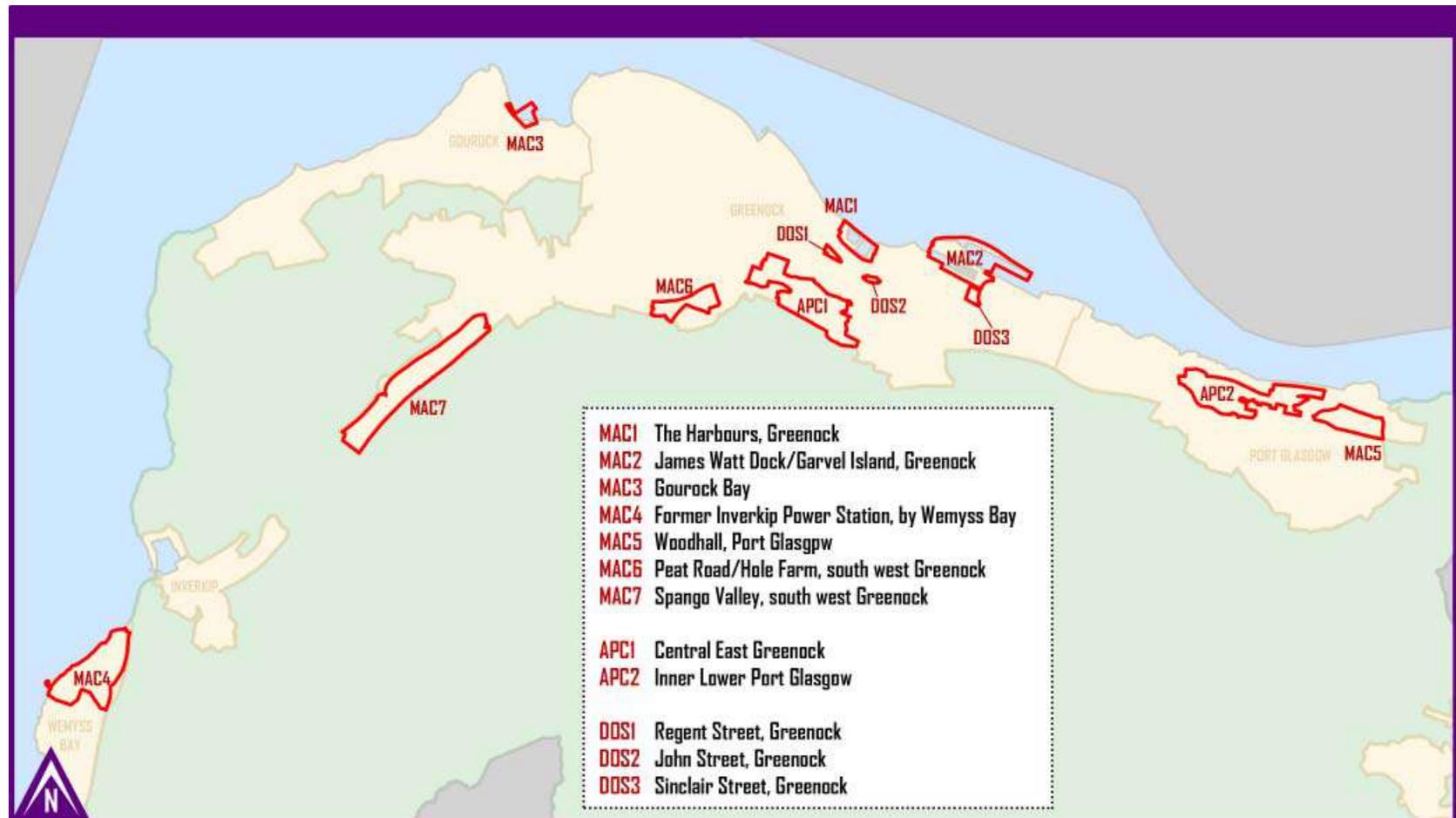
ISSUE 1:

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

ISSUE 2 MAJOR AREAS OF CHANGE, AREAS OF POTENTIAL CHANGE & DEVELOPMENT OPTION SITES

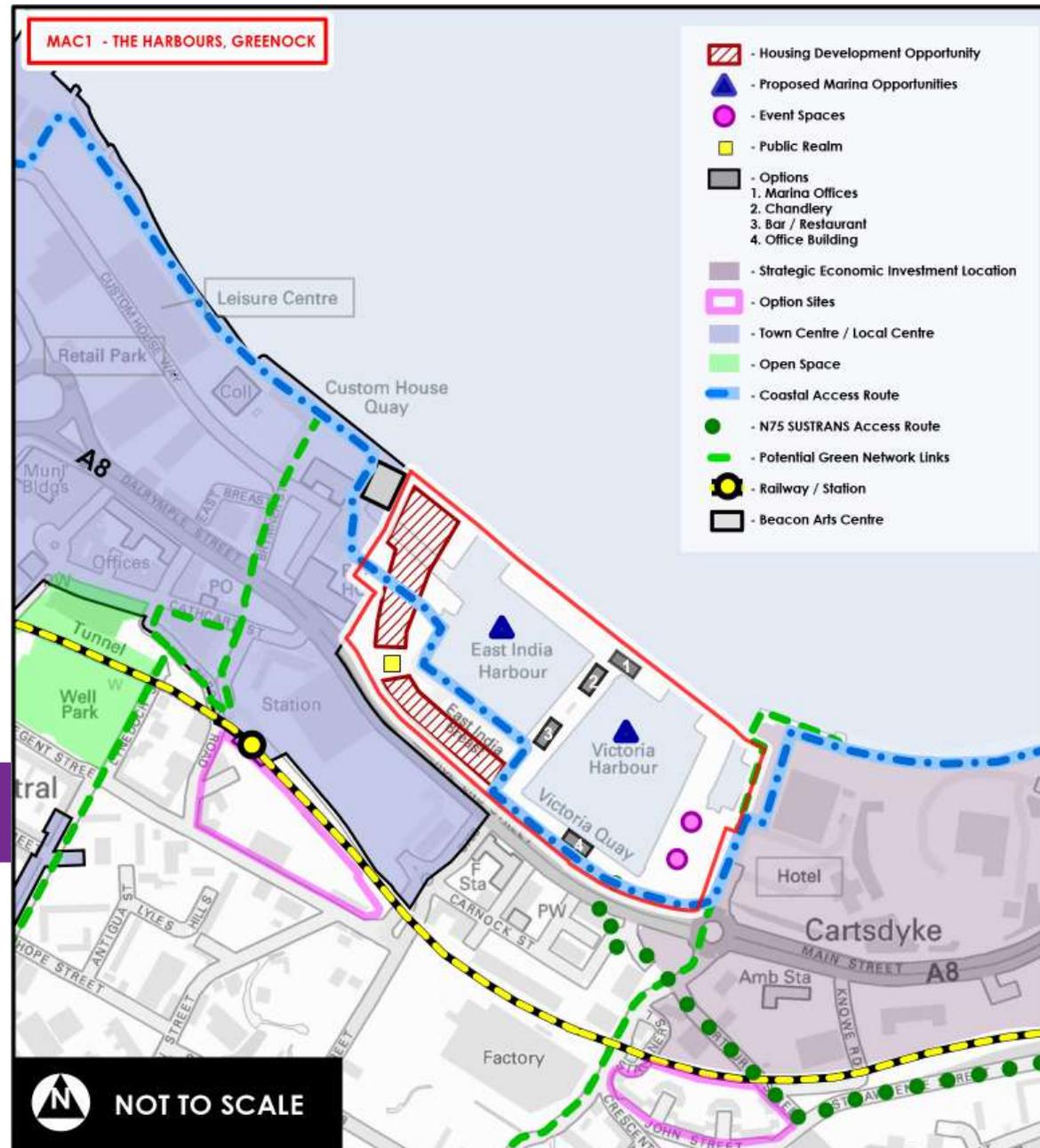
The current Local Development Plan identifies 12 places within Inverclyde that the Council wants, or expects, to see change over the Plan period and beyond in order to create high quality places. The detailed strategies for these areas are set out in Supplementary Guidance on Local Development Frameworks and summarised below. It is considered that the strategies for the following areas remain valid and should be carried forward into the new Local Development Plan.

Map 1: Major Areas of Change, Areas of Potential Change & Development Option Sites



THE HARBOURS, GREENOCK (MAC1)

The Harbours sit in a central, waterfront location just outside Greenock town centre. The current Local Development Plan sets out a housing-led development strategy for the Harbours, whilst recognising that its location makes it suitable for other uses such as tourism and heritage, retail, food and drink, financial and professional services, and maritime related uses such as marina facilities or ferry operations.



Map 2: MAC1 - The Harbours, Greenock

JAMES WATT DOCK/GARVEL ISLAND, GREENOCK (MAC2)

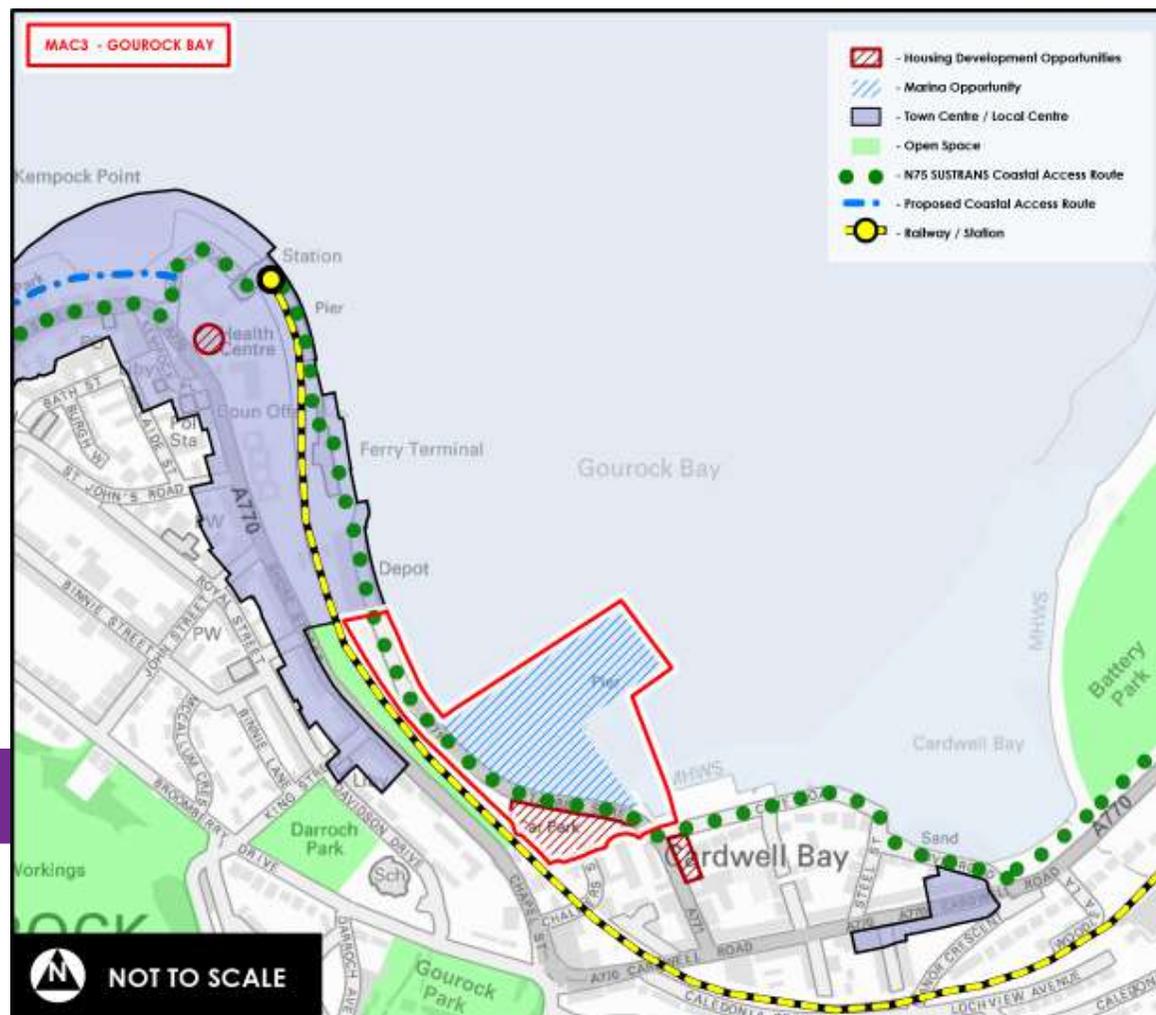
The James Watt Dock/Garvel Island site sits to the north of the A8 corridor, centred around the 'A'-listed sugar warehouses. The current Local Development Plan sets out a housing-led development strategy for the area. The continuation of maritime-related uses in the area is also supported, along with tourism/visitor related uses such as hotels and food and drink. Leisure, education and business uses are also supported.

Map 3: MAC2 - James Watt Dock/Garvel Island, Greenock



GOUROCK BAY (MAC3)

Gourock Bay sits to the east of Gourock town centre. The current Local Development Plan strategy is for a marina-led development centred around the former Admiralty jetty, to be complemented by residential, sports and leisure and tourism uses. The protection of views into and out of the site is an important part of the strategy for this area.

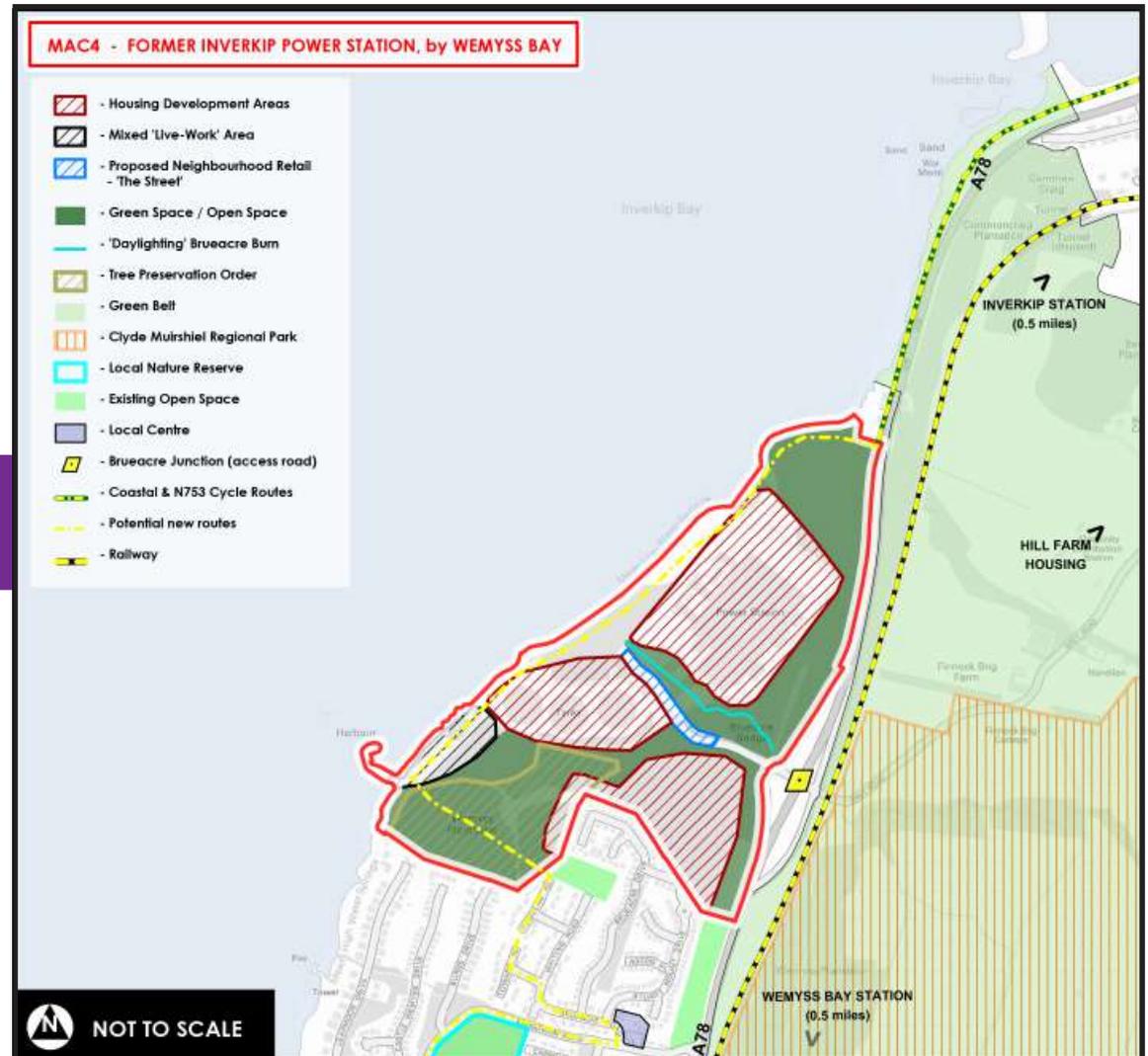


Map 4: MAC3 - Gourock Bay

FORMER INVERKIP POWER STATION (MAC4)

The current Local Development Plan strategy for the former Inverkip Power Station site is for an 'urban village' development with new houses, community and leisure facilities, hotel, food and drink uses, neighbourhood retail and other employment uses. Access would be via a new roundabout on the A78. A significant part of the site will be retained as greenspace.

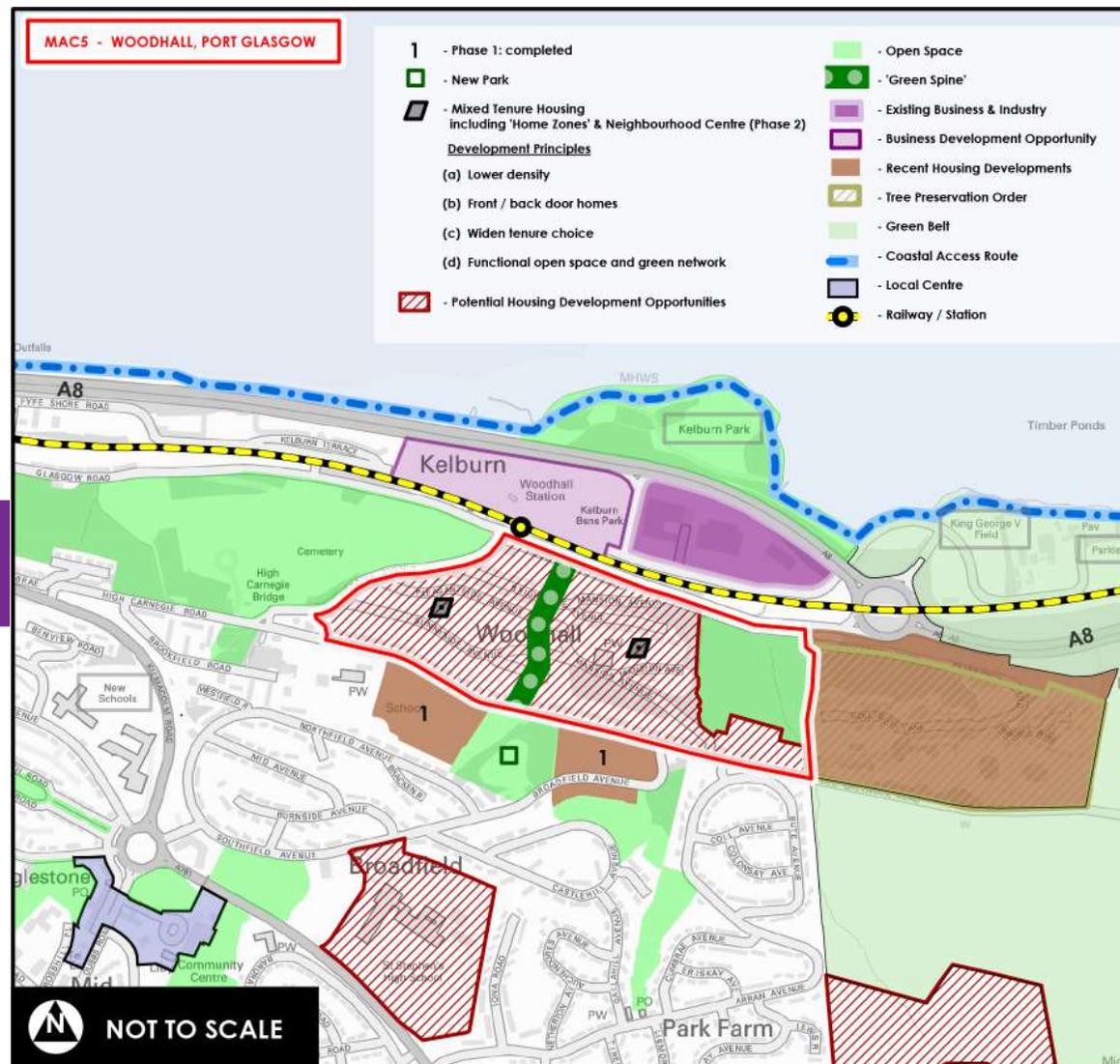
Map 5: MAC4 - Former Inverkip Power Station



WOODHALL, PORT GLASGOW (MAC5)

Woodhall was formerly a high density council housing area in eastern Port Glasgow. The current Local Development Plan strategy is for the creation of a 'new neighbourhood', involving the replacement of older flatted properties with new lower density homes and increased tenure choice. New community facilities, neighbourhood shops, and new and improved greenspaces also form part of the strategy.

