



Inverclyde
council

LOCAL DEVELOPMENT PLAN

PROPOSED PLAN
2018



SUPPLEMENTARY GUIDANCE
ON PRIORITY PLACES

Supplementary Guidance on Priority Places

Introduction

The Development Frameworks in this guidance supplement Policy 3 of the Inverclyde Local Development Plan, which supports the comprehensive development of 10 'Priority Places', in line with the uses identified in Schedule 2 of the Plan, set out below:

Inverclyde Local Development Plan Priority Places (Schedule 2)

Priority Place	Preferred Strategy
The Harbours, Greenock	Mixed use development including housing, tourism and heritage, shops, food and drink, public house, financial and professional services, and marine-based business uses.
James Watt Dock/Garvel Island, Greenock	Mixed use development including housing, business, assembly and leisure, hotel and hostels, residential institutions, non-residential institutions, maritime-based commercial enterprises, and ancillary retail and food and drink.
Former Inverkip Power Station	Mixed use development including housing, community facilities, leisure, hotel, food and drink, public house, neighbourhood retail, financial and professional services, and business uses.
Woodhall, Port Glasgow	Housing with community facilities and neighbourhood retail.
Peat Road/Hole Farm, Greenock	Housing with community facilities and neighbourhood retail.
Spango Valley, Greenock	Mixed use development including business, industrial, storage or distribution (collectively to form no less than 35% of developable area), housing (to form no more than 50% of developable area), residential institutions, non-residential institutions, neighbourhood retail, neighbourhood food and drink, appropriate leisure and recreation, and appropriate renewable energy uses.
Broomhill and Drumfrochar, Greenock	Housing, industrial, community and green network development as per Central East Greenock Masterplan 2014
Clune Park, Port Glasgow	Housing-led regeneration.
Regent Street, Greenock	Suitable for range of uses including business, industrial, storage or distribution, residential institutions, housing, non-residential institutions, and uses associated with the railway station.

These Priority Places are large scale, long term development opportunities with the potential to have a transformational impact on their surrounding area, and in some cases Inverclyde as a whole. The title 'Priority Places' reflects the importance the Council places on delivering development on these sites, and its desire to see the creation of quality places. Owing to the size and complexity of the 'Priority Places', development frameworks have been produced to guide the preparation of development proposals and inform planning decisions.

The Harbours, Greenock

The site occupies a prime waterfront location immediately north of the A8, at the entrance to Greenock Town Centre. It comprises Victoria and East India Harbours, the A listed Scott's dry dock and approx 4.84ha of open, flat land with excellent views over the Firth of Clyde. Existing buildings include a restaurant, two maritime related business buildings and an electricity sub-station. The surrounding area is mixed in nature, with a diverse range of uses, including town centre, retail and light industrial. The site has a history of maritime-related uses associated with the harbours and dry docks, including shipbuilding and commercial shipping.

Outline planning permission and an associated masterplan for a housing led mixed use development was approved in 2006, with subsequent detailed permissions granted for 88 residential flats, and a restaurant (developed in 2014). As the approved masterplan was prepared in 2003, and subsequent development of the Beacon Arts Centre and the restaurant has deviated slightly from it, the masterplan will require to be comprehensively reviewed and updated as part of any future development proposal.

The Planning Strategy is for housing-led redevelopment due to the sites waterfront location, proximity to the town centre and excellent public transport services. Leisure, tourism and commercial maritime uses are identified to reflect and take advantage of the sites heritage and harbour assets, while also generating employment opportunities in the local area.

Supported land uses are:

- a) Residential;
- b) Non-Residential Institutions (Use Class 10) of a tourist and heritage nature that are related to the Harbours maritime use, location and historical importance;
- c) Retail (Use Class 1), restricted to the servicing of the above tourism, heritage and leisure uses and not exceeding 250 square metres of gross floorspace?;
- d) Food and Drink (Use Class 3) and use as a Public House;
- e) Financial, Professional and other services (Use Class 2); and
- f) Marine-based commercial enterprises, including provision for marina facilities..

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

connected to it, particularly for pedestrians and cyclists. Good path access through the site and to the Town Centre will be a requirement.