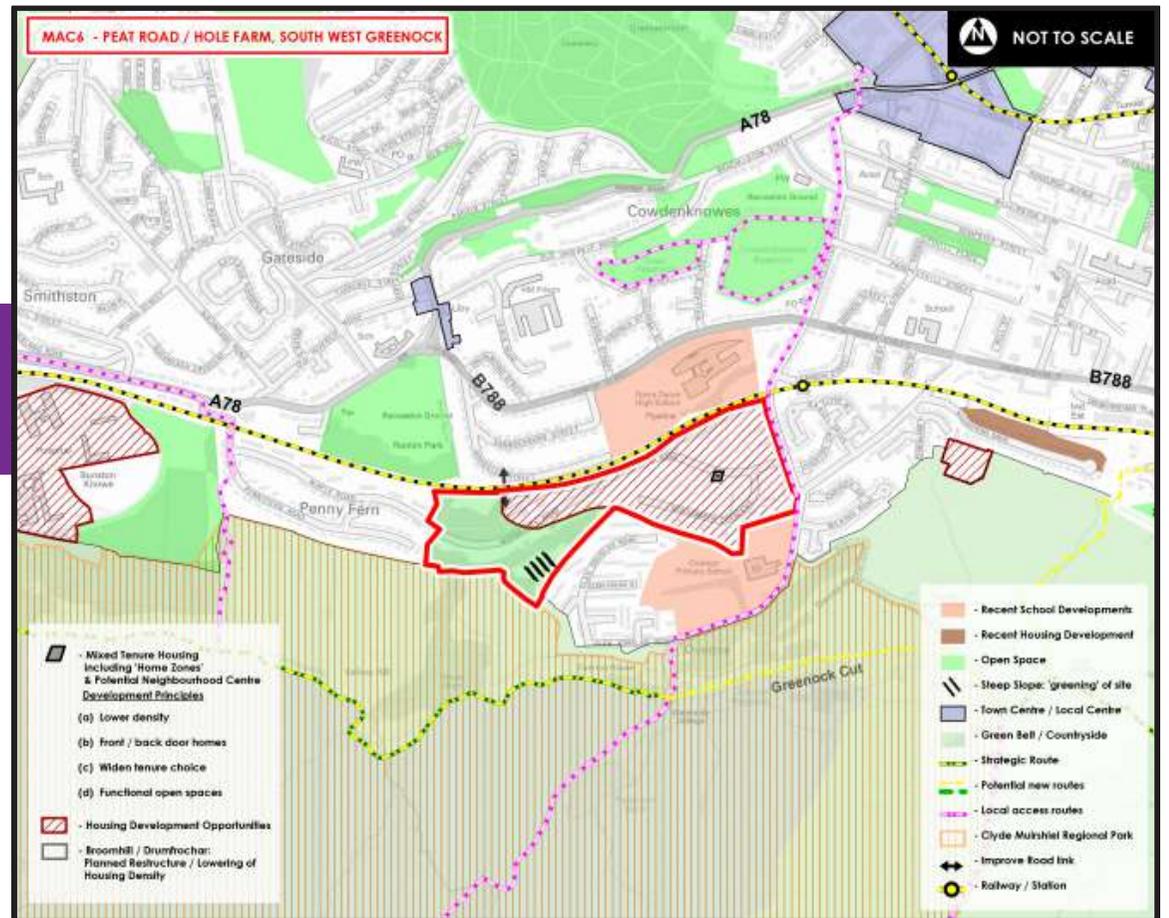
Map 6: MAC5 - Woodhall, Port Glasgow



PEAT ROAD/HOLE FARM, GREENOCK (MAC6)

Peat Road/Hole Farm is identified in the current Local Development Plan for the creation of a 'new neighbourhood'. New low density homes, open space, community facilities and neighbourhood retail are proposed.

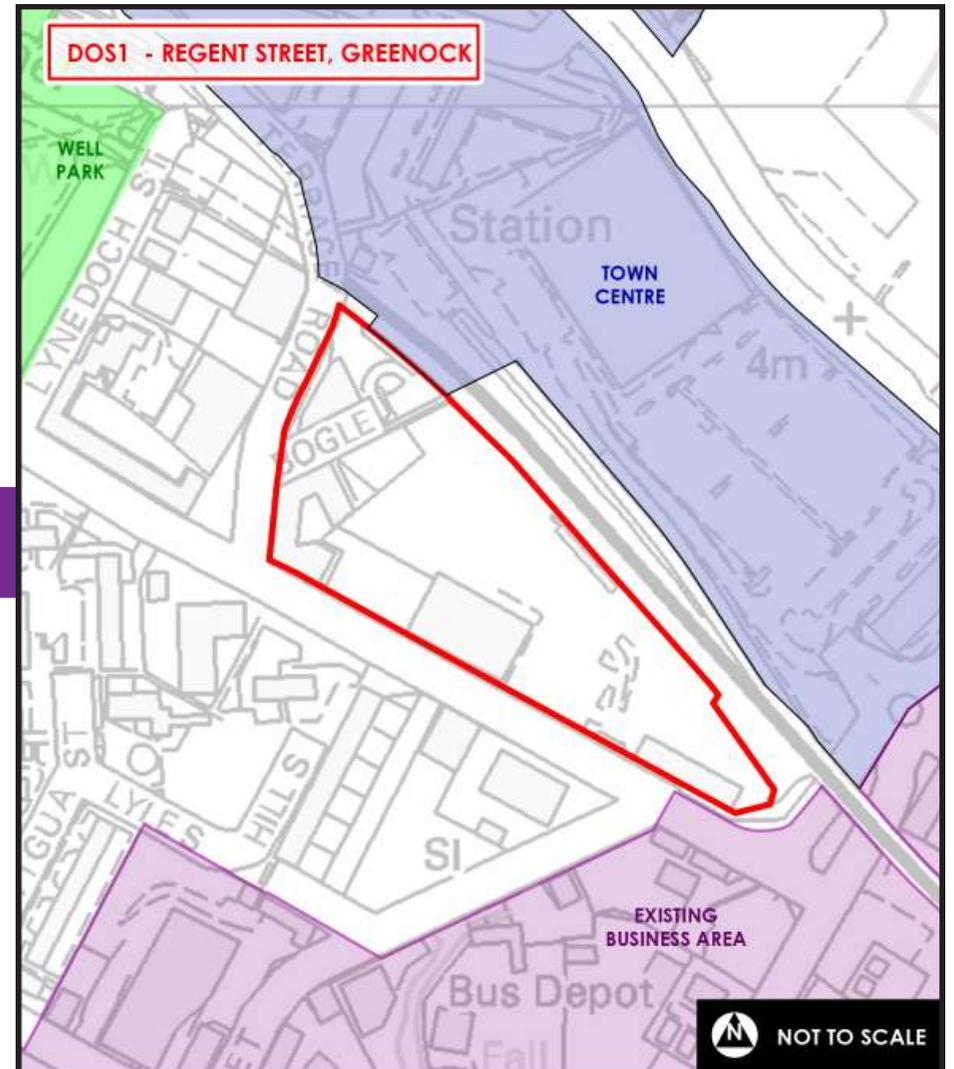
Map 7: MAC6 - Peat Road/
Hole Farm,
Greenock



REGENT STREET, GREENOCK (DOSI)

The Regent Street site sits in a central location within a mixed use area. As such, the current Local Development Plan identifies it as suitable for a range of uses including business, industry, storage and distribution, housing and residential institutions (e.g. nursing home), and uses such as education. Uses associated with the adjoining Greenock Central railway station would also be acceptable.

Map 9: DOSI - Regent Street, Greenock



SINCLAIR STREET, GREENOCK (DOS3)

The Sinclair Street site sits in the A8 corridor, adjacent to Cappielow football ground and within an otherwise predominantly industrial area. The current Local Development Plan identifies it as suitable for business, industry, storage and distribution uses, non-residential institution uses such as education, and assembly and leisure uses associated with Cappielow football ground.

Map 10: DOS3 - Sinclair Street, Greenock



ISSUE 2: Do you agree that the strategies for the above sites, as set out in the current Local Development Plan and associated Supplementary Guidance should be carried forward into the new Local Development Plan?

The flats on John Street, Greenock, which was identified as a Development Option Site (DOS2), have now been refurbished and the site will be identified as part of the existing residential area in the new Local Development Plan.

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

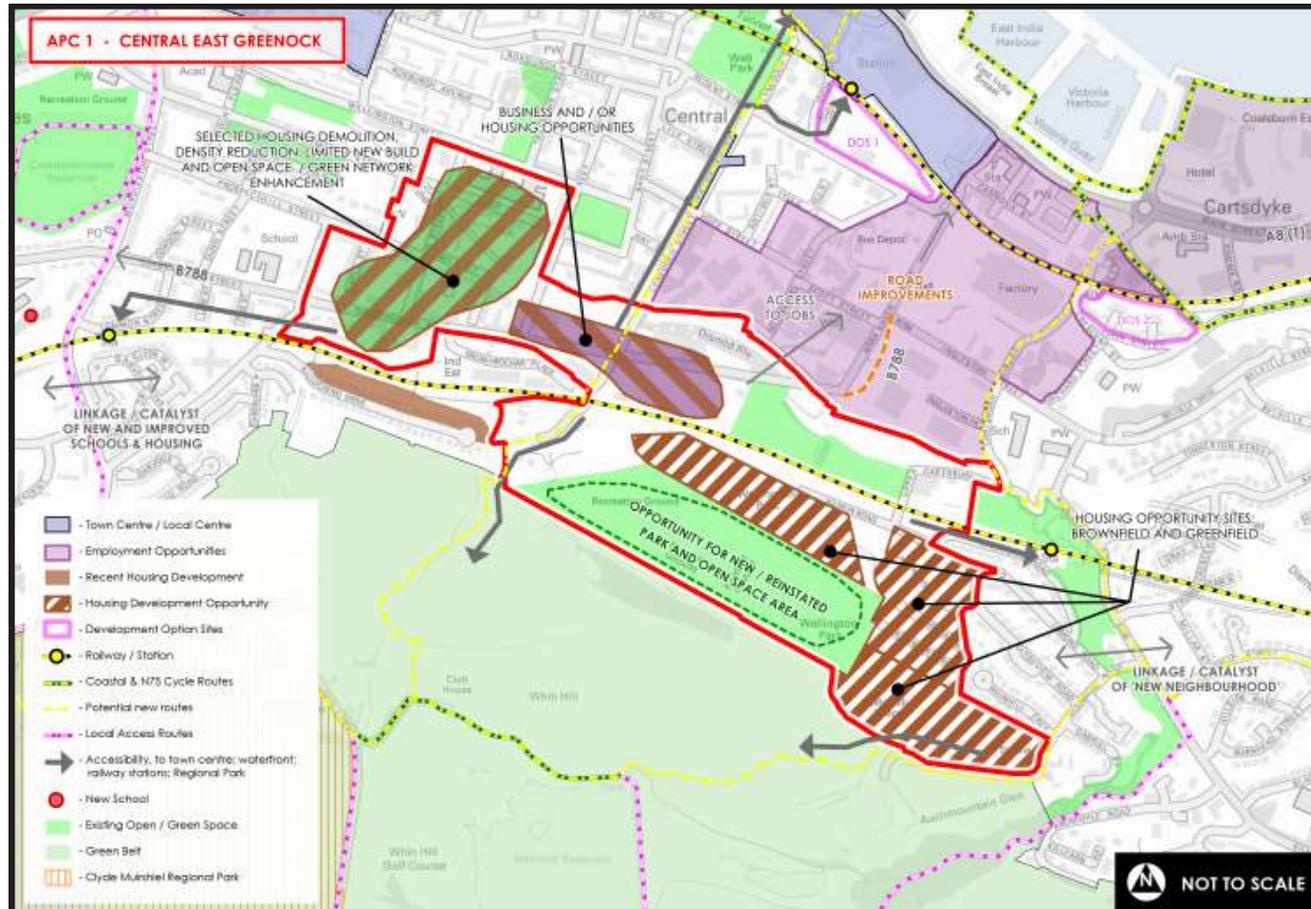
The Spango Valley site (MAC7) is identified in the current plan for a mix of uses including business, residential and a new prison. Representations have been received during pre-Main Issues Report engagement from parties with interests in different parts of the site, which seek changes to the current strategy ([Issue 7](#)).

ISSUE 3 CENTRAL EAST GREENOCK (APC1)

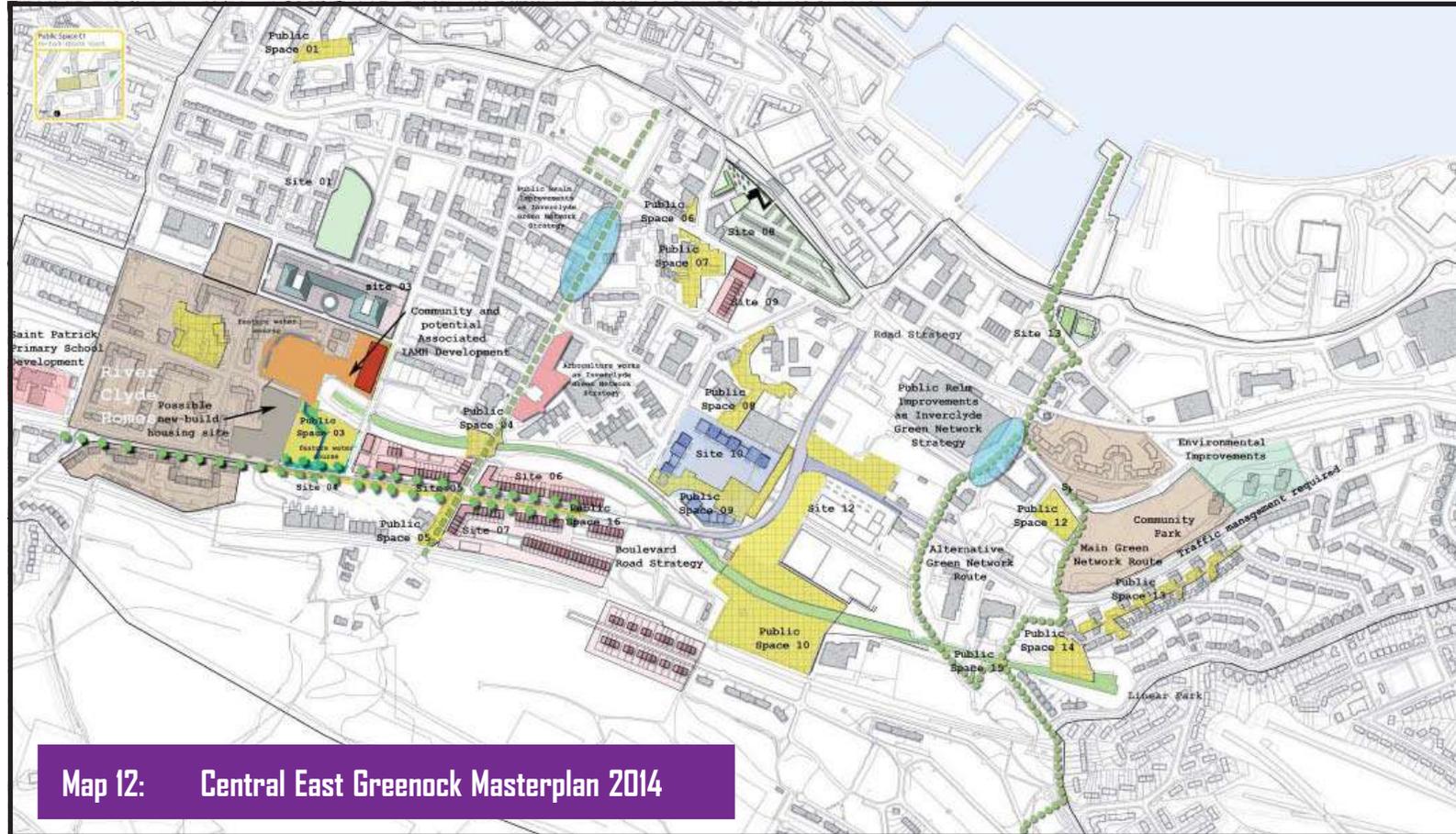
The Central-East Greenock Area of Potential Change covers an extensive mixed use area in central Greenock from Strone to Drumfrochar (see [Map 11](#)). It includes housing opportunity sites in Strone and Wellington Park in the east of the area, vacant former industrial sites at its core and the high density residential area of Broomhill/Drumfrochar to the west. The B7054 (Drumfrochar Road and Baker Street) runs through this area and functions as a main alternative route through Inverclyde. The concentration of vacant and derelict land in the area therefore has an impact on perceptions of those who pass

through the area as well as a more direct impact on those who live and work there.

The current Local Development Plan identifies the site as an Area of Potential Change. Brownfield and greenfield land is identified for residential development in Strone and Wellington Park, with the adjacent KGV playing fields identified for a mix of residential development and greenspace/playing field enhancement. The former Tate and Lyle sites at the junction of Drumfrochar Road and Lynedoch Street are identified for either residential or industrial development. The Broomhill/Drumfrochar residential area is identified for area renewal, including the demolition and improvement of existing houses and new build projects. The strategy also includes the realignment of Baker Street to remove a sharp turn into Drumfrochar Road.



Map 11: APC1 - Central East Greenock



Based on the Local Development Plan strategy, a masterplan for Central East Greenock was approved in 2014 (see [Map 12](#)). The former Tate and Lyle sites are identified solely for residential development by the masterplan. The realignment of Baker Street is identified along with a Boulevard Strategy for Drumfrochar Road and the creation of a linear park running east-west through the area along a former railway line. A series of other residential, commercial and industrial opportunities

and environmental improvements are identified by the masterplan, which are broadly in line with the current Local Development Plan. While the masterplan looks beyond the boundaries of the Area of Potential Change, incorporating land further to the east, it has less of a focus on the Strone/Wellington Park area.

OPTION 1 (preferred)

The new Local Development Plan strategy reflects the 2014 Central-East Greenock Masterplan. This is based on the current Local Development Plan strategy, but confirms the former Tate and Lyle sites as residential development opportunities and introduces more detailed environmental improvements. It also covers a wider area, which would be incorporated into the area of change.

REASON

This is the preferred option as it reflects the Council's most recent thinking on Central-East Greenock, which builds on the current Local Development Plan strategy. It incorporates adjoining sites into the area of change, which is beneficial for the comprehensive regeneration of the area. It also offers clearer direction on the future of the Tate and Lyle sites, which sit at the heart of the area.

OPTION 2

The area of change focuses on the Broomhill/Drumfrochar area.

REASON

There is a case to be made for the Strone/Wellington Park area to be removed from the Central-East Greenock Area of Change and made the subject of its own masterplan. The area is separated from Broomhill/Drumfrochar by the Wemyss Bay-Glasgow railway line and topography, and in development terms is likely to come forward independent of the wider area. However, keeping it in the Plan may ensure connections between the areas are improved and established.

ISSUE 3: Which of the listed options do you support for Central East Greenock, or do you have an alternative approach to suggest? Please give reasons.

A SUCCESSFUL, SUSTAINABLE INVERCLYDE

ISSUE 4 PROMOTING TOWN CENTRES

INTRODUCTION

There are three town centres in Inverclyde; Greenock, Gourock and Port Glasgow, each serving a distinct but complementary purpose.

Greenock is the largest town centre in Inverclyde, drawing visitors from across the authority area and beyond, particularly parts of Argyll and Bute, and as such it is identified as a Strategic Centre in the Clydeplan Strategic Development Plan. It offers Inverclyde's largest concentration of food and non-food shopping, and a wide range of non-retail services and businesses such as a cinema, the Waterfront Leisure Centre, the McLean Museum and Art Gallery, the Beacon Arts Centre, the Greenock West College Scotland campus and a number of restaurants, pubs and nightclubs that provide evening activity. It is also an important employment hub, with a number of large offices located there.

Port Glasgow town centre's role has changed in recent years from mainly offering convenience shopping for the town's residents to offering large format food and non-food shopping, which draws shoppers from across Inverclyde.

Greenock and Port Glasgow town centres have both been the subject of design charrettes (in 2016 and 2014 respectively), which have generated masterplans and action plans for the centres. Key projects from these plans will be incorporated into the new Local Development Plan.

Gourock serves as a convenient centre for the residents of the town and to travellers and commuters making use of the ferry connections to Argyll and Bute. Its waterfront location, traditional format and concentration of independent shops and cafes mean that it also attracts day visitors from across Inverclyde and beyond. It has benefitted from recent investment in its railway station, road network and parking facilities, and environmental improvements along the waterfront and at the pierhead.

CURRENT LOCAL DEVELOPMENT PLAN

The current Local Development Plan (2014), through Policy TCR1, identifies a network of centres, including Greenock, Port Glasgow and Gourock town centres, and 9 local centres. Policy TCR2 sets out a sequential approach, identifying the town centres as the preferred location for the development of town centre uses, with Greenock Central Area as first choice location. Small scale retailing to meet local needs is supported in local centres and out-of-centre/outwith the centres, where it will not adversely affect the vitality and viability of the designated centres.

ISSUE 4: Do you agree that the approach to Town Centres and Retailing set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

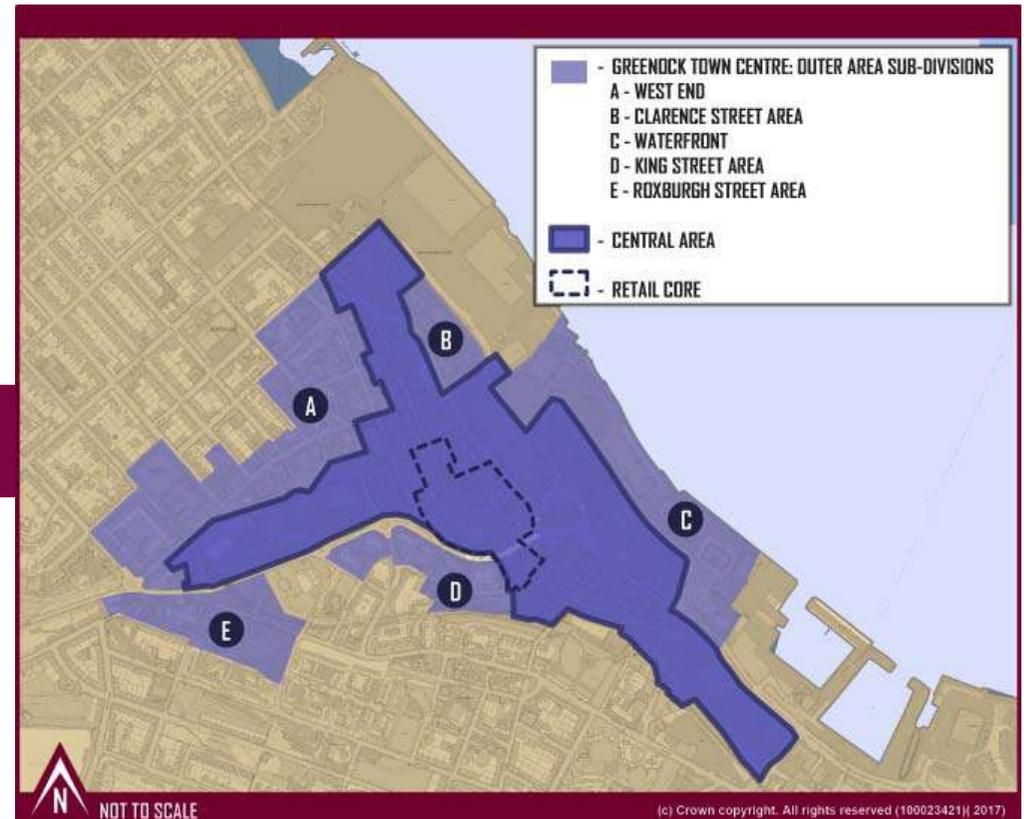
ISSUE 5 GREENOCK TOWN CENTRE

Greenock is the largest of Inverclyde's town centres, and serves the Inverclyde area and beyond for food and non-food shopping and a range of other services.

The current Local Development Plan splits the Town Centre into a Central Area and an Outer Area (see [Map 13](#)). The

Central Area is the preferred location in Inverclyde for investment in town centre uses. Within this Central Area is a Retail Core, which Policy TCR4 of the current Local Development Plan splits into 4 areas and limits the ground floor frontage in each to no more than 25% non-Class 1 (shops) uses (see [Map 14](#)). The purpose of this policy is to protect retailing as the main activity in this area. Policy TCR5 of the current Local Development Plan directs different non-retail uses to the different divisions of the Outer Area based on their existing character and function.

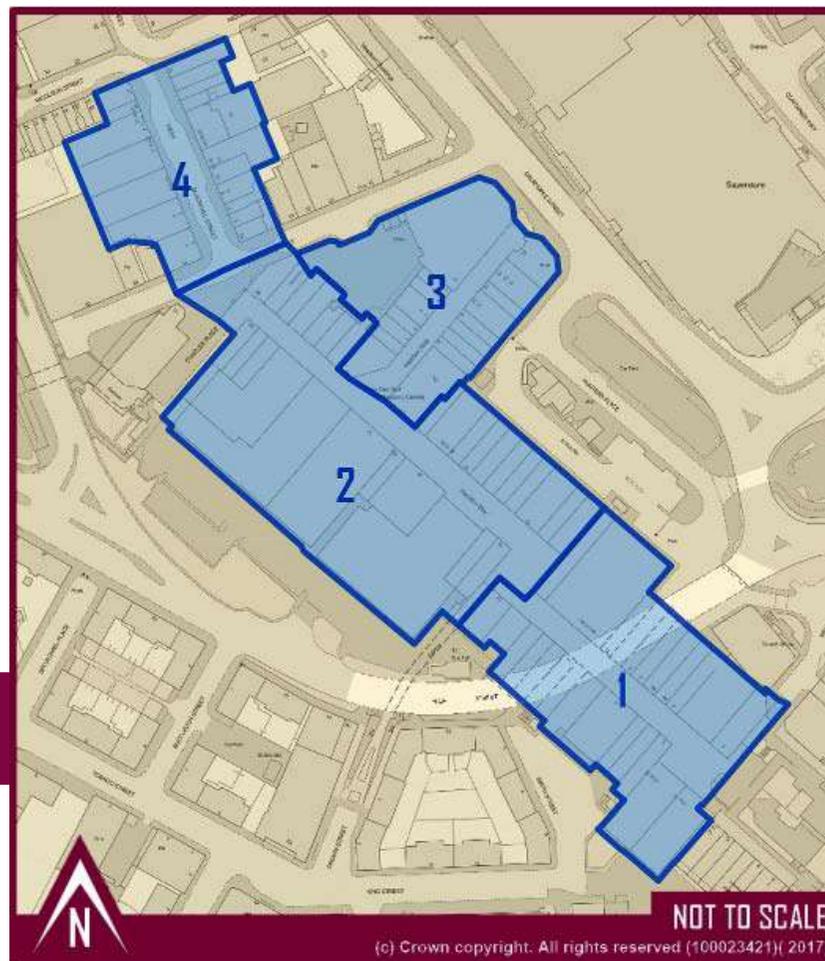
Map 13: Greenock Town Centre Retail Core and Outer Area Divisions



The number of people shopping in Greenock town centre decreased between 2008 and 2012 and the proportion of vacant floorspace within the town centre has increased since 2011 with almost all of this increase being within the Central Area and highest within the Retail Core.

These trends have raised the issue of whether a more relaxed approach to the balance of uses allowed within Greenock town centre should be introduced or whether it is important for the planning system to continue to intervene to ensure shops remain as the dominant use within the Central Area. Of relevance to this are proposals for the Oak Mall received during the Call for Sites for a more leisure-focussed offer to the east of the Mall facing onto Clyde Square and an associated multi-storey car park on Hunter Place.

Map 14: Greenock Town Centre Retail Core



OPTION 1 (preferred)

Retain the 4 areas within the Retail Core. Continue to restrict the amount of non-retail floorspace in areas 2, 3 and 4 of the Retail Core to no more than 25% of non-retail uses. Allow greater flexibility within Area 1, with exception of Class 2 Uses (Financial and Professional Services).

Remove the divisions within the Outer Area to encourage all town centre uses within each area, subject to the first preference for new retail development being the Central Area.

REASON

This approach seeks to retain retail as the predominant use in the majority of the Central Area, but introduces a more flexible approach in the easternmost part of the Oak Mall (Area 1) where vacancy is highest and where there is greatest scope for redevelopment or a repurposing towards a more leisure-based offer.

The removal of the divisions within the Outer Area, and the accompanying direction of different types of uses to particular areas, will provide greater flexibility for town centre uses to be developed where investors see opportunity.

OPTION 2

Remove restriction on non-retail uses from the Retail Core.

Remove the divisions within the Outer Area.

REASON

This option would increase flexibility for investment in a range of uses across the town centre. Whilst the Central Area would remain the preferred location for retail investment, there would be no restriction on non-retail uses, meaning the focus of retail uses in this area may become less dominant.

OPTION 3

No Change. Continue to restrict the amount of non-retail floorspace in the 4 sections of the Retail Core to no more than 25% and to encourage the specified uses within the different sections of the Outer Area.

REASON

This option is not preferred as it is considered to be too inflexible at a time when town centres should be seeking investment in a range of uses so as to maximise footfall. It can also be a complex policy to apply and difficult for investors to understand where limits on non-retail uses have been reached.

ISSUE 5: Which of the listed options do you support for Greenock Town Centre, or do you have an alternative approach to suggest? Please give reasons.

INTRODUCTION

Inverclyde's economy has seen a return to growth in recent years, with unemployment falling by 5.5% and the number of enterprises increasing by 21% between 2011-2016.

Inverclyde Council and our local Urban Regeneration Company, Riverside Inverclyde, continue to work together to maximise the economic potential of the area, with a focus on improving the availability of business premises and the quality of the wider physical environment, boosting skills and creating more and better jobs. In development terms, this approach has delivered new, high quality offices at Riverside Business Park and four light industrial units at Kelburn Business Park, along with refurbished or re-developed business space at Custom House and Victoria House in Greenock, Scarlow House in Port Glasgow and Municipal Buildings in Gourrock. A programme of town centre regeneration, public realm and environmental improvements in Port Glasgow, Greenock and Gourrock is also ongoing.

The local tourism industry, which is a key growth sector in Inverclyde, has been boosted by the success of the cruise liner business at Greenock Ocean Terminal, where there has been a 194% rise in the numbers of liners and a 393% rise in the number of passengers between 2007 and 2015.

While progress is being made, we need to attract more private sector businesses and investment, support local businesses to grow, develop more small and medium-sized businesses, and boost skills. This is key to Inverclyde's future prosperity as it will create new job opportunities, help retain the existing population, attract new people to the area, and support and enhance local services.

Local Development Plans can support economic activity and growth by identifying the quantity and choice of development land required to meet the needs of different economic sectors, particularly growth sectors such as leisure and tourism, marine engineering and financial and business services. A flexible and positive policy framework can also enable businesses to adapt to changing economic circumstances and realise new opportunities. In addition, by identifying any infrastructure requirements and associated costs relating to development sites, Local Development Plans can also give the confidence needed to secure private sector investment.

Inverclyde has seen a significant economic shift in the last 30 years, most notably from a manufacturing to a service based economy. In some business and industrial areas this has left a legacy of underused properties and vacant land. In such circumstances, Scottish Planning Policy directs Local Development Plans to consider allocating alternative uses on these sites.

The Clydeplan Strategic Development Plan (2016) sets out a long term vision for a rebalanced low carbon economy. To support this vision, the Spatial Development Strategy identifies

22 Strategic Economic Investment Locations (SEILs). Inverclyde has one SEIL, the 'Inverclyde Waterfront', which is identified for Green Technologies and Business and Financial Services.

To further support economic growth in the Glasgow city-region, the UK Government and the eight local authorities have agreed a Glasgow and Clyde Valley City Deal, which includes a £1.13 billion infrastructure fund aimed at progressing key development sites and projects over a twenty year period. The fund supports 20 large scale projects, three of which are in Inverclyde, located at Inverkip Power Station, and Ocean Terminal and Inchgreen in Greenock. Together, these projects will improve our local transport network, deliver key regeneration and development projects and encourage significant private sector investment into the area.

CURRENT LOCAL DEVELOPMENT PLAN

The Local Development Plan safeguards key business and industrial areas, while also providing scope for other uses to be considered in areas with long term physical constraints or marketability issues. A generous supply of marketable development land is identified to meet anticipated demand and the locational requirements of different sectors and sizes of businesses. Proposals for working from home and for tourist facilities and accommodation are encouraged and supported. It is considered that the current approach remains valid and should be carried forward into the new plan.

ISSUE 6: Do you agree that the approach to economy and employment set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

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

environmental impacts and the potential for alternative uses. Spango Valley and Port Glasgow Industrial Estate have been identified as Main **Issues 7 and 8**, in order to enable a debate on the most appropriate way to progress development on these sites.

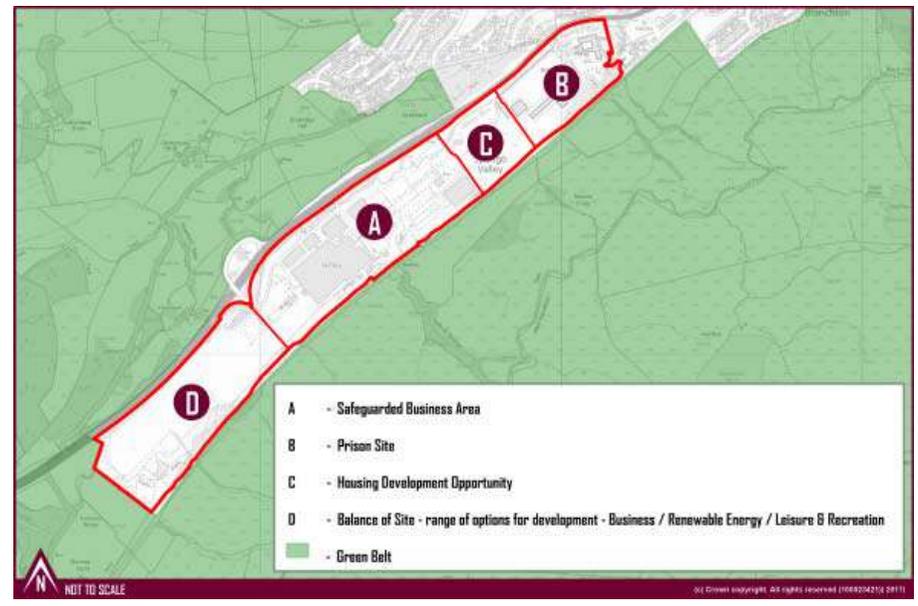
ISSUE 7 SPANGO VALLEY, GREENOCK (MAC7)

Spango Valley is a 56 hectare development area located on the south western edge of Greenock, between the A78 and the Glasgow to Wemyss Bay railway line. The majority of this area was originally developed by IBM in the 1950's for the manufacture of various microelectronic products, with the former Greenock High School located within the northern part. IBM's operations gradually reduced over a number of years and ceased completely in September 2016, while the former school buildings were demolished in 2013. The area is now under three ownerships. The Scottish Prison Service own the vacant land to the north (area B in **Map 15**), while the vacant land and buildings in the central area (A & C) and the vacant land to the south (D) are under private ownerships.

Spango Valley is identified as a Major Area of Change (MAC7) in the current Local Development Plan, which reflects the fact that this is a large scale development area that is expected to undergo significant change. Following a 2011 planning permission, the northern area (B) is identified for a new prison. The central area (A) is safeguarded for business and industrial uses, in line with a Development Framework submitted by the previous owner, which sought to restructure and refurbish the existing commercial units and improve marketability. It was acknowledged that a wider range and mix of uses was required on the remaining areas, which had been largely vacant for over 10 years. The Local Development Plan therefore identifies area C for housing and neighbourhood retail, with

area D identified for business and industrial, recreation and leisure, and renewable energy uses.

Following discussions with the Scottish Prison Service, the allocation for a prison remains valid and it is proposed to carry this forward into the new Local Development Plan. The main issue in Spango Valley relates to areas A, C and D. There is a need to review the current Local Development Plan approach to these areas as the proposed restructuring and refurbishment of the central business area (A) has not been progressed and the majority of the buildings are now derelict and likely to be demolished. In addition, no firm development interest has been

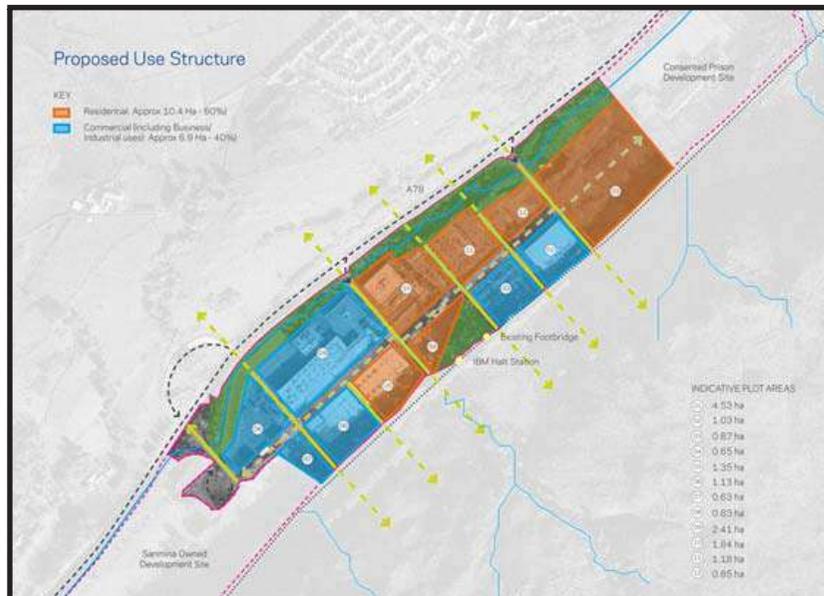


Map 15: Spango Valley, Greenock - Current Local Development Plan Zoning

expressed in developing the southern area (D) for the business/ industrial, renewable energy or leisure and recreation uses identified in the Local Development Plan. With a total of 3.55ha of business and industrial land developed in the past five years, and eight other 'marketable' allocations in Inverclyde, totalling 10.14ha, there is a case for reducing the scale of business and industrial land currently identified at Spango Valley. Such a reduction would provide scope to expand the scale of housing development across the site, enable a wider range of uses to be considered, and allow a comprehensive development framework, covering the entire site, to be developed.