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

Open space should include a mix of green and civic spaces, which provide for a range of formal and informal activities, such as walking, picnics and children's play etc. The provision of SuDS and landscaping should be designed to contribute to green infrastructure, e.g. enhance biodiversity.

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

An Environmental Impact Assessment was submitted with the approved 2006 outline planning application. This will require to be reviewed and updated, taking into account the scoping responses of the Council and the statutory consultees. Attention is drawn to the possibility of protected species on the site.

Due to the sites location adjacent to the A8 trunk Road, Transport Scotland should be consulted on any new proposed junctions/accesses. While a Transport Assessment was submitted with the 2006 application, this will require to be reviewed and updated.

The principal elements of the planning strategy are illustrated on Diagram 1.

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James Watt Dock/Garvel Island, Greenock

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

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

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

In 2010, planning permission for a residential led mixed use development was approved, in line with an agreed Masterplan. Following this, a number of public realm projects and road/access upgrades were completed in 2011, including the creation of contemporary public realm frontage to the 'A' listed Sugar Warehouses, new dual carriageway access and pedestrian crossings, and pathways with hard and soft landscaping. The Sugar Warehouses, which were previously open to the elements, have also been made wind and watertight. in preparation for future use.

The planning strategy aligns with the Masterplan for the area, which identifies housing as the predominant use, complimented by leisure and tourism, business, hotel, food and drink, and commercial maritime uses. Three main 'character areas' are identified; the 'Perch' (Plinth) is earmarked for plotted residential development, using its immediate access to the River; The 'Island', the main building area for residential development, is illustrated as a 'greened new neighbourhood'; while 'The Destination' has a mix of uses around the dock marina, including leisure (restaurants and bars), office accommodation, a potential hotel, and ancillary uses linked to boating/yachting and associated yard space. While the Clyde Graving Dock will be retained for ship repairs, the strategy includes an alternative scheme for The Island. Particular emphasis is given to the greening of the site, especially the 'corridors' running north-south and east-west through the Island. These, together with the extensive public realm elements, which include James Watt Square, The Boulevard at the site's entrance and Link Park, maximise opportunities through the site for long-views across the Clyde.

Supported land uses are:

- a) Residential;
- b) Business (Offices and Light Industry) (Use Class 4);
- c) Assembly and Leisure (Use Class 11)
- d) Hotels and Hostels (Use Class 7);
- e) Residential Institutions (Use Class 8);
- f) Non-Residential Institutions, including education (Use Class 10);
- g) Maritime-based commercial enterprises, including provision for marina berthing facilities; and
- h) Retail or Food and Drink (Use Class 1 or 3), where ancillary to the above uses.

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

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

While the National Cycle Network 75 and core path are adjacent to the southern boundary (i.e. public footpath of the A8), the provision of new walkways and cycle paths through the site will be required. These should be designed to allow public access to the dockside and water edges.