During the Call for Sites in July 2016 a mixed use proposal for approximately 60% residential and 40% commercial, including

Map 16: Developer Proposals for Spango Valley (north)



a mix of business and industrial, leisure/tourism and renewable energy uses, was submitted for the central area (see **Map 16**).

A mixed use proposal for up to 200 houses (approx. 80%) and 6,000sqm of commercial and business and industrial (approx. 20%) was also submitted for the southern area (see **Map 17**).

Map 17: Developer Proposals for Spango Valley (south)



When viewed together, both proposals constitute an approximate split of 70% residential and 30% commercial uses across both sites.

The Council has concerns about proposals for different parts of the site being developed in isolation, and would also prefer to see more of the site retained for business and industrial uses.

OPTION 1 (preferred)

Preparation of a comprehensive Development Framework covering the full site (and all ownerships).

Identify up to 50% of the combined developable area for housing, with at least 35% retained for business and industrial uses (Class 4, 5 and 6). The remaining area should be made up of other uses, including neighbourhood retail.

REASON

This option is preferred because a coordinated and comprehensive approach will ensure the most appropriate layout of uses and the creation of a successful place. It will also ensure that any infrastructure requirements and constraints are jointly and fully addressed.

The preferred scale and mix of uses will meet local housing need, provide employment opportunities, and enable local services to be delivered and maintained. It will also ensure that some business and industrial land is retained to support the future economic growth of Inverclyde.

OPTION 2

Allocate both sites for residential-led mixed use, in line with the proposals submitted by the respective owners.

REASON

This option is not preferred because the development of the site based on land ownership, and not on a comprehensive basis, would result in a sub-optimal solution and the loss of an opportunity to create a successful place. This level of housing would also reduce the scope for commercial/employment generating uses in the area, particularly business and industrial uses.

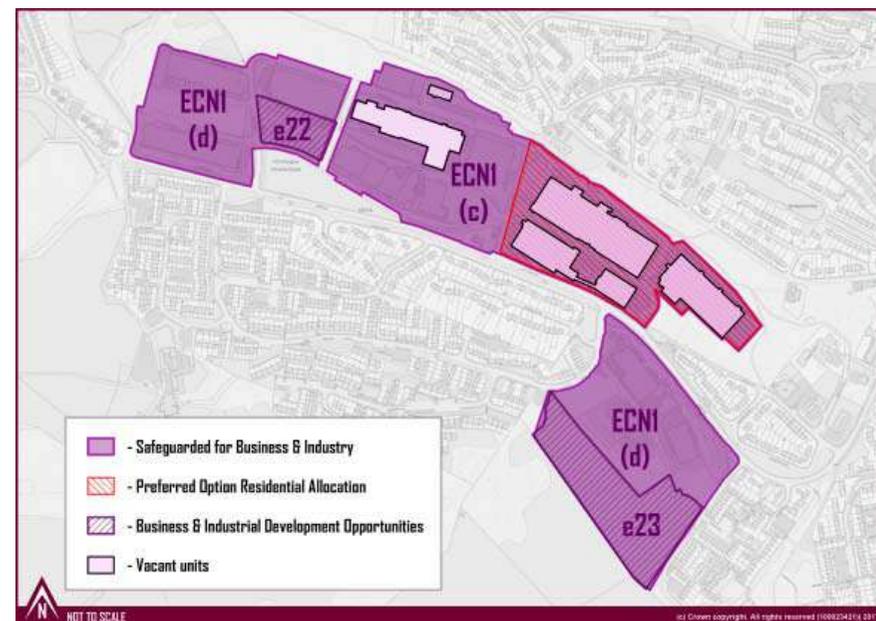
ISSUE 7: Which of the listed options do you support for Spango Valley, or do you have an alternative approach to suggest? Please give reasons.

ISSUE 8 PORT GLASGOW INDUSTRIAL ESTATE

Port Glasgow Industrial Estate was established in the 1940's and has provided a major source of employment in the area. The estate is essentially split into two distinct parts by Dubbs Road. The larger area to the north is made up of post war industrial units and one vacant brownfield site. While businesses such as McLaren Packaging, Sangamo, Promedics, British Metal Treatments and Inverclyde Community Trust continue to occupy this area, the departure of Playtex in 2016 has meant that the eastern third is now entirely comprised of vacant and derelict buildings. The area to the south of Dubbs Road includes three industrial units, which are occupied by REL, Interlok Packaging and Inverclyde Council. There is also a vacant greenfield site to the south of Auchenleck Lane.

The Local Development Plan identifies Port Glasgow Industrial Estate as a business and industrial area and includes a presumption in favour of these uses (Class 4, 5 and 6). The Plan adopts a flexible approach, in line with Scottish Planning Policy, by providing scope for other employment generating and ancillary uses to be considered in the central area (ECN1c), (see **Map 18**) and other uses, including non-employment, to be considered in the west and south east areas (ECN1d). In addition, the Local Development Plan identifies the two vacant sites as business and industrial development opportunities; e22 and e23.

MAP 18: Port Glasgow Industrial Estate



There are three issues relating to Port Glasgow Industrial Estate. Firstly, the vacancy rate within the central ECN1(c) area. With no firm interest expressed in utilising the vacant units or refurbishing the derelict units for business and industrial use, it is likely that eastern half will continue to deteriorate in quality and appearance, with knock-on effects for the attractiveness of the wider Industrial Estate. During the Call for Sites, it was also requested that this central area be identified for housing in the next Plan.

Secondly, whilst there is high occupancy within the western and south eastern areas, with all six units used for business and industrial purposes, the current ECN1(d) designation allows a wide range of 'other uses', including housing, to be considered.

This is significant as it could, potentially, contribute to the further loss of business and industrial units within the estate. It should also be noted that during the Call for Sites it was requested that the ECN1(d) area to the south of Dubbs Road be identified for housing in the next Plan.

Thirdly, there has been no firm developer interest in the e23 development opportunity, which is largely indistinguishable from the green belt and on a relatively steep slope.

The options below consider whether the current Local Development Plan approach should be carried forward, or whether an alternative approach is required.

OPTION 1 (preferred)

With regard to the current ECN1(c) area, allocate the eastern part for housing and retain the (c) designation on the western part.

Re-designate the current ECN1(d) areas to ECN1(c).

Delete e23 as a business and industrial development opportunity and re-designate as green belt.

REASON

This option is preferred because the eastern part of ECN1(c) is now wholly comprised of vacant and derelict units and no firm interest has been expressed in leasing or refurbishing them. With a combination of housing and open space to the south, north and east, it is considered that a housing allocation would be the most appropriate alternative use for this area.

Re-designating the western and south eastern areas to ECN1(c) would strengthen support for the existing businesses by retaining the presumption in favour of Class 4, 5 and 6 and restricting other uses to those which contribute to permanent employment or those supportive of existing businesses.

Re-designating e23 as green belt reflects the longstanding lack of interest in developing this site for business and industrial uses and its location on the edge of the green belt.

OPTION 2

Redesignate the eastern part of the ECN1(c) area to ECN1(d). This would retain the presumption in favour of business and industrial uses (Class 4, 5 and 6), but allow 'other uses', including housing, to be considered.

Redesignate the current ECN1(d) areas to ECN1(c).

Delete e23 as a business and industrial development opportunity and re-designate as green belt

REASON

This option is not preferred because it continues to place a presumption in favour of business and industrial uses on an area which has longstanding vacancy/dereliction issues and where no firm interest has been expressed in these uses. While this option allows other uses to be considered, it is likely that housing would be the preferred use. In light of this, a housing allocation would be the most appropriate option.

The reasons for redesignating the western and south eastern ECN1(d) areas and deleting the e23 development opportunity are outlined above.

OPTION 3

Carry forward the current Local Development Plan approach.

REASON

This option is not preferred because it has not addressed the increasing vacancy and dereliction in the current ECN1(c) area. In addition, it would continue to allow other non-employment uses, including housing, to be considered in the high occupancy western and south eastern ECN1(d) areas.

ISSUE 8: Which of the listed options do you support for Port Glasgow Industrial Estate, or do you have an alternative approach to suggest? Please give reasons.

ISSUE 9

ENABLING DELIVERY OF NEW HOMES

INTRODUCTION

Inverclyde is an attractive place to live. Kilmacolm and Quarriers Village are amongst the most sought after residential locations in Scotland. Greenock, Port Glasgow and Gourrock offer waterfront locations and stunning views over the Firth of Clyde in locations close to services, including a modernised school estate, and with excellent transport links to Glasgow. Inverkipp and Wemyss Bay are attractive coastal villages. However, the population of Inverclyde has continued to fall and, despite extensive investment in housing, there remain areas of low demand and poor quality housing, such as in the Clune Park area of Port Glasgow. Addressing these issues are priorities for the Council and its partners, including River Clyde Homes and Riverside Inverclyde.

The planning system can most directly influence these issues through the identification of land for new homes, particularly where new housing development would help regenerate the urban area, and also by ensuring that new development is of a standard that will create successful and sustainable places where people will want to live.

CURRENT LOCAL DEVELOPMENT PLAN

The housing development strategy of the current Local Development Plan builds on the broad strategy of previous

plans to improve the urban environment, safeguard and enhance residential amenity, and provide direction for the social, economic and physical regeneration of Inverclyde. It also continues the longstanding sustainable land use planning objective to support the development of mixed communities by maximising new building on urban brownfield sites. The strategy aims to ensure there is no land supply constraint to the provision of a good range, choice and distribution of housing sites. It is considered that this approach remains valid and should be carried forward into the new Plan.

ISSUE 9: Do you agree that the Housing Development Strategy set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

Demand for private housing is calculated on the basis of housing market areas, which are areas within which people are most likely to move house. Inverclyde has two housing market areas. Kilmacolm and Quarriers Village make up part of the Renfrewshire Sub-Market Area, while the rest of Inverclyde falls within the Inverclyde Housing Market Area. The need for affordable housing, particularly social rented housing, is calculated at the local authority area level.

A Housing Need and Demand Assessment for the Inverclyde area has been undertaken as part of the Clydeplan Strategic Development Plan process. A comparison of housing need and demand with the amount of housing expected to be delivered in the period to 2024 on land already identified for housing

indicates that additional land for housing is required in both the Kilmacolm/Quarriers Village and Inverclyde Housing Market Areas. Options for addressing this need for land are addressed in **Issues 10 and 11**.

The current Local Development Plan includes an Affordable Housing Policy, which requires a contribution towards affordable housing provision from specified housing sites. This policy is supported by Supplementary Guidance. **Issue 12** explores whether to continue with this approach.

There are no sites identified for Gypsies/Travellers in the current Local Development Plan, or a policy to assess applications for any proposals that may come forward. **Issue 13** considers the need for a policy.

ISSUE 10 HOUSING LAND SUPPLY - KILMACOLM & QUARRIERS VILLAGE

The Housing Need and Demand Assessment undertaken for the Clydeplan Strategic Development Plan identifies a Housing Land Requirement in the Kilmacolm/ Quarriers Village area for 130 new houses in the period 2012-2024. There were 3 housing completions in the period 2012-2016 (on sites with a capacity for 4 or more houses), leaving a requirement for 127 houses in the period to 2024. The Council's 2016 Housing Land Audit predicts 75 houses will be delivered on land already identified for housing in the period to 2024. This indicates a potential shortfall of housing land for 52 houses.

Table 1: Kilmacolm & Quarriers Village Housing Land Requirement

(a)	Housing Land Requirement 2012-2024 (from Clydeplan Strategic Development Plan)	130
(b)	Actual housing completions 2012-2016	3
(c)	Housing Land Requirement 2016-2024 (a-b)	127
(d)	Estimated housing completions 2016-2024 (based on 2016 Housing Land Audit)	75
(e)	Shortfall in effective housing land for private housing 2016-2024 (c-d)	52

As part of the Main Issues Report preparation process, a Call for Sites exercise was undertaken. This resulted in a number of suggestions to the Council of land with potential for housing development in and around the Kilmacolm/ Quarriers Village area. These suggestions have been assessed as part of the Strategic Environmental Assessment of the Main Issues Report and a summary of this and an assessment of other planning factors is included in the Call for Sites Assessment background report. Based on this assessment, the Main Issues Report sets out options for addressing the housing land requirement in Kilmacolm/ Quarriers Village. The preferred option is the identification of land at Quarry Drive in Kilmacolm as a housing development opportunity (see **Map 19**), with the identification of land at Planetreeyetts as an alternative option (see **Map 20**). The other sites suggested to the Council as suitable for

housing development are shown in **Map 21** and comments on these sites are also invited.

The Council recognises the distinctive qualities of Kilmacolm and Quarriers Villages as places to live, and how the countryside character and setting contributes to this. As such,

should the need for a release of land for housing be confirmed, the Council will bring forward a development brief to ensure that any impact on the character of the village is minimised and that important characteristics of the identified site are protected.

OPTION 1 (Preferred)

Further investigation of the capacity, suitability and deliverability of land to the west of Quarry Drive in Kilmacolm for new housing development.

REASON

Of the greenfield sites suggested for housing in the Kilmacolm area, development of the land to the west of Quarry Drive is considered likely to have least impact on the character and setting of Kilmacolm. If developed, it is also considered to offer the opportunity to create a robust green belt boundary in order to prevent further incursion of development into the green belt.

OPTION 2

Further investigation of the capacity, suitability and deliverability of land at Planetreeyetts, which is located in Kilmacolm, for new housing development.

REASON

Partial development of the land suggested for housing development at Planetreeyetts in Kilmacolm may minimise the impact on the character and setting of the village. However, development of this site would extend the village in a northerly direction and could lead to pressure for further expansion.

OPTION 3

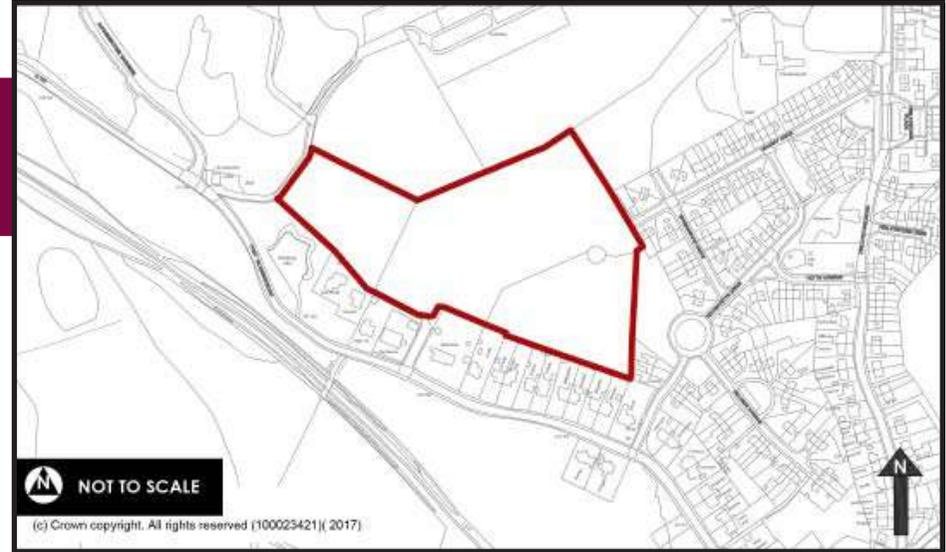
Identify sites from Map 21 as housing development opportunities.

REASON

This option is not preferred as some of these options would: (1) have an unacceptable adverse impact on the character and /or setting of Kilmacolm or Quarriers Village; (2) provide for more housing land than is required or lead to pressure for additional housing land release; (3) not address the housing land requirement owing to being too small or having deliverability issues.

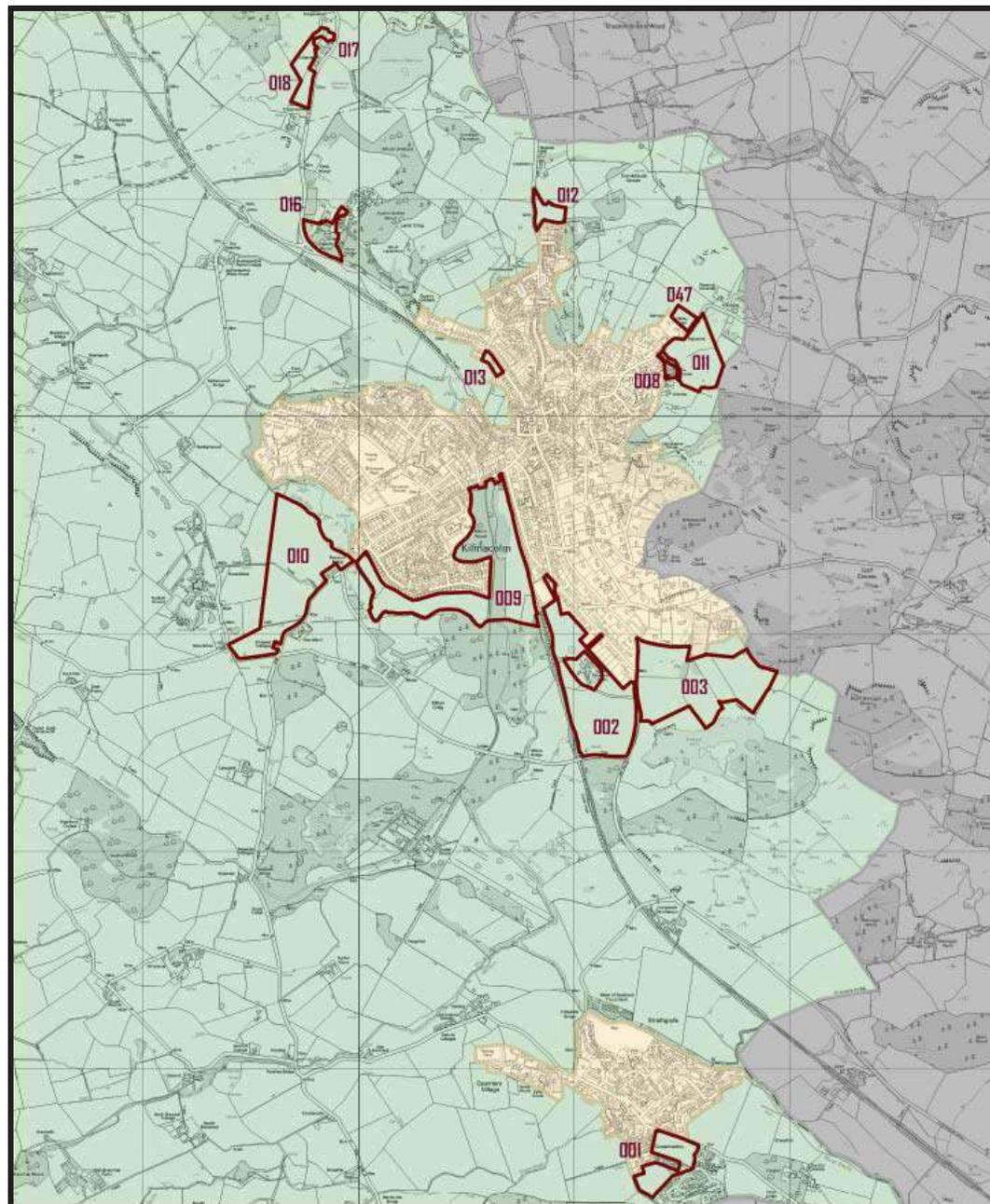
ISSUE 10: Which of the listed options do you support for addressing housing land supply issues in Kilmacolm and Quarriers Village, or do you have an alternative approach to suggest? Please give reasons.