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

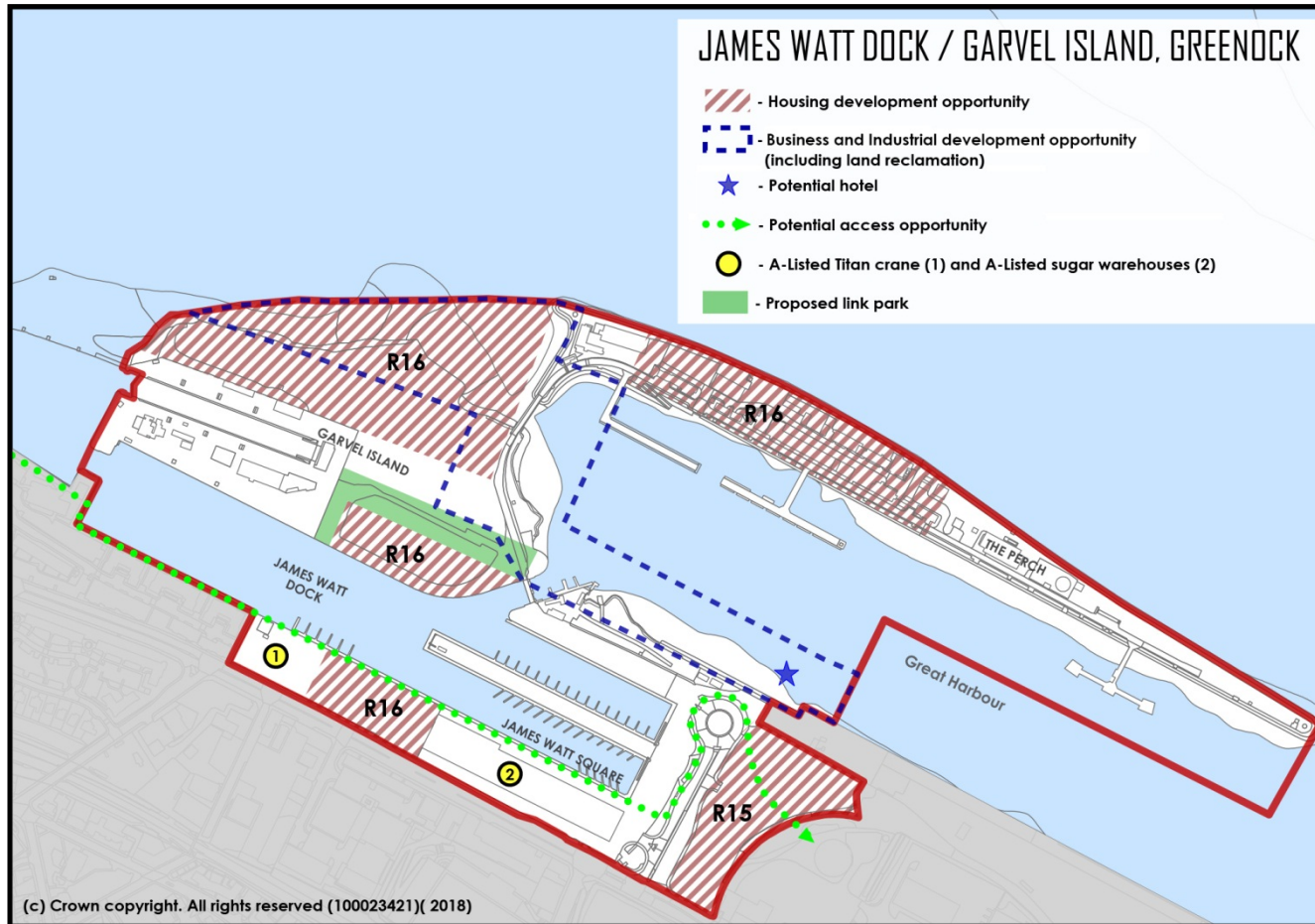
Open space provision should provide for a range of formal and informal activities, such as walking, picnics and children's play etc. The provision of SuDS and landscaping should be designed in a way that enhances local biodiversity, thereby contributing to green infrastructure in the wider area.

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

An Environmental Impact Assessment was submitted with the 2010 outline planning application. This will require to be reviewed and updated, taking into account the scoping responses of the Council and the statutory consultees.

The principal elements of the planning strategy/masterplan are illustrated on Diagram 2.

DIAGRAM 2



Spango Valley, Greenock

The site covers 56 ha and is located on the south western edge of Greenock, between the A78 and the Glasgow to Wemyss Bay railway line. The majority of this area was originally developed by IBM in the 1950's for the manufacture of various microelectronic products, with the former Greenock High School located within the northern part. IBM's operations gradually reduced over a number of years and ceased completely in September 2016, while the former school buildings were demolished in 2013. Planning permission for a new prison on the former school site was granted in 2011 and the Scottish Prison Service has confirmed that this remains their preferred use. The restructuring and refurbishment of the central business area (B) proposed by a previous masterplan (i.e. Valley Park) has not progressed and the majority of the buildings have been demolished. In addition, no firm development interest has been expressed in developing the southern area (C) for the business/ industrial, renewable energy or leisure and recreation uses identified in the Local Development Plan 2014.

The planning strategy for the area seeks to balance its long standing industrial use, with the clear need for a wider range and mix of uses to progress development. To this end, the northern area (A) is identified for a new prison, with the combined developable area of (B) and (C) identified for up to 50% housing, with at least 35% retained for business and industrial uses (Class 4, 5 and 6). The remaining area would be appropriate for a range of other uses, including neighbourhood retail.

Supported uses are:

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

While this Development Framework provides a broad strategy for the area, a comprehensive masterplan, covering the full site and all ownerships, will be required in order to agree the appropriate layout of uses.

An Integrated Green Infrastructure Study of the site was undertaken by the Glasgow and the Clyde Valley Green Network Partnership in 2012. The study identifies opportunities for combined/integrated benefits across the five green infrastructure topics; water management, access networks, habitat networks, open space and stewardship. For example, it recognises the opportunity

for the enhancement of watercourses through the site, including 'daylighting' the Hole of Spango burn; improvement of the SuDS functioning, including a linear wetland, swales and ponds; establishing a green access route across the site, linking the north and south sides of the valley and the separate areas of the Regional Park, in particular the Greenock Cut with the site; and on the vacant south western part, a woodland landscape framework is proposed to help define development platforms for future use. This study should form the basis for the redevelopment and ecological enhancement of the area, specifically the masterplan. Open space should provide for a range of formal and informal activities, such as walking, picnics and children's play etc.

Parts of the site are at significant risk of river and surface water flooding. Development proposals will therefore need to be supported by a Flood Risk Assessment, which assesses the level of risk and identifies mitigation measures. Due to potential presence of protected species, a Phase 1 Habitat Survey will also be required. This will determine whether further detailed surveys are necessary.

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

It is important that access to public transport services and the active travel network is maximised. Road access to the site should be able to accommodate bus service provision, and developers should investigate the running of bus services through the site with operators. North-south paths through the site should be provided and, where possible, new path links to the Clyde Muirshiel Regional Park provided.

The principal elements of the planning strategy are illustrated on Diagram 3.

SPANGO VALLEY, GREENOCK

- Proposed prison site
- Mixed use opportunities (Residential (r52) & Business (e16))
- Railway / station
- Greenock Cut
- Potential access opportunity
- Burns / watercourses
- Improve channels
- Linear wetland
- Swales and ponds
- Landscape structure

A - Prison site
B - Canmore site
C - Sanmina site

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Former Inverkip Power Station

The site is situated on the Clyde estuary, north of Wemyss Bay and adjacent to the A78. It is generally flat and extends to 43 hectares, with a developable area covering approximately half this. The landform and tree cover to the west of the site, which includes part of the Wemyss Plantation (TPO), screens it from the A78(T) road and the railway line. A 'diamond' interchange (Brueacre) provides access off the A78(T).

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

The site is to benefit from a City Deal project to upgrade four junctions around Inverkip. This will enable future development on the site, specifically through improvements to the Bruearce junction.

The planning strategy is based on a Development Framework, which was submitted with a planning application in 2009 . The strategy is residential led, with supporting uses including community facilities, neighbourhood retail and employment. Leisure and recreation, hotel, food and drink and public house uses are also identified to take advantage of the sites waterfront location and the opportunities this offers. The development footprint, which is generally restricted to the previously developed areas and utilises the landform sloping down to the coast, should be set around a centrally located area of open space around Brueacre Burn. Development proposals should ensure that the site provides good access links to adjacent settlements, in particular Wemyss Bay, but also to the north and Inverkip. The Coastal Access Route from Inverkip should be extended through the site by way of a new promenade.

Supported land uses are:

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

Open space should provide for a range of formal and informal activities, such as walking, picnics and children's play etc. The provision of SuDS and landscaping should be designed to contribute to green infrastructure, e.g. enhance biodiversity.