Map 19: Land west of Quarry Drive, Kilmacolm



Map 20: Land at Planetreeyetts, Kilmacolm

Map 21: Other suggested housing sites in Kilmacolm & Quarriers Village



Call for Sites Reference	Site
001	Carsemeadow, Quarriers Village
002	North Denniston, Kilmacolm
003	Knapps Loch, Kilmacolm
008	Tathieknowe, West Glen Road, Kilmacolm
009	Police Station Field, Kilmacolm
010	ARP Field, Kilmacolm
011	West Glen Road, Kilmacolm
012	Migdale, Finlaystone Road, Kilmacolm
013	Port Glasgow Road, Kilmacolm
016	Stables Wood, Kilmacolm
017	Craigmarloch 1, near Kilmacolm
018	Craigmarloch 2, near Kilmacolm
047	Misty Law, West Glen Road, Kilmacolm

ISSUE 11 HOUSING LAND SUPPLY - PORT GLASGOW/GREENOCK/GOUROCK/ INVERKIP/WEMYSS BAY

New private sector house completions in Port Glasgow, Greenock, Gourock, Inverkip and Wemyss Bay (known as the Inverclyde Housing Market Area) have increased year on year since 2013, indicating a recovery in the private housing market in the area.

The Housing Need and Demand Assessment undertaken for the Clydeplan Strategic Development Plan identifies a Housing Land Requirement in the Inverclyde Housing Market Area for 2120 new private houses in the period 2012-2024. There were 429 housing completions in the period 2012-2016, leaving a requirement for 1691 houses in the period to 2024. The Council expects 1039 houses to be delivered on land already identified for housing, leaving a shortfall of land for 652 houses (see Table 3). This is despite there being a significant amount of land identified for housing development in the Inverclyde Housing Market Area, as many of the sites identified for housing have issues associated with them that prevent them being considered 'effective' i.e. the Council cannot confidently predict that new houses will be completed on these sites in the period to 2024. This might be because of technical constraints such as contamination or road access issues, which may in turn lead to developers not being confident enough to invest in these sites. There is also a small shortfall in land available for social rented housing, which is expected to be addressed through the allocation of land at Dubbs Road, Port Glasgow, and Duncan Street and Cumberland

Walk, Greenock, as well as windfall sites and additional completions achieved through the application of the affordable housing policy.

Table 2: Inverclyde Housing Market Area Housing Land Requirement

Private Sector	Private Sector	Social Rented
(a) Housing Land Requirement 2012-2024 (from Clydeplan Strategic Development Plan)	2120	1100
(b) Actual housing completions 2012-2016	429	269
(c) Housing Land Requirement 2016-2024 (a-b)	1691	831
(d) Estimated housing completions 2016-2024 (based on 2016 Housing Land Audit)	1039	793
(e) Shortfall in effective housing land for private housing in 2016-2024 (c-d)	652	38

The Call for Sites exercise undertaken as part of the pre-Main Issues Report process generated responses from the owners of three of the largest brownfield sites in Inverclyde: Inverkip Power Station, and Spango Valley and Ravenscraig Hospital in

Greenock. All owners are keen to see these sites progressed for housing development and a mix of other uses. Other brownfield sites were also suggested for housing development through the Call for Sites process, as well as greenfield sites on open space and in the green belt. The Council's preference for addressing the need for housing land in the Inverclyde Housing Market Area is to focus development on brownfield

sites within the existing urban area, and work with the owners of these sites to bring them forward for development. The alternative option is to release greenfield land for housing, with a focus on Inverkip. The other sites suggested to the Council as suitable for housing development are listed in **Map 31**, and comments on these sites are also invited.

OPTION 1 (Preferred)

Brownfield strategy.

This would involve the Council working with the owners and developers of the largest brownfield opportunities in Inverclyde to maximise the delivery of new private houses on these sites in the period to 2024 and beyond:

- Inverkip Power Station
- Spango Valley, Greenock
- Ravenscraig Hospital, Greenock

This approach would be complemented by the identification of additional brownfield sites at:

- Kirn Drive, Gourock
- Auchneagh Road, Greenock
- Former Holy Cross Primary School, Greenock
- Former Sacred Heart Primary School, Greenock
- Port Glasgow Industrial Estate

REASON

This approach would support the Sustainable Development Strategy by focussing on the regeneration of brownfield sites within the urban area.

OPTION 2

Greenfield strategy

Further investigation of the capacity, suitability and deliverability of land at:

- Langhouse Rd/Millhouse Rd, Inverkip
- Berfern, Inverkip

REASON

The identification of greenfield sites would not be consistent with the Sustainable Development Strategy and may impact on the viability of brownfield sites being brought forward for development.

OPTION 2

Identify sites from Table 4 as housing development opportunities.

REASON

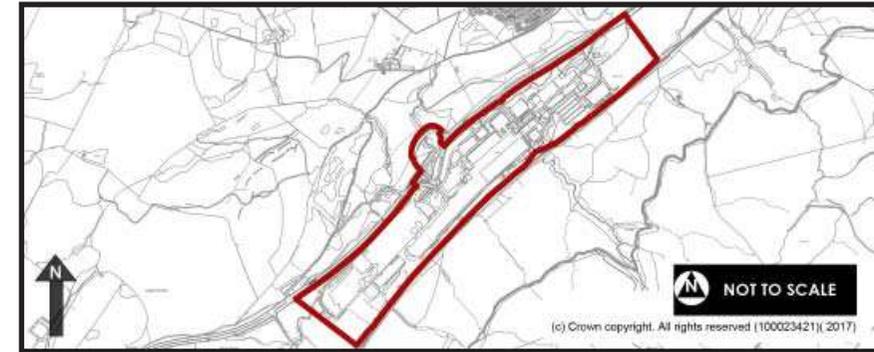
This option is not preferred as some of these options would: (1) have an unacceptable adverse impact on open space (2) not address the housing land requirement owing to being too small or having deliverability issues.

ISSUE 11: Which of the listed options do you support for the Housing Land Supply in the Inverclyde Housing Market Area, or do you have an alternative approach to suggest? Please give reasons.

Map 22 - Inverkip Power Station



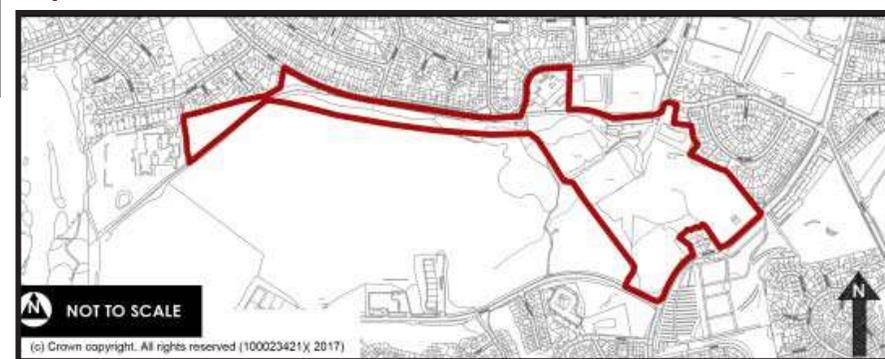
Map 23 - Spango Valley, Greenock



Map 24 - Ravenscraig Hospital, Greenock



Map 25 - Kirn Drive, Gourrock



Map 26 - Auchneagh Road, Greenock



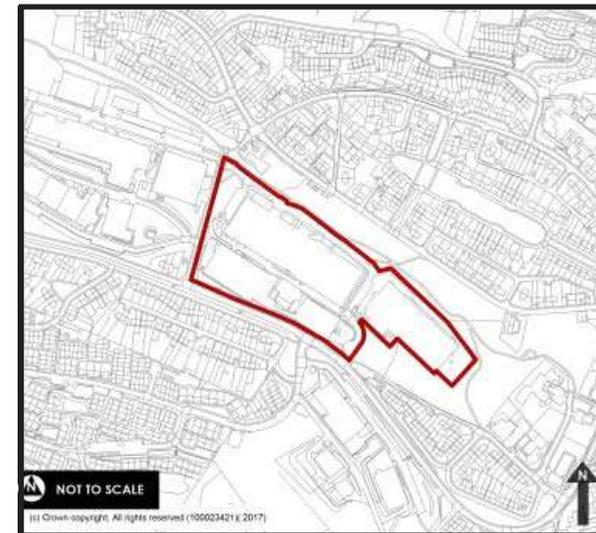
Map 27 - Former Holy Cross Primary School, Greenock



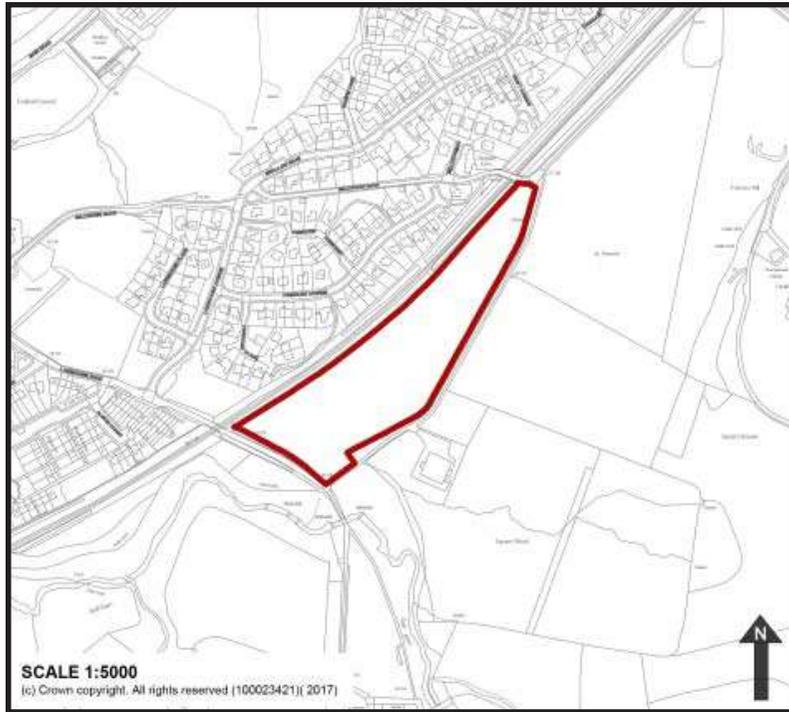
Map 28 - Former Sacred Heart Primary School, Greenock



Map 29 - Port Glasgow Industrial Estate



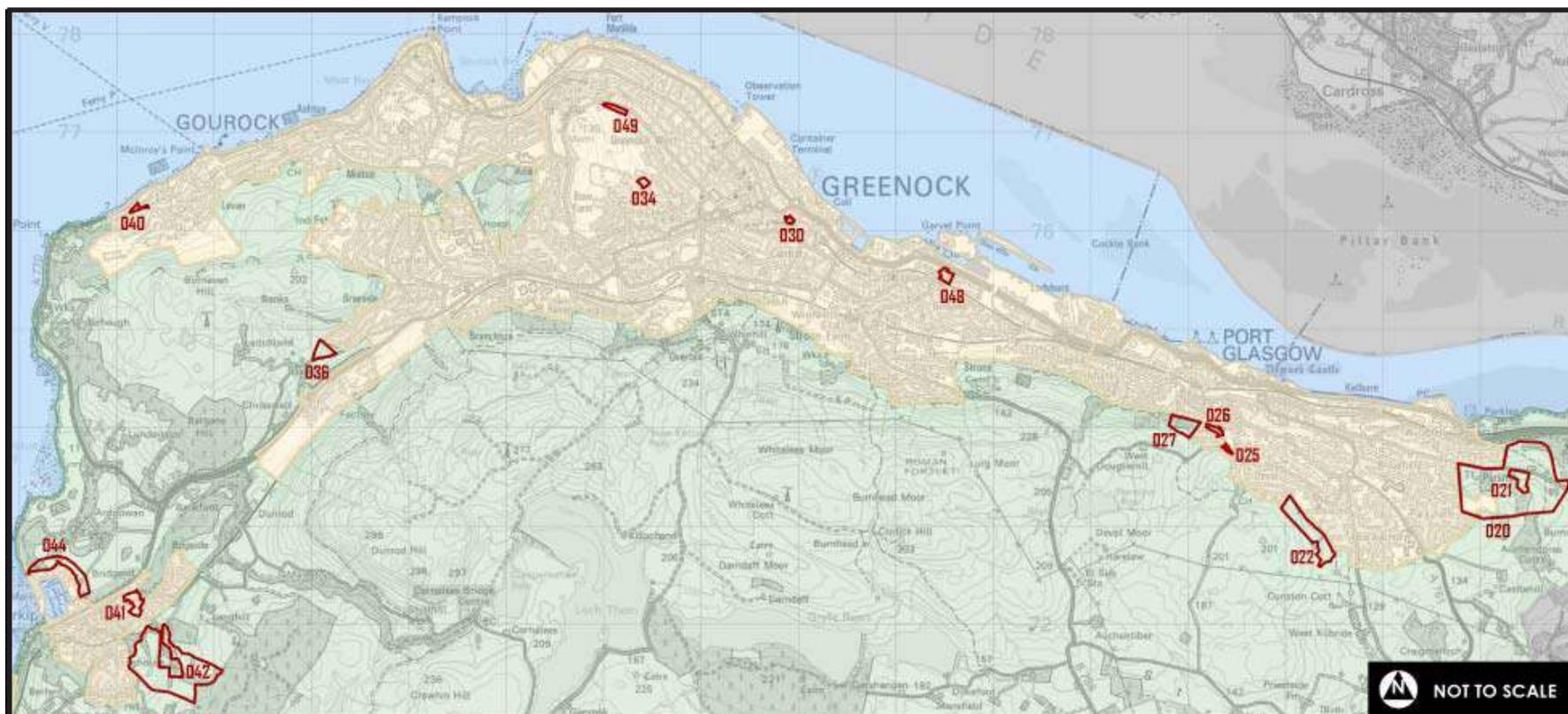
Map 30 - Langhouse Road/Millhouse Road, Inverkip



Map 31 - Berfern, Inverkip



Map 32 - Other suggested housing sites in the Inverclyde Housing Market Area



Call For Sites Reference	Site
020	Parkhill Farm, Port Glasgow
021	Parkhill, Port Glasgow
022	High Auchenleck Farm, Port Glasgow
025	Barr's Brae (south), Port Glasgow
026	Barr's Brae (north), Port Glasgow
027	Dougliehill, Port Glasgow
030	King Street, Greenock
034	Forsyth Street, Greenock
036	Drumifan Hill, Greenock
040	Faulds Park Road, Gourrock
041	The Glebe (extension to site), Inverkip
042	Langhouse Road, Inverkip
044	Kip Marina, Inverkip
048	Ratho Street/McDougall Street, Greenock
049	Lyle Road, Greenock

ISSUE 12 AFFORDABLE HOUSING POLICY

Policy RES4 of the current Local Development Plan relates to affordable housing provision. It states that for residential developments of 20 or more dwellings on identified sites, developers will be required to provide a 25% affordable housing contribution, or other agreed percentage. In exceptional circumstances, developers may provide off site affordable housing within the same Housing Market Area/Housing Need and Demand Assessment sub-area or a commuted sum in lieu of the other forms of provision.

The Draft Local Housing Strategy 2017-2022 shows that, despite house prices declining between 2009 and 2014, there has been no improvement in affordability, particularly for those on lower

incomes, indicating a continuing issue with the affordability of entry-level housing. This is the case in both the Inverclyde Housing Market Area and in Kilmacolm and Quarriers Village. There is also evidence that private rent of larger properties (4 bed plus) is unaffordable for the majority of households on lower incomes.

The current Local Development Plan affordable housing policy is not straightforward. Its application to only certain specified sites has caused confusion, and there is uncertainty as to whether it is applicable to windfall sites. In practice, the benchmark of 25% affordable housing contribution has not yet been achieved through the application of the policy. The opportunity is therefore being taken through the Main Issues Report to examine whether to continue with an affordable housing policy and what its requirements should be.



Affordable housing, South West Greenock

OPTION 1 (preferred)

Revise the Affordable Housing Policy to seek a 10% affordable housing contribution from all private sector housing sites with a capacity for 20 or more dwellings.

REASON

The draft Local Housing Strategy 2017-2022 supports the continuation of an affordable housing policy in the new Local Development Plan. The application of the policy to all sites is a more consistent approach. The reduction of contribution to 10% reduces the impact on the viability of private sector development.

OPTION 2

Remove the affordable housing policy i.e. do not seek an affordable housing contribution from private sector sites.

REASON

This option would increase the viability, and therefore deliverability, of private sector housing sites. However, it would not help to increase tenure choice throughout the Council area.

OPTION 3

Retain the current Local Development Plan approach of seeking a 'benchmark' of 25% affordable housing on specified sites, to be provided on site or, subject to negotiation, off-site or via a commuted sum.

REASON

This option is not preferred as it limits the application of the policy to specified sites and in practice has not been successful in obtaining 25% on-site provision of affordable housing.

ISSUE 12: Which of the listed options do you support for the Affordable Housing policy, or do you have an alternative approach to suggest? Please give reasons.

ISSUE 13 GYPSY/TRAVELLER POLICY

There are currently no sites provided for Gypsies/Travellers in Inverclyde, nor does the current Local Development Plan identify a site or include a policy for assessing proposals for such facilities. The Housing Need and Demand Assessment undertaken for the Clydeplan Strategic Development Plan does not identify the need for a Gypsy/Traveller site in Inverclyde, although the Draft Inverclyde Local Housing Strategy 2017-2022 states that consultation with Gypsy/Traveller groups indicates there may be a lack of permanent stopping sites in the region. Whilst a transit site was considered for Inverclyde in 2013, with various locations proposed, after extensive consultation it was decided not to pursue this approach.

Scottish Planning Policy (2014) states that development plans should address any need for Gypsy/Traveller sites that have been identified through a Housing Need and Demand Assessment and consider whether policies are required for assessing proposals for small privately owned sites. Guidance produced by PAS supports this, and provides an example of a policy from the East Ayrshire Local Development Plan for the assessment of proposals for sites (see [Figure 5](#)).

Figure 5: Example policy for assessing proposals for Gypsy/ Traveller sites (from East Ayrshire Local Plan 2010)

The Council will assess any applications for small, privately owned Travellers' Sites on their own merits and will support the development of such sites where all of the following criteria can be met:

- (i) the site is in a location readily accessible to the main strategic road network;
- (ii) the site does not adversely affect or impact on any areas of recognised nature conservation and built heritage interest, sites of significant landscape quality and any existing surrounding uses;
- (iii) the site can be accessed and serviced to the standards of the Council's Roads Division and other service providers;
- (iv) the site is adequately screened and landscaped to the satisfaction of the Council; and
- (v) the site does not cause any unacceptable damage or detriment to the amenity of residents of surrounding properties.

Proposals which do not meet all these criteria will not be supported by the Council.

OPTION 1 (preferred)

To include a new criteria-based policy similar to the example shown above to guide the determination of applications for small privately-owned Gypsy/Traveller sites.

REASON

This option is preferred as it follows good practice and would provide a policy basis for the assessment of privately promoted Gypsy/Traveller sites.

OPTION 2

Do not include a policy for the assessment of Gypsy/Traveller sites.

REASON

This option is not preferred as it would not provide a policy context for the assessment of proposals for Gypsy/Traveller sites.

ISSUE 13: Which of the listed options do you support in respect of a Gypsy/Traveller policy, or do you have an alternative approach to suggest? Please give reasons.

ISSUE 14 VALUING THE HISTORIC ENVIRONMENT

INTRODUCTION

Inverclyde has a rich and varied historic environment. There are 8 conservation areas and 247 listed buildings. These include A-listed buildings such as Newark Castle in Port Glasgow, the Titan Crane on James Watt Dock, the Watt Library and McLean Museum in Greenock, Wemyss Bay railway station, and Windyhill in Kilmacolm, a small selection that gives an insight into Inverclyde’s distinctive history. There are 3 designated Gardens and Designed Landscapes at Ardgowan, Finlaystone and Duchal. There are 33 Scheduled Monuments, which are archaeological sites of national importance, and many more sites of local importance.

CURRENT LOCAL DEVELOPMENT PLAN

The current Local Development Plan contains a suite of policies which are used in association with the policies and guidance of Historic Environment Scotland to protect the historic environment within Inverclyde. This includes Policy HER6 and associated Supplementary Guidance, which support enabling development associated with the restoration of listed buildings. It is considered that this approach remains valid and should be carried forward into the new Plan.



Newark Castle, Port Glasgow

ISSUE 14: Do you agree that the historic environment policies set out in the current Local Development Plan, particularly the Enabling Development policy, remain valid and should be carried forward into the new Plan?

A LOW CARBON INVERCLYDE

ISSUE 15 DELIVERING HEAT AND ELECTRICITY

INTRODUCTION

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

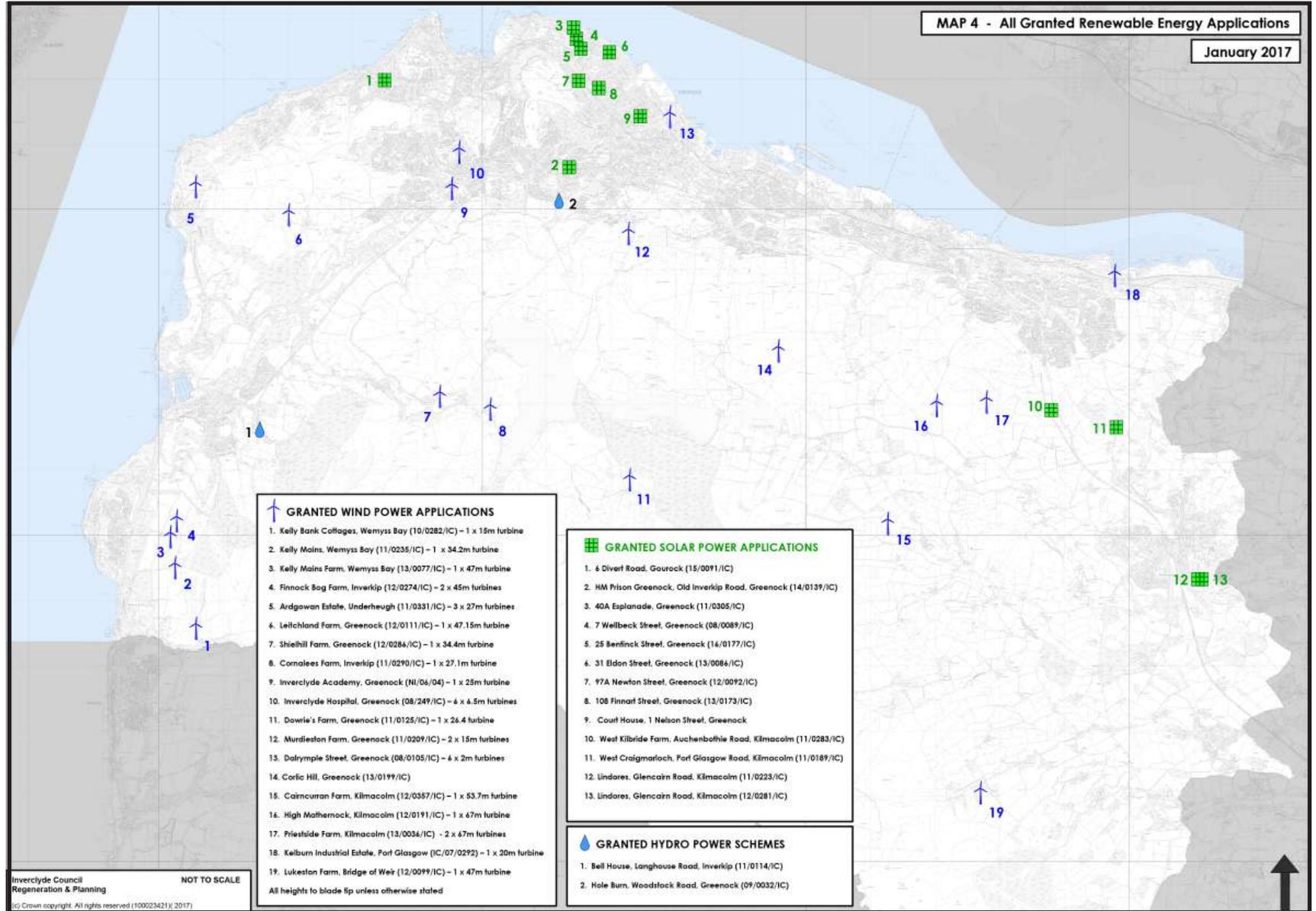
As well as the Council's own endeavours to reduce carbon emissions, through the planning system it has supported a variety of renewable energy developments in Inverclyde including onshore wind, solar and micro-hydro. **Map 33** shows where these are located.

CURRENT LOCAL DEVELOPMENT PLAN

The current Local Development Plan Policy INF1 and the associated Supplementary Guidance on Renewable Energy is supportive of development required for the generation of energy from renewable resources, subject to assessment of impact on a range of social, economic and environmental resources. Through Policy INF2 the current Plan also requires the installation of low and zero carbon generating technologies in new developments in order to reduce CO2 emissions. It is considered that this approach remains valid and should be carried forward into the new Plan.

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

Map 33: Renewable Energy Infrastructure in Inverclyde



ISSUE 16 HEAT NETWORKS

Heating forms the biggest element of energy use in Scotland at over 55%, while the creation of heat produces 47% of Scotland’s carbon emissions. It is the ambition of the Scottish Government to largely decarbonise Scotland’s energy system by 2050 and to achieve 1.5 terawatt-hours (TWh) of heat demand through district or communal heating, with a target of 40,000 homes connected by 2020.

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

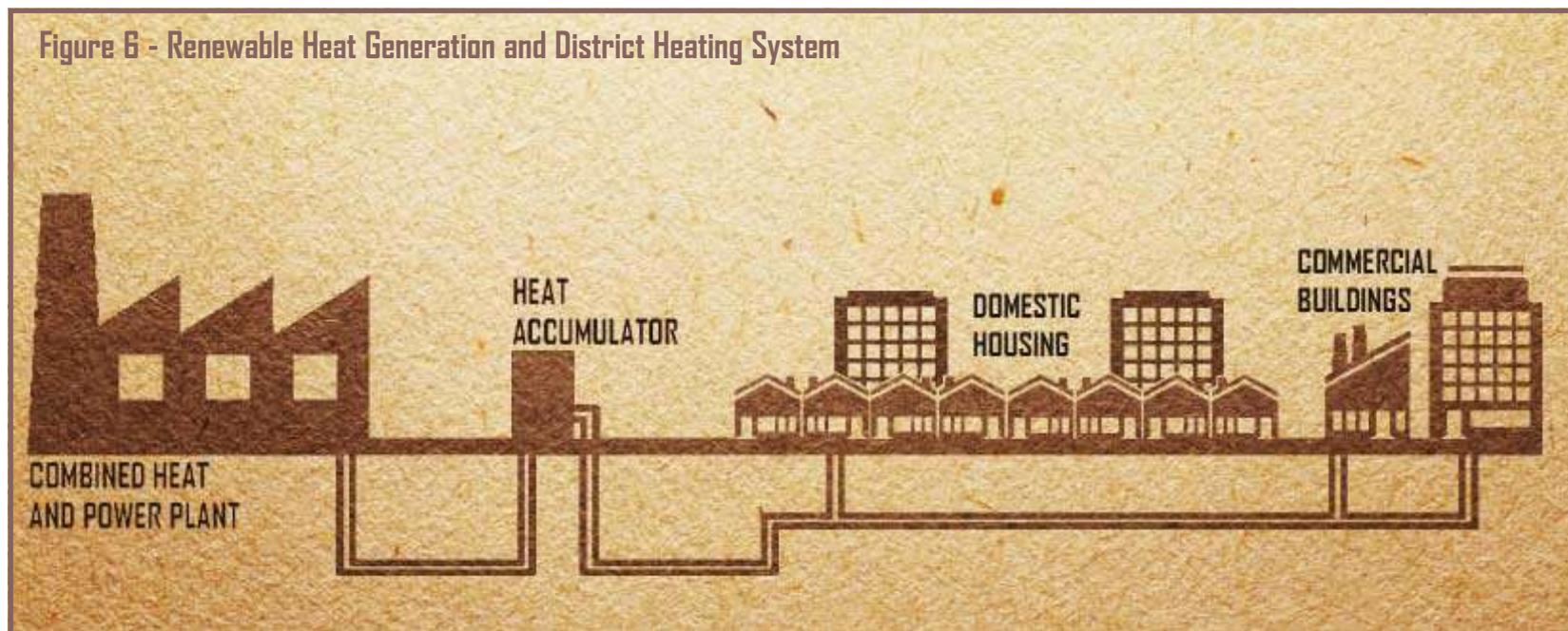
The planning priorities for heat are set out in National Planning Framework 3, which supports the delivery of district heating schemes as a means of achieving the Scottish Government goals for renewable heat, with the aim to make better use of heat sources, including unused and renewable heat.

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

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

A Scotland-wide Heat Map produced by Scottish Government in 2014 (<http://heatmap.scotland.gov.uk/>) is intended to support local authorities to incorporate heat mapping into development plans and make best use of available heat sources. It identifies existing sites of heat demand as well as sources of heat supply to guide heat network development.

Figure 6 - Renewable Heat Generation and District Heating System



So far, one district heating system has been established in Inverclyde, at Broomhill. An investment of £7M has been made in a gas and biomass system, which operates through a central boiler within a localised energy centre to provide heat and hot water on demand to 555 homes. This district heating system has contributed to renewable heat and climate change targets through the reduction of the homes' carbon footprint, as well as working towards the commitment of tackling fuel poverty by reducing residents' fuel bills.

In the current Local Development Plan, Policy INF1 - Renewable Energy is the policy against which renewable energy development proposals are assessed. It does not make specific reference to district heating/cooling systems. Whilst it would be possible to determine proposals for district heating systems under Policy INF1, the inclusion of a new policy to cover these types of developments, which links to Supplementary Guidance on Renewable and Low Carbon Energy, could be beneficial to identify where district heating developments could be deployed and to assess proposals.

OPTION 1 (preferred)

Create a new policy on renewable heat and heat networks with accompanying heat map. Amend the Supplementary Guidance on Renewable Energy to refer to heat networks.

REASON

This would meet the requirements of National Planning Framework 3, Scottish Planning Policy and the Clydeplan Strategic Development Plan by providing a policy framework to promote and encourage renewable heat opportunities, identify the most suitable locations and enable their detailed assessment.

OPTION 2

Modify existing Policy INF1 to make reference to heat networks and link to amended Renewable Energy Supplementary Guidance incorporating Low Carbon Energy.

REASON

This would provide policy coverage for heat networks, but would not provide a specific policy against which a detailed assessment of proposed developments could be made.

OPTION 3

Determine heat network proposals against existing Policy INF1 and make no changes to Supplementary Guidance.

REASON

This does not make specific reference to heat networks, nor does it make use of heat mapping to identify where such developments could be implemented. Therefore, the policy is not sufficiently promotional with regard to renewable heat and the creation of heat networks.

ISSUE 16: Which of the listed options do you support for Heat Networks or do you have an alternative option to suggest? Please give reasons.

ISSUE 17 PLANNING FOR ZERO WASTE

INTRODUCTION

Inverclyde is well served in terms of waste services, particularly recycling, with 45 neighbourhood recycling centres and a further 2 centres for the recycling of bulky materials and garden waste. Kerbside recycling services covering dry recyclables, garden waste, food waste and glass are also available to many households. The Council continues to expand these services by rolling out its food collection and kerbside glass collection services and introducing recycling services to tenemental properties.

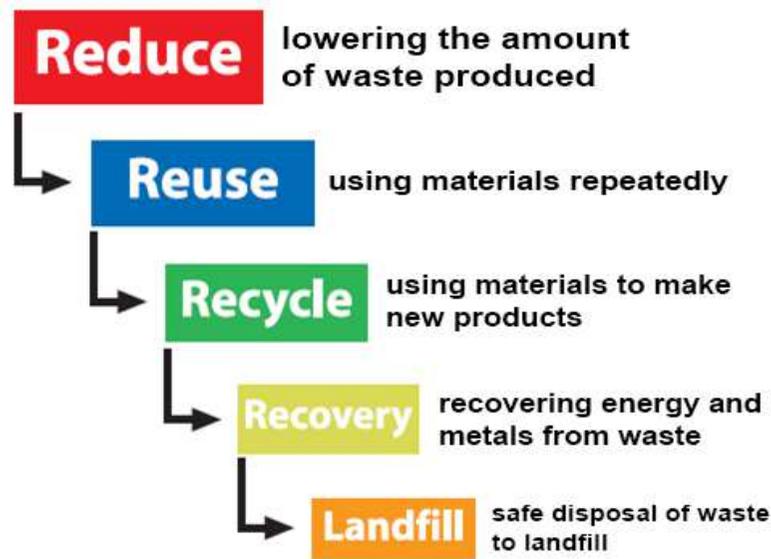
This approach has been particularly successful, with the amount of household waste falling by 16% and recycling increasing by 11.4% in the period from 2011-2015. Inverclyde Council was one of only nine Councils in Scotland to exceed the Scottish Government's household waste recycling target of 50% in 2013. In recognition of the Council's achievements, the Waste Strategy team was awarded the prestigious Chartered Institute of Waste Management's Local Authority Waste Hierarchy award in 2014.

The Scottish Government approved a Zero Waste Plan in 2010, which considers all waste to be a resource that should not, whenever possible, simply be disposed of in landfill. The Zero Waste Plan sets out a hierarchy for managing waste, in the

order of waste reduction, reuse, recycling and recovery (see Figure 7); thereby leaving only a limited amount to be sent to landfill. The Zero Waste Plan also sets out a number of targets, including a requirement for 60% of household waste to be recycled by 2020, increasing to 70% by 2025. To support the Zero Waste Plan, the Waste (Scotland) Regulations 2012 placed a responsibility on councils to provide a range of recycling collections to households and commercial premises. By working with residents and business, Inverclyde Council is now fully compliant with these Regulations.

Scottish Planning Policy highlights a number of ways in which the Local Development Plan can support the Zero Waste Plan. It is important that the Plan encourages the minimisation of waste produced during the construction and operation of all new development, safeguards existing waste management facilities and supports a range of technologies and industries which seek to maximise the benefits of re-using waste. Whilst Scottish Planning Policy and National Planning Framework 3 encourage development plans to identify locations for new waste management facilities, there is not expected to be a requirement for further waste disposal or recycling facilities in Inverclyde during the period covered by the new Local Development Plan.

Figure 7 - The Waste Hierarchy



ISSUE 17: Do you agree that the approach to waste set out in the current Local Development Plan remains valid and should be carried forward into the new Plan, subject to the amendments identified above?

CURRENT LOCAL DEVELOPMENT PLAN

Policy INF3 of the current Local Development Plan (2014) sets out criteria for assessing new waste management facilities, including the need to comply with the principles of the Zero Waste Plan, to cater primarily for waste arising from Inverclyde and avoid adverse impacts on residential amenity and the natural and built heritage. It is considered that this approach remains valid and should be carried forward into the next Plan, with the addition of criteria to safeguard existing waste management facilities and promote new technologies which seek to maximise the of re-use of waste. In addition, a new criteria/policy will be considered to encourage waste minimisation and re-use during the construction and operation of all new development.

A NATURAL, RESILIENT INVERCLYDE

INTRODUCTION

Inverclyde contains a wide variety of natural resources which, when considered together, constitute a considerable asset to the area. These stretch from the Firth of Clyde coastline to the upland moorland which comprises much of Clyde Muirshiel Regional Park. This natural environment provides the backdrop for all activities that take place in Inverclyde. It is vital therefore that these natural assets are protected and, where possible, enhanced for present and future generations.

Many of the natural resources of Inverclyde benefit from the protection of natural heritage designations. In Inverclyde there are two international designations, namely the Inner Clyde Estuary Special Protection Area and Ramsar site, protected as a wintering habitat for redshanks, and the inland Renfrewshire Heights Special Protection Area designated in 2007 as an important breeding area for hen harriers. These, along with a number of national Site of Special Scientific Interest designations and many Local Nature Conservation Site designations, protect the natural resource throughout Inverclyde. **Table 3** shows the number of natural heritage designations in Inverclyde.

Table 3 - Natural Heritage Designations in Inverclyde

Natural Heritage Designation	No.
Special Protection Areas (SPA)/Ramsar	1
Special Protection Areas (SPA)	1
Site of Special Scientific Interest (SSSI)	7
Local Nature Conservation Site	52
Local Nature Reserve	2

Other Designations	No.
Tree Preservation Order (TPO)	32
Regional Park	1

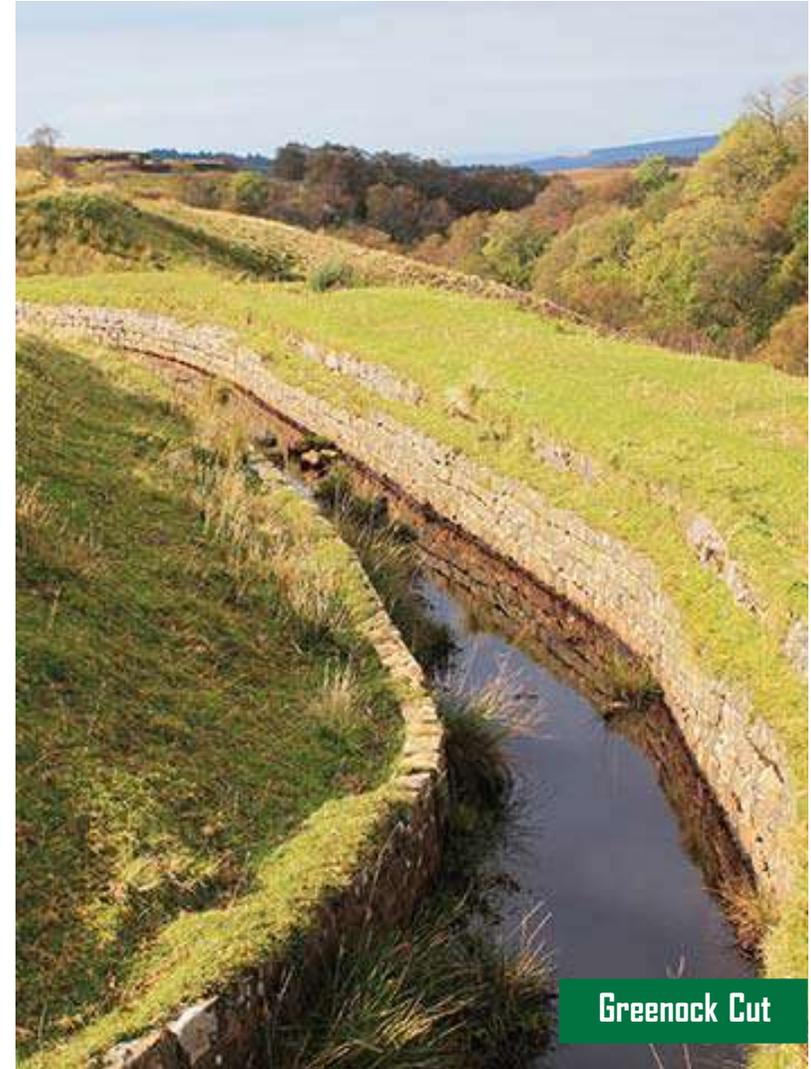
Scottish Planning Policy identifies the natural environment as a valued national asset, which offers a wide range of opportunities for enjoyment, recreation and sustainable economic activity. It is the role of planning to protect, enhance and promote access to the natural environment whilst supporting its sustainable use.