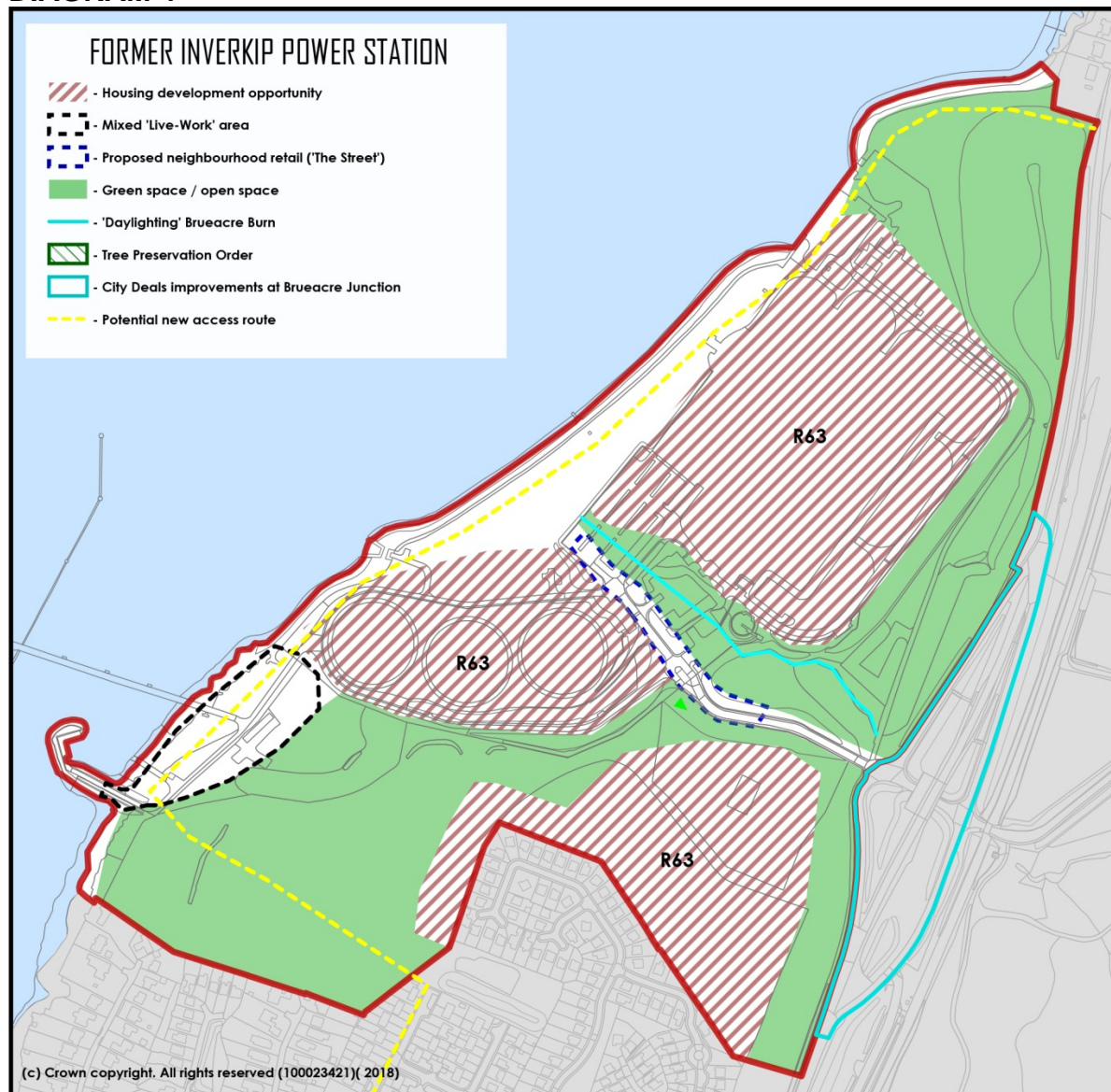
Parts of the site are at significant risk of coastal and surface water flooding. There is also a potential flood risk from the culverted sections of the Brueacre Burn, which run through the site. Development proposals will therefore need to be supported by a Flood Risk Assessment, which assesses the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

An Environmental Impact Assessment was submitted with the 2009 outline planning application. This will require to be reviewed and updated, taking account the scoping responses of the Council and the statutory consultees.

A Transport Assessment will also be required.

The principal elements of the planning strategy are illustrated on Diagram 4.