As well as designated natural heritage sites, the natural environment incorporates a variety of elements, including:

- biodiversity comprising plant and animal species and habitats;
- water environments such as rivers, lochs, wetlands and coastal waters;
- woodland, hedgerows and individual trees, including those covered by Tree Preservation Orders;
- locations for informal leisure and recreation; and
- open space within built up areas

CURRENT LOCAL DEVELOPMENT PLAN

The importance of the natural heritage assets and environmental resources within Inverclyde is borne out by the policies of the current Local Development Plan. These policies protect the natural heritage designations, biodiversity and the water environment whilst also safeguarding and promoting the Green Network, trees and woodlands, and open space to provide an environment where people can improve their health and well-being. It is considered that this approach remains valid and should be carried forward into the new Plan.



Greenock Cut

ISSUE 18: Do you agree that the natural heritage and environmental resources policies set out in the current Local Development Plan remain valid and should be carried forward into the new Plan?

ISSUE 19 GREEN INFRASTRUCTURE

INTRODUCTION

Green infrastructure comprises a number of resources, including both formal and informal open space such as parks, woodlands, playing fields, core paths and allotments. It also includes water courses and bodies of water. The combined elements of Green Infrastructure are harnessed to provide communities with important ecological, economic and social benefits, such as flood prevention and climate change adaptation, improved health and quality of environment.

Inverclyde benefits from a variety of open spaces. Much of the area is in close proximity to the countryside, including attractions such as Clyde Muirshiel Regional Park and the Greenock Cut. Within our towns and villages there are formal parks such as Battery Park, Coronation Park and Birkmyre Park, more local spaces and semi-natural areas. The River Clyde waterfront is a key strategic resource for the area and the Core Path Plan identifies paths throughout the area which provide links for both recreation and in some instances, such as the national cycle route (NCR75 and NCR753), for active travel. **Table 4** provides an indication of the extent of green infrastructure resources within Inverclyde.

Table 4 - Green Infrastructure in Inverclyde

Green Infrastructure Typology	No.	Area covered
Open Space	125	612 hectares
Woodland	-	3207 hectares
Core Path	57	182 kilometres
Allotment	3	-

It is the aim of National Planning Framework 3 to significantly enhance green infrastructure networks, particularly around cities and towns. The Central Scotland Green Network, which covers Inverclyde, is identified as a National Development. Scottish Planning Policy states that Planning should protect, enhance and promote green infrastructure.

The Clydeplan Strategic Development Plan protects and promotes the green network and green infrastructure and identifies Green Network Strategic Development Areas, including in Greenock and Port Glasgow.

CURRENT LOCAL DEVELOPMENT PLAN

The current Local Development Plan states that Green Network links will be supported, safeguarded and, where practicable, enhanced and that green networks should be a core component of any master plan or Local Development Framework. It is considered that this approach remains valid and should be carried forward into the new Plan.

ISSUE 19: Do you agree that the current Local Development Plan's approach to safeguarding and expanding Inverclyde's open spaces, green network and path network should be carried forward into the new Local Development Plan?

ISSUE 20 ALLOTMENTS AND COMMUNITY GROWING

Since the current Local Development Plan was prepared, legislation and policy from Scottish Government has come into effect which requires local authorities to take a more active role in meeting community requirements for allotments and community growing spaces, including a requirement for Local Development Plans to safeguard existing and potential allotment sites.

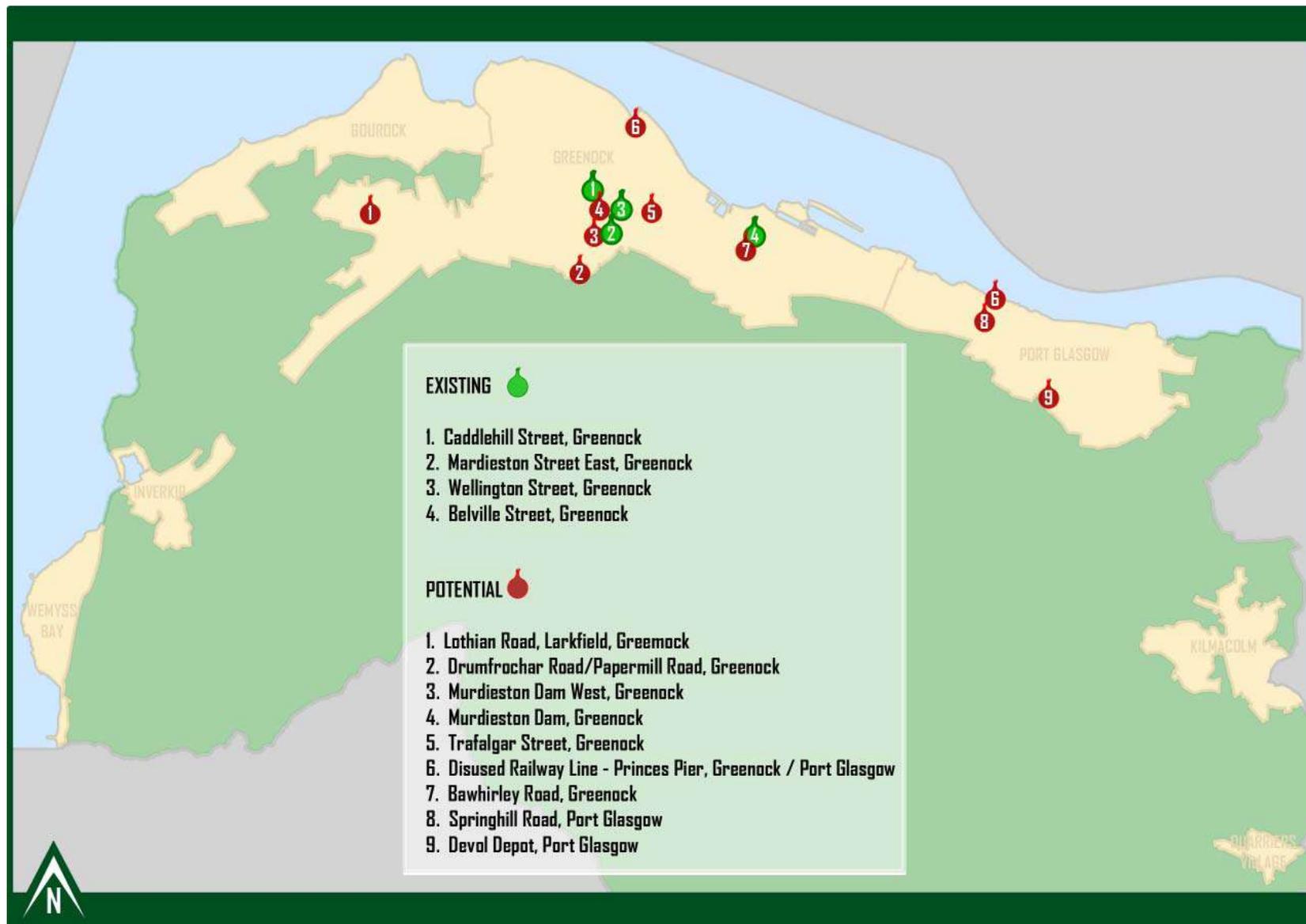
At present there are three allotments in Inverclyde at Caddlehill Street, Wellington Street and Murdieston Street East, all in Greenock. Of these, only the site at Wellington Street is owned by Inverclyde Council. In addition to these, there is a community garden at Belville Street in Greenock.

Allotments and community growing spaces can provide places to grow vegetables, fruit or flowers or create a communal area for socialising. The creation and use of such spaces can provide a number of benefits, including:

- financial savings from growing your own food;
- health improvements for those using them – both physical and mental;
- improved community cohesion;
- bringing derelict sites into productive use and improving the area; and
- help in attracting investment to specific sites or wider areas

Through the need to be accessible and convenient for users, allotments and community growing places tend to be located close to residential areas. While this can lead to pressure for development on allotments and other growing spaces, it also means that vacant, previously developed land can be brought into temporary use for growing purposes. Such sites are often referred to as 'stalled sites' owing to the development proposed on the site being delayed or stalled.

Map 34 – Existing and Potential Allotments and Community Growing Spaces



The Community Empowerment (Scotland) Act 2015 places a requirement upon local authorities to take reasonable steps to meet requests for allotment spaces from residents of the local authority area. Scottish Planning Policy states that Local Development Plans should safeguard existing and potential allotments and encourage opportunities for a range of community growing spaces.

In the current Local Development Plan, the three existing allotments are identified as open space rather than specifically as allotments. Policy ENV4 states that areas identified as open space will be supported, safeguarded and, where practicable, enhanced.

It is understood that there is interest from across the Council area for additional 'growing spaces', either in the form of allotments or less formal spaces. In anticipation of an increased request for allotment spaces, an exercise has been undertaken for the Main Issues Report to identify potential sites where these requests could be met. Potential sites are shown on [Map 34](#) with location plans for each site shown in the Allotments and Community Growing Background Report.

ISSUE 20: What are your views on the potential of the sites shown in Map 34 to be used as allotments or community growing spaces? Should allotments be specifically identified in the Local Development Plan?



ISSUE 21 PROMOTING RESPONSIBLE EXTRACTION OF RESOURCES

INTRODUCTION

The extraction of minerals is often controversial due to its adverse effects on the environment. Works can be large scale and intrusive, creating noise, dust and additional traffic. Minerals are essential, however, to sustainable economic growth and development as they are used in all construction projects.

The Clydeplan Strategic Development Plan concludes that there are sufficient hard rock operational reserves to meet demand in the Glasgow and the Clyde Valley city region, although sand and gravel resources are forecast to be constrained beyond 2021. Inverclyde does not have any mineral extraction sites.

Scottish Planning Policy states that Planning has a responsibility to safeguard mineral resources and facilitate their responsible use.

CURRENT LOCAL DEVELOPMENT PLAN

The current Local Development Plan requires that any application for minerals extraction must be assessed against the Strategic Development Plan and meet criteria relating to need, and impact on the built and natural heritage, leisure and tourism and neighbouring properties. It is considered that

this approach remains valid and should be carried forward into the new plan.

ISSUE 21: Do you agree that the current Local Development Plan's approach to assessing proposals for mineral extraction should be carried forward into the new Local Development Plan?



ISSUE 22 MANAGING FLOOD RISK AND DRAINAGE

INTRODUCTION

Inverclyde's waterfront location makes the area susceptible to coastal flooding. The topography of the area, with a steep slope up to the moorland area, also means that surface water flowing down the hillsides can combine with river flooding from the local burns, such as Hole Burn and Carts Burn, to cause flooding events. During high tides or in stormy conditions, river and surface water flooding can also combine with coastal flooding to increase the impacts of a flooding event.

Flooding can impact on our communities by putting public safety at risk, damaging properties and disrupting transport networks. Inverclyde has experienced several significant flood events in recent years.

With climate change predicted to raise sea levels and increase the frequency of heavy rain and extreme weather events, it is likely that the risk of river, coastal and surface water flooding will also increase in future.

The Scottish Government has taken a comprehensive and robust approach to reducing flood risk and its impacts, primarily through the Flood Risk Management Act (2009). This has led to the development of a Flood Risk Management Strategy (2015) and a Flood Risk Management Plan (2016) for the Clyde and Loch Lomond Area. These documents identify areas of flood

risk, called Potentially Vulnerable Areas, and set out a series of actions to prevent and tackle flooding. Inverclyde has four Potentially Vulnerable Areas and one candidate Potentially Vulnerable Area. These are shown on Map 35. The 'Clyde South – Port Glasgow' and 'Greenock to Gourock' Potentially Vulnerable Areas, which cover the waterfront area from Port Glasgow to Inverkip, are the most significant areas in terms of potential flooding impact as they have a large population and include the main transport routes. It will be important for the next Local Development Plan to take account of the actions identified in the flood risk management strategy and plan.

CURRENT LOCAL DEVELOPMENT PLAN

In line with Scottish Planning Policy, the plan adopts a precautionary approach by directing development away from floodplains and areas where there is a significant risk of flooding. The plan also requires the use of Sustainable Drainage Systems and, where necessary, suitable mitigation measures to address the loss of flood storage capacity. The use of water resistant materials is also promoted, where appropriate. It is considered that this approach remains valid and should be carried forward into the new Plan.

ISSUE 22: Do you agree that the approach to flooding set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

Map 35: Potentially Vulnerable Areas in Inverclyde



A CONNECTED INVERCLYDE

INTRODUCTION

Inverclyde is well served in terms of transport, with the A8 and A78 trunk roads running through the area, as well as two train lines with fourteen stations, all of which connect Inverclyde with the rest of the Glasgow city-region and beyond. A number of bus companies also operate across Inverclyde, while four ferry services provide connections to various locations in Argyll and Bute. Inverclyde is also connected by a comprehensive core path network and National Cycle Network routes NCN75 and NCN 753, which provide active travel connections to Renfrewshire and Glasgow.

Transport is critical to the prosperity and sustainability of our communities. Economic activity and growth relies on a transport network that enables people and goods to move efficiently around Inverclyde, Scotland and to international markets. At the same time, the need to tackle climate change by cutting transport emissions requires an approach which reduces the need to travel by car and prioritises sustainable travel modes.

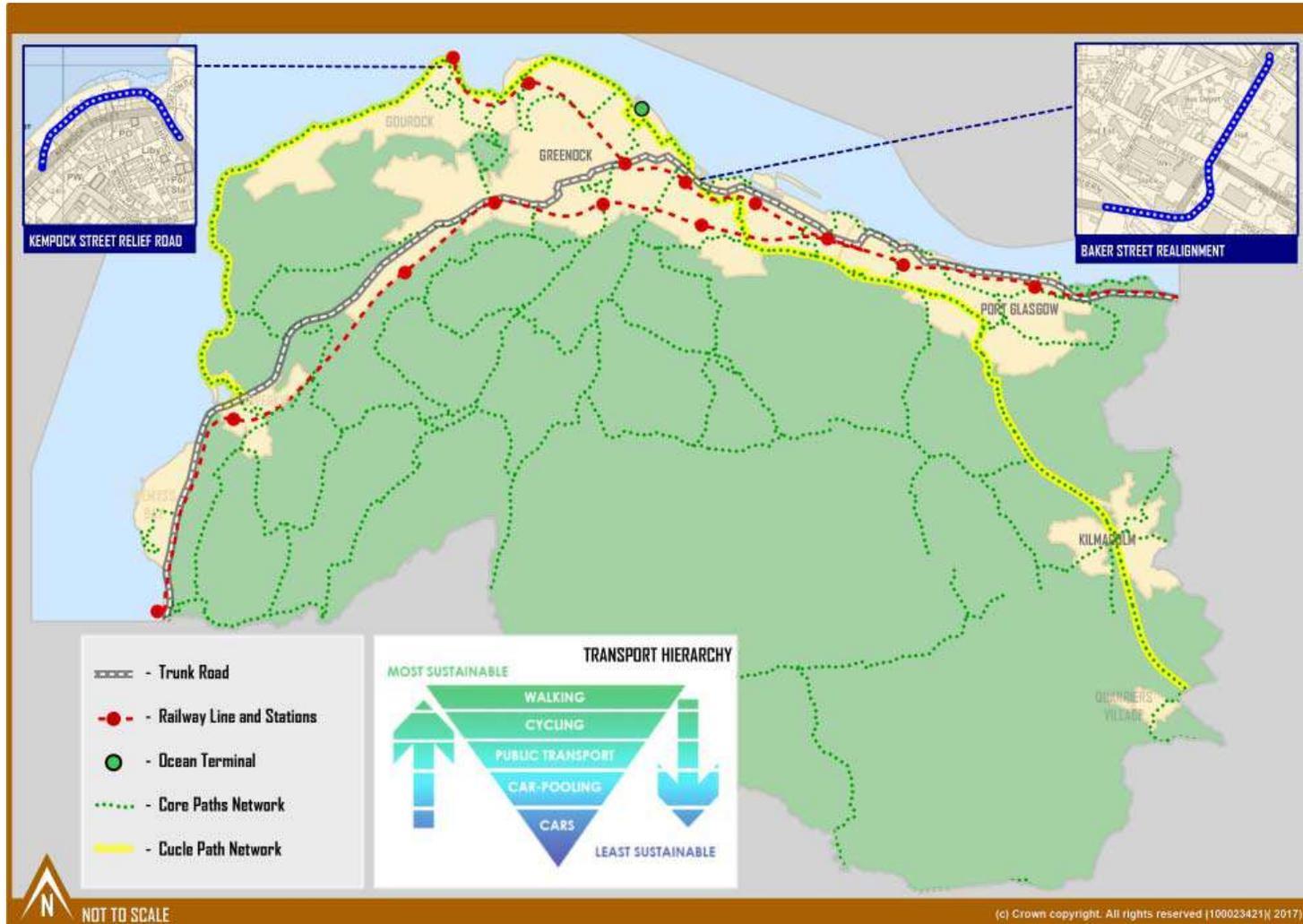
Planning can improve connectivity and promote sustainable travel by locating new development near active travel and public transport networks, thereby offering people the choice of walking, cycling or using public transport to reach their place

of work and local services. In support of this, Scottish Planning Policy directs planning authorities to map active travel networks in their Local Development Plans. It is also important to identify where additional transport infrastructure is needed to support new development and ensure that developers contribute toward its provision. Supporting new transport technologies, such as the provision of charging points for electric vehicles, will also help reduce carbon emissions.

CURRENT LOCAL DEVELOPMENT PLAN

The settlement strategy directs new development to the existing urban areas, which are well served by core paths, cycle routes, public transport services and the strategic and local road networks (see [Map 36](#)). The Plan policies support the actions identified in the Local Transport Strategy (e.g. Baker Street re-alignment and Kempock Street relief road), manage the impact of new development on the strategic road network, and promote a shift to more sustainable modes of transport, in the order of walking, cycling and public transport. The Plan also safeguards core paths and National Cycle Routes and supports the development of the Inverclyde Coastal Route. It is considered that this approach remains valid and should be carried forward into the new Plan.

Map 36: Inverclyde Transport Network



ISSUE 23: Do you agree that the approach to sustainable transport and active travel set out in the current Local Development Plan remains valid and should be carried forward into the new Plan?

ISSUE 24 KILMACOLM VILLAGE CENTRE PARKING

Through the Call for Sites exercise, Kilmacolm Civic Trust has identified long stay parking as an issue that causes difficulty and frustration for residents, businesses and visitors to Kilmacolm. The Civic Trust proposes the construction of up to four long stay car parks in or near Kilmacolm village centre. The proposed sites are identified in **Map 37**.

The Civic Trust’s submission notes that there is a clear need for additional long stay car parking capacity in the village to meet the needs of residents, those who work and study there during the day, and those who commute to and from the village.

Policy TRA3 of the current Local Development Plan supports a number of roads and parking actions identified in the Local Transport Strategy 2011-2016. However, there are no actions relating to the provision of additional long stay car parking in Kilmacolm.



ISSUE 24: Do you think that there is a need for additional long stay car parking capacity in Kilmacolm? If yes, which of the proposed sites are suitable and why? Do you have an alternative approach to suggest?