DIAGRAM 4



Broomhill/Drumfrochar Road, Greenock

Broomhill/Drumfrochar Rd covers a 7.2ha area, which includes a wide mix of land uses, including housing, business and industry and community facilities. There are also a number of vacant sites and buildings in the area. In recent years, there have been a number of initiatives to enhance the area, including significant investment in the school estate and local play areas; the refurbishment of River Clyde Home's housing stock and the development of Broomhill Gardens and Community Hub.

In September 2017, a Proposal of Application Notice was submitted, notifying the Council of pre-application consultation on a proposed new Health and Care Centre on the site of the former Wellington Academy and associated football pitch.

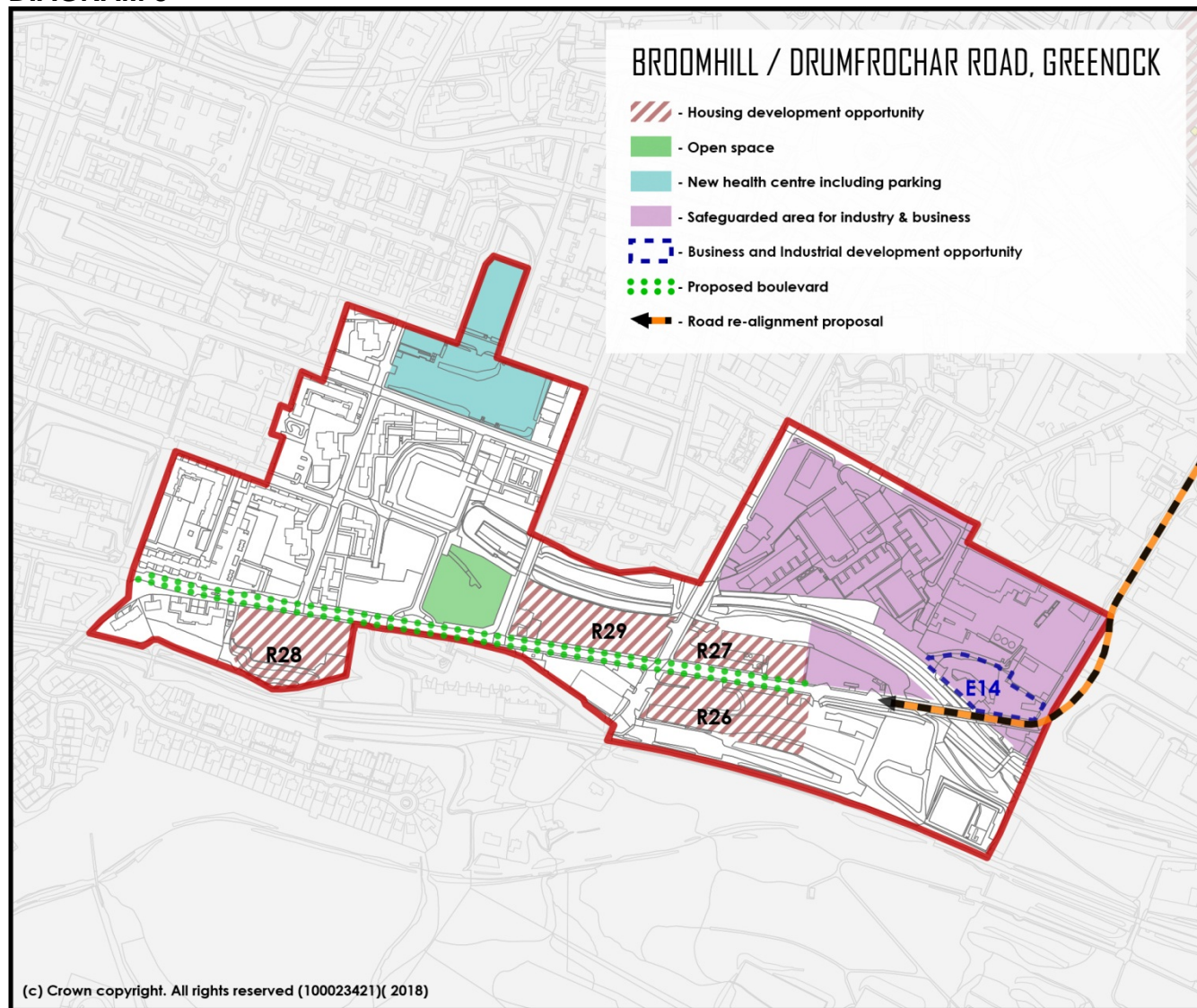
In recognition of the need for a planned approach to the area, a multi-agency task force was set up to progress a range of projects, including the refurbishment of River Clyde Home's housing stock, the re-alignment of Bakers Brae and the installation of a district heating system. In 2013, a masterplan for the Greenock Central East Area was prepared and subsequently approved by the Council in 2014. The masterplan includes the Broomhill/Drumfrochar area and provides the short to medium term context for development and identifies where opportunities for longer term investment may exist, with the aim of improving the overall environment.

The planning strategy aligns with the masterplan, which identifies the need for the re-alignment of Bakers Brae to improve traffic flow and increase road safety, and environmental improvements along Drumfrochar Road, which is a key east/west route through Inverclyde. The latter will be achieved by encouraging development on each side of Drumfrochar Road to contribute to a Boulevard design, including reducing the width of the road, providing on street parking and introducing safe pedestrian crossing points, along with trees and other landscape devices. The masterplan also identifies key development sites for housing, including the former Tate and Lyle sites and land to the west of Trafalgar Street and south of Regent Street, business and industrial opportunities along Baker street, and new open space provision and green network enhancements.

Open space should provide for a range of formal and informal activities, such as walking, picnics and children's play etc. The provision of SuDS and landscaping should be designed to contribute to green infrastructure, e.g. enhance biodiversity.

The principal elements of the planning strategy are illustrated on Diagram 5.

DIAGRAM 5



Woodhall, Port Glasgow

Woodhall is a prominent 18ha site at the entrance to Port Glasgow. The site sits on a steep north facing slope, with views out across the Clyde and significant areas of woodland being key features. The site also has excellent transport links, being adjacent to Woodhall station on the main Glasgow to Greenock line, the A8 Trunk Road, and with a core path along the northern and western boundaries.

The site identified in this development framework is part of a wider area for which planning permission and an associated masterplan was approved in 2009 for a mixed tenure 'new neighbourhood'. This included 200-230 dwellings, integrated 'home zones', provision of a community centre, the relocation of the neighbourhood shop and generous open space provision centred on a 'green spine' linking the north and south of the neighbourhood. Development of Woodhall in line with the Masterplan has commenced.

The planning strategy aligns with the approved Masterplan, with supported uses being:

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

Design principles include maximising views out of the site to the Firth of Clyde, providing a green spine running north/south through the development and utilising the significant blocks of mature trees to define development areas and provide amenity and distinctiveness, as well as shelter and slope stability. Consideration should be given to the provision of a cycle path link between Mansion Road and Hollybush Lane, which would provide a short-cut towards Port Glasgow for pedestrians and cyclists.