ISSUE 25 DIGITAL CONNECTIVITY

INTRODUCTION

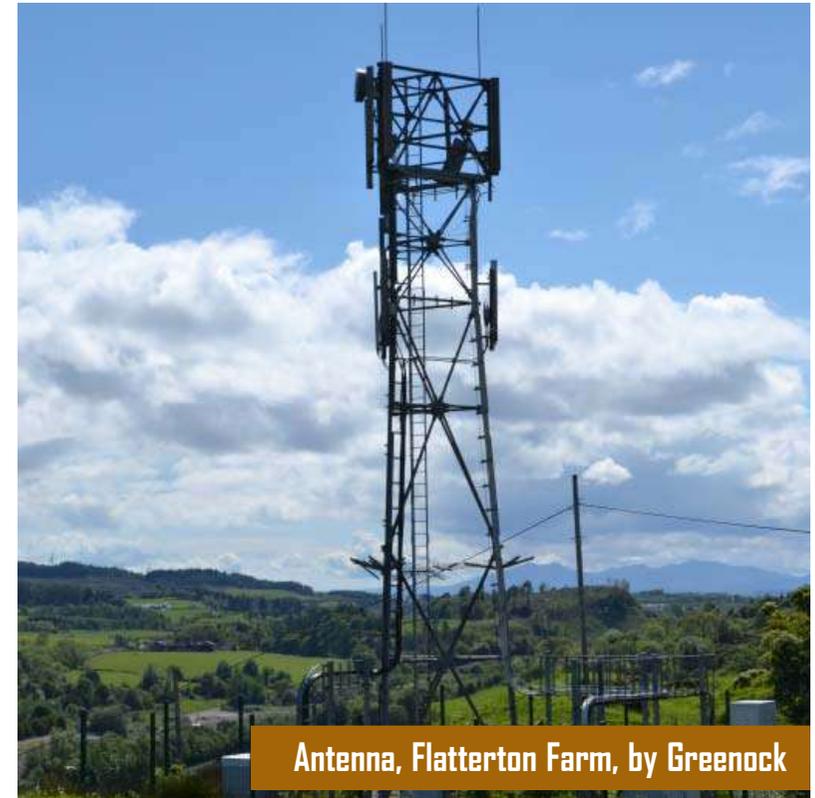
Inverclyde has good digital connectivity with 4G mobile and superfast broadband coverage available across the majority of the area. This is of benefit to the economy and social networks of the area, and contributes towards it being an attractive place to live and invest. Good digital connectivity allows businesses to reach their markets and people to keep in touch and work flexibly wherever they are.

Scottish Planning Policy states that planning has an important role to play in strengthening digital communications capacity and coverage across Scotland and that it should support:

- development which helps the commitment to world-class digital connectivity;
- networks evolving to respond to technology improvements and new services;
- the inclusion of digital infrastructure in new developments; and
- infrastructure provision which is sited and designed to keep environmental impacts to a minimum.

CURRENT LOCAL DEVELOPMENT PLAN

The current Local Development Plan includes a policy for the assessment of communications infrastructure, which is largely concerned with the impact of the infrastructure on the environment. Given the importance of digital communications to businesses and residents, it is considered that this policy could be more positive.



Antenna, Flatterton Farm, by Greenock

ISSUE 25: Do you agree that the approach to communications infrastructure set out in the Local Development Plan should be more positive?

DEVELOPMENT OPPORTUNITY REVIEW

ISSUE 26 DEVELOPMENT OPPORTUNITY REVIEW

Through the pre-Main Issues Report 'Call for Sites' exercise, a total of 53 sites were suggested to the Council as having potential for development, mostly for housing. The Council has assessed all of these sites and the outcome of this is set out in the Call for Sites Assessment background report. Based on this assessment the Council's preferred use for the suggested sites is set out in **Table 5** below.

During preparation of the Main Issues Report, the opportunity has also been taken to assess the continuing appropriateness of the development opportunities identified in the current Local Development Plan. Whilst many of these opportunities have now been successfully developed, others have had no developer interest shown in them for a long time, and their continuing identification as a development opportunity causes uncertainty for the surrounding community. The outcome of this assessment is set out in the Development Opportunity Review background report, and the preferred future for these sites is set out in **Table 6**.

Since the current Local Development Plan was prepared a number of new housing sites have come forward through planning permission or other means. It may be appropriate to include some of these sites in the new Local Development Plan and the conclusion of this assessment is set out in **Table 7**.

ISSUE 26: Do you agree with the preferred use for the suggested, existing and new development opportunity sites set out in Tables 5, 6 & 7?

Table 5: Sites suggested for development through 'Call for Sites' exercise

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
001	Carsemeadow	Quarriers Village	Green Belt	Residential Development	See Issue 10
002	North Denniston	Kilmacolm	Green Belt	Residential Development	See Issue 10
003	Knapps Loch	Kilmacolm	Green Belt	Residential Development	See Issue 10
004	Land behind former police station	Kilmacolm	Green Belt	Car Park	See Issue 24
005	Smithy Brae 1	Kilmacolm	Residential Area	Car Park	See Issue 24
006	Smithy Brae 2	Kilmacolm	Residential Area	Car Park	See Issue 24
007	Gillburn Road	Kilmacolm	Residential Area	Car Park	See Issue 24
008	Tathieknowe	Kilmacolm	Green Belt	Residential Development	See issue 10
009	Police Station Field	Kilmacolm	Green Belt	Residential Development	See Issue 10
010	ARP Field	Kilmacolm	Green Belt	Residential Development	See Issue 10
011	West Glen Road	Kilmacolm	Green Belt	Residential Development	See issue 10
012	Migdale, Finlaystone Road	Kilmacolm	Green Belt	Residential Development	See Issue 10
013	Port Glasgow Road	Kilmacolm	Green Belt	Residential Development	See Issue 10
014	Planetreeyetts	Kilmacolm	Green Belt	Residential Development	See Issue 10
015	West of Quarry Drive	Kilmacolm	Green Belt	Residential Development	See Issue 10

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
016	Stables Wood	Kilmacolm	Green Belt	Residential Development	See Issue 10
017	Craigmarloch 1	Kilmacolm	Green Belt	Residential Development	See Issue 10
018	Craigmarloch 2	Kilmacolm	Green Belt	Residential Development	See Issue 10
019	Dubbs Road	Port Glasgow	Residential Area	Residential Development	See Issue 11
020	Parkhill Farm	Port Glasgow	Green Belt	Residential Development	See Issue 11
021	Parkhill	Port Glasgow	Residential Development Opportunity / Green Belt	Residential Development	See Issue 11
022	High Auchenleck Farm	Port Glasgow	Green Belt	Residential Development	See Issue 11
023	Port Glasgow Industrial Estate (South)	Port Glasgow	Business and Industrial Development Opportunity/ Business and Industrial Area	Residential Development	See Issue 8
024	Port Glasgow Industrial Estate (North)	Port Glasgow	Business and Industrial Area	Residential Development	See Issue 8
025	Barr's Brae (South)	Port Glasgow	Residential Development Opportunity	Residential Development	See Issue 11

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
026	Barr's Brae (North)	Port Glasgow	Open Space	Residential Development	See Issue 11
027	Dougliehill	Port Glasgow	Green Belt	Residential Development	See Issue 11
028	Renton Road	Greenock	Residential Development Opportunity	Residential Development	Residential Development Opportunity
029	Carwood Street	Greenock	Residential Development Opportunity	Residential Development	Residential Development Opportunity
030	King Street	Greenock	Town Centre	Residential Development	Town Centre
031	Hunter Place	Greenock	Town Centre	Car Park/ Town Centre Development Opportunity	See Issue 5
032	Clyde Square/Oak Mall	Greenock	Town Centre	Town Centre Development Opportunity	See Issue 5
033	Duncan Street	Greenock	Town Centre	Residential Development	See Issue 11
034	Forsyth Street	Greenock	Open Space	Residential Development	See Issue 11
035	Ravensraig Hospital	Greenock	Residential Development Opportunity	Residential Development	See Issue 11
036	Drumillan Hill	Greenock	Green Belt	Residential Development	See Issue 11
037	Spango Valley (North)	Greenock	Business and Industrial Area within Major Area of Change	Residential Development	See Issue 7

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
038	Spango Valley (South)	Greenock	Major Area of Change	Residential Development	See Issue 7
039	Kirn Drive	Gourock	Residential Area/ Green Belt	Residential Development	See Issue 11
040	Faulds Park Road	Gourock	Residential Area	Residential Development	See Issue 11
041	The Glebe	Inverkip	Residential Development Opportunity/ Open Space	Residential Development	See Issue 11
042	Langhouse Road	Inverkip	Green Belt	Residential Development	See Issue 11
043	Langhouse Road/ Millhouse Road	Inverkip	Green Belt	Residential Development	See issue 11
044	Kip Marina	Inverkip	Green Belt	Residential Development	See Issue 11
045	Berfern	Inverkip	Green Belt	Residential Development	See Issue 11
046	Inverkip Power Station	Wemyss Bay	Major Area of Change	Residential Development	See Issue 2
047	Misty Law, West Glen Road	Kilmacolm	Green Belt	Residential Development	See issue 11
048	Ratho/McDougall Street	Greenock	Business and Industrial Area	Residential Development	See issue 11

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
049	Lyle Road	Greenock	Open Space	Residential Development	See Issue 11
050	Former Holy Cross School, Lyle Road	Greenock	Open Space	Residential Development	See Issue 11
051	Auchneagh Road	Greenock	Residential Area	Residential Development	See Issue 11
052	Former Sacred Heart School, Westmorland Road	Greenock	Residential Area	Residential Development	See Issue 11
053	Cumberland Walk	Greenock	Town Centre/ Retail Development Opportunity	Residential Development	See issue 11

Table 6: Review of Development Opportunities in current Local Development Plan (2014)

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
e1	Cartsburn (Landward W)	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e2	Cartsburn (Riverside)	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e3	Cartsburn (Landward E)	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e4	Riverside Business Park	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Developed - delete as a Development Opportunity
e5	Riverside Business Park	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Developed - delete as a Development Opportunity
e6	Pottery Street (N)/Inchgreen	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e7	Larkfield Industrial Estate	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Extend boundary to include vacant site to the south. Identify new combined area as a Business and Industrial Development Opportunity
e8	Baker Street/Ingleston	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e9	Kelburn Business Park	Port Glasgow	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Identify the undeveloped area as a Business and Industrial Development Opportunity
e10	Former Inverkip Power Station	By Wemyss Bay	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
e10	Former Inverkip Power Station	By Wemyss Bay	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e11	Crescent Street	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e12	James Watt Dock	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e13	Pottery Street (E)/Bogston	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Identify the undeveloped area as a Business and Industrial Development Opportunity
e14	Pottery Street (E)/Bogston	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Identify the western part of the site and the adjacent area of hard standing/ small building as a Business and Industrial Development Opportunity.
e15	Spango Valley (SW)	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	See Main Issue 7 – Spango Valley, Greenock
e16	Former Tate and Lyle Site	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	See Main Issue 3 – Central East Greenock
e17	Former Tate and Lyle Site	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	See Main Issue 3 – Central East Greenock
e18	Former Tate and Lyle Site	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	See Main Issue 3 – Central East Greenock

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
e19	Regent Street	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Development Option Site
e20	John Street	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Residential Area
e21	Sinclair Street	Greenock	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e22	Port Glasgow Industrial Estate (West)	Port Glasgow	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Business and Industrial Development Opportunity
e23	Port Glasgow IE (South)	Port Glasgow	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Green Belt. See Main Issue 8 – Port Glasgow Industrial Estate
e24	Inner Lower Port Glasgow	Port Glasgow	Business and Industrial Development Opportunity (Class 4, 5 and 6)	Identify eastern site as a Business and Industrial Development Opportunity
t1	Gourock Bay	Gourock	Tourism Opportunity	Tourism Development Opportunity
t2	The Harbours	Greenock	Tourism Opportunity	Tourism Development Opportunity
t3	James Watt Dock	Greenock	Tourism Opportunity	Tourism Development Opportunity
r1	Former Broadfield Hospital	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r2	Arran Ave, Park Farm	Port Glasgow	Residential Development Opportunity	Green Belt
r3	Woodhall (Phase 2)	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
r4	Former St Stephen's School	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r5	Former Barmoss Nursery	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r6	Clune Park	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r7	Barr's Brae	Port Glasgow	Residential Development Opportunity	Residential Area.
r8	Former Gourock Ropeworks	Port Glasgow	Residential Development Opportunity	Residential Area.
r9	Highholm Street	Port Glasgow	Residential Development Opportunity	Residential Area.
r10	Lower Mary Street	Port Glasgow	Residential Development Opportunity	Residential Area.
r11	Former Broadstone Hospital	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r12	Former Lilybank School	Port Glasgow	Residential Development Opportunity	Residential Development Opportunity
r13	Kingston Dock	Port Glasgow	Residential Development Opportunity	Residential Area and Open Space.
r14	James Watt Dock (East)	Greenock	Residential Development Opportunity	Residential Development Opportunity
r15	James Watt Dock/ Garvel Island	Greenock	Residential Development Opportunity	Residential Development Opportunity
r16	Sinclair Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r17	Carwood Street	Greenock	Residential Development Opportunity	Residential Development Opportunity

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Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
r18	Garvald Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r19	Former King's Glen school	Greenock	Residential Development Opportunity	Residential development opportunity, with part identified for Children's Centre.
r20	Luss Avenue/Renton Road	Greenock	Residential Development Opportunity	Residential Development Opportunity
r21	Kilmacolm Road	Greenock	Residential Development Opportunity	Residential Area
r22	Strone (brownfield)	Greenock	Residential Development Opportunity	Residential Development Opportunity. See Main Issue 3 – Central East Greenock
r23	Strone (greenfield)	Greenock	Residential Development Opportunity	Green Belt
r24	Wellington Park	Greenock	Residential Development Opportunity	See Main Issue 3 - Central East Greenock
r25	Killochend Drive	Greenock	Residential Development Opportunity	Green Belt
r26	Former Tate and Lyle (SE)	Greenock	Residential Development Opportunity	See Main Issue 3 - Central East Greenock
r27	Former Tate and Lyle (NE)	Greenock	Residential Development Opportunity	See Main Issue 3 - Central East Greenock
r28	Drumfrochar Road	Greenock	Residential Development Opportunity	Residential Development Opportunity
r29	Broomhill	Greenock	Residential Development Opportunity	Residential Area.
r30	Former Wellington School	Greenock	Residential Development Opportunity	Residential Area or Community Opportunity

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
r31	Former Highlander's Academy	Greenock	Residential Development Opportunity	Residential Development Opportunity
r32	Regent Street	Greenock	Residential Development Opportunity	Development Option site.
r33	Victoria/East India Harbour	Greenock	Residential Development Opportunity	Residential Development Opportunity
r34	West Blackhall Street	Greenock	Residential Development Opportunity	Town Centre
r35	Argyle Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r36	Houston Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r37	Union Street	Greenock	Residential Development Opportunity	Residential Development Opportunity
r38	Former Greenock Academy	Greenock	Residential Development Opportunity	Residential Development Opportunity
r39	Peat Road/Hole Farm	Greenock	Residential Development Opportunity	Residential Development Opportunity with amended boundary
r40	Ravenscraig Hospital	Greenock	Residential Development Opportunity	Residential Development Opportunity, with expanded boundaries for developable area
r41	Earnhill Road (Phase 2)	Greenock	Residential Development Opportunity	Residential Area.
r42	Former Ravenscraig School	Greenock	Residential Development Opportunity	Residential Development Opportunity
r43	Former St Gabriel's School	Greenock	Residential Development Opportunity	Residential Development Opportunity

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
r44	Valley Park, Spango Valley	Greenock	Residential Development Opportunity	See Main Issue 7 – Spango Valley, Greenock
r45	Cove Road (Tarbet Street)	Gourock	Residential Development Opportunity	Residential Development Opportunity
r46	Riverside Gardens, Gourock Bay	Gourock	Residential Development Opportunity	Residential Development Opportunity
r47	Pierhead, Shore Street	Gourock	Residential Development Opportunity	Town Centre Development Opportunity
r48	Shore Street	Gourock	Residential Development Opportunity	Residential Development Opportunity
r49	Kempock House, Kirn Drive	Gourock	Residential Development Opportunity	Residential Development Opportunity
r50	Cloch Road (Phases 1 & 2)	Gourock	Residential Development Opportunity	Residential Area.
r51	Levan Farm (Phase 3)	Gourock	Residential Development Opportunity	Residential Development Opportunity
r52	Bridgend	Inverkip	Residential Development Opportunity	Residential Development Opportunity
r53	The Glebe	Inverkip	Residential Development Opportunity	Residential Development Opportunity
r54	Kip Marina	Inverkip	Residential Development Opportunity	Residential Area
r55	Hill Farm	Inverkip	Residential Development Opportunity	Residential Area
r56	Former Inverkip Power Station	Wemyss Bay	Residential Development Opportunity	Residential Development Opportunity
r57	The Meadows	Wemyss Bay	Residential Development Opportunity	Residential Area

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
r58	Leperstone Avenue	Kilmacolm	Residential Development Opportunity	Residential Development Opportunity
r59	Smithy Brae	Kilmacolm	Residential Development Opportunity	Residential Development Opportunity
r60	Whitelea Road	Kilmacolm	Residential Development Opportunity	Residential Development Opportunity
r61	Lochwinnoch Road	Kilmacolm	Residential Development Opportunity	Green Belt
r62	Former Balrossie School	Kilmacolm	Residential Development Opportunity	Residential Development Opportunity
r63	Former Quarry, Port Glasgow Road	Kilmacolm	Residential Development Opportunity	Residential Area
r64	Woodside Care Home	Quarriers Village	Residential Development Opportunity	Residential Development Opportunity with amended boundaries
c1	Former Inverkip Power Station	Wemyss Bay	Leisure Use Opportunity	Leisure Development Opportunity
c2	Off A78(T)	Inverkip	Community Facility Opportunity	Residential Area
c3	Spango Valley	Greenock	Leisure Opportunity	See Main Issue 7 – Spango Valley, Greenock
c4	Inverkip Road	Greenock	New Prison	Community Development Opportunity
c5	Rankin Park	Greenock	Sports Facility Opportunity	Open Space
c6	Broomhill	Greenock	Community Facility Opportunity	Residential Area

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
c7	Sinclair Street	Greenock	Leisure Opportunity	Business and Industrial Development Opportunity
c8	Gibshill Road	Greenock	Community Facility Opportunity	Residential Area
c9	Woodhall New Neighbourhood (Phase 2)	Port Glasgow	Community Facility Opportunity	Community Development Opportunity
c10	Kilmacolm Road	Port Glasgow	Joint School Campus	Residential Area
tc1	Ker Street	Greenock	Town Centre/Retail Development Opportunity	Town Centre
tc2	25 West Stewart Street	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity with expanded boundaries.
tc3	4 West Stewart Street	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc4	15 Nelson Street	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc5	Pierhead, Shore Street	Gourock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc6	53/55 Shore Street	Gourock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc7	Waterfront (West)	Port Glasgow	Town Centre/Retail Development Opportunity	Town Centre
tc8	19 Bay Street	Port Glasgow	Town Centre/Retail Development Opportunity	Town Centre
tc9	Kip Park, Main Street	Inverkip	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity

Ref	Site	Location	Current Local Plan zoning	Preferred use in New Local Development Plan
tc10	Cumberland Walk	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity, including residential element
tc11	The Harbours	Greenock	Town Centre/Retail Development Opportunity	Major Area of Change
tc12	Former Inverkip Power Station	Wemyss Bay	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity
tc13	Spango Valley (Valley Park)	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity – See Main Issue 7 – Spango Valley, Greenock
tc14	James Watt Dock/Garvel Island	Greenock	Town Centre/Retail Development Opportunity	Town Centre/Retail Development Opportunity

Table 7: Review of Other Potential Additional Housing Sites

Ref	Site	Location	Current Local Plan zoning	Suggested use	Preferred use in New Local Development Plan
1	Lochwinnoch Road	Kilmacolm	Local Centre	Retail/ Residential Development Opportunity	Town Centre Development Opportunity
2	Slaemuir	Port Glasgow	Residential Area	Residential Development Opportunity	Residential Development Opportunity
3	Selkirk Road	Port Glasgow	Residential Area	Residential Development Opportunity	Residential Development Opportunity
4	3 Highholm Street	Port Glasgow	Residential Area	Residential Development Opportunity	Residential Development Opportunity
5	East Crawford Street/ Bawhirley Road	Greenock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
6	Craigs Farm, Lyle Road	Greenock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
7	Eldon Street	Greenock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
8	Mallard Bowl	Greenock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
9	Weymouth Crescent	Gourock	Residential Area	Residential Development Opportunity	Residential Development Opportunity
10	Ashburn Gate	Gourock	Residential Area/ Conservation Area	Residential Development Opportunity	Residential Development Opportunity
11	Cowal View	Gourock	Residential Area	Residential Development Opportunity	Residential Development Opportunity



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