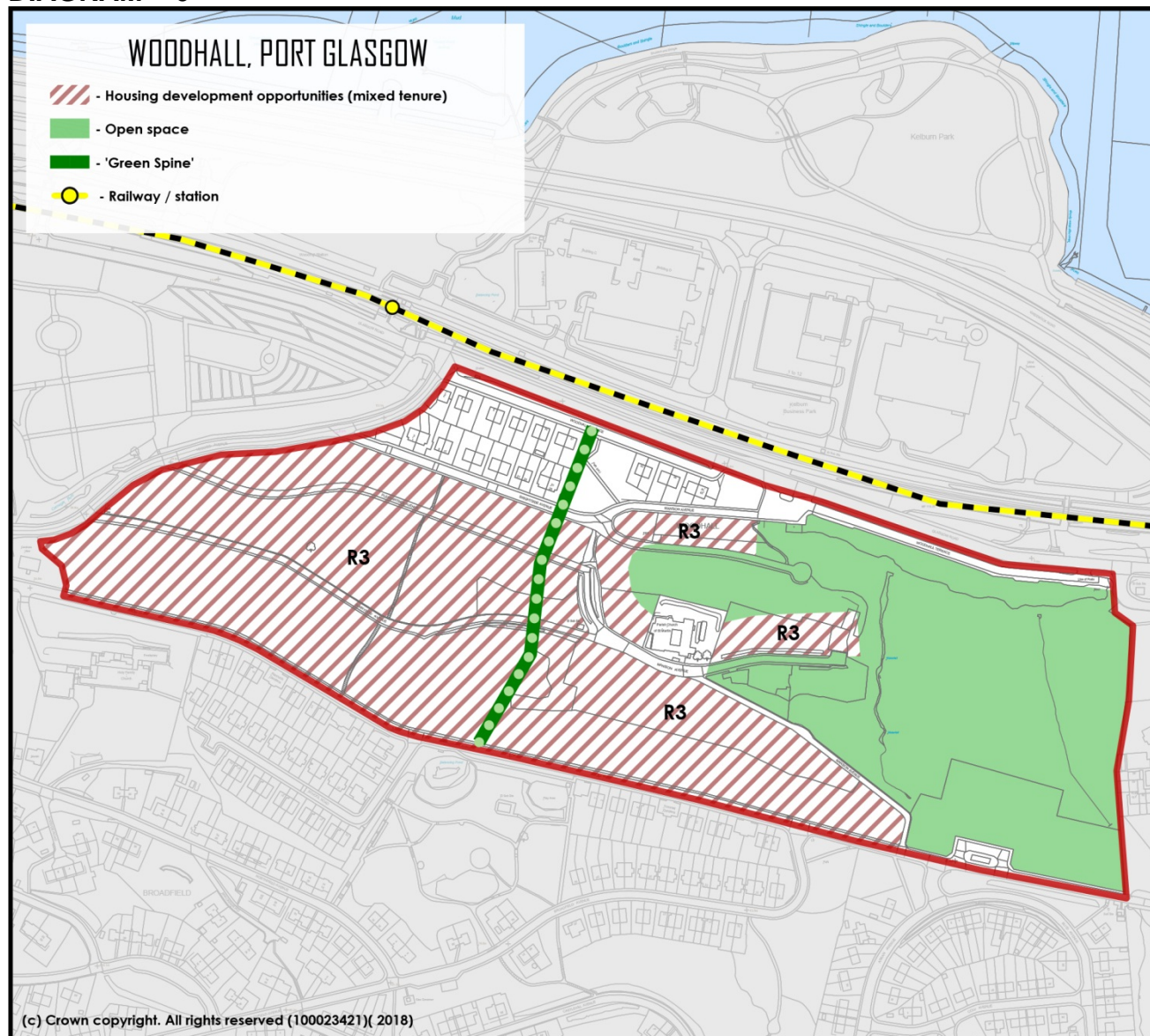
Parts of the site are at significant risk of surface water flooding. There is also a potential flood risk from multiple watercourses flowing through the site, sections of which are culverted. Development proposals will therefore need to be supported by a Flood Risk Assessment, which assesses the level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

A Tree Survey will be required where proposed development affects trees, particularly the ancient woodland within the eastern part of the site.

Open space and green infrastructure provision should be considered at an early stage in the design of development proposals. Open space should provide for a range of formal and informal activities, such as walking, picnics and children's play etc. The provision of green infrastructure should ensure that SuDS and landscaping are designed in a way that enhances local biodiversity.

The principal elements of the planning strategy are illustrated on Diagram 6.

DIAGRAM – 6



Clune Park, Port Glasgow

Clune Park is a 26.4ha area fronting onto Glasgow Road, approximately 10minutes walk east of Port Glasgow Town Centre. At the heart of Clune Park is an area of 45 red sandstone tenements containing 430 separate flats. These were built around 1910-1920 to house workers in local industries. The vast majority of the flats are privately owned, but it is estimated that less than 50 of the flats are occupied (2018). The Council has become increasingly concerned about the structural integrity and living conditions within these flats, the majority of which are considered to be below tolerable standard.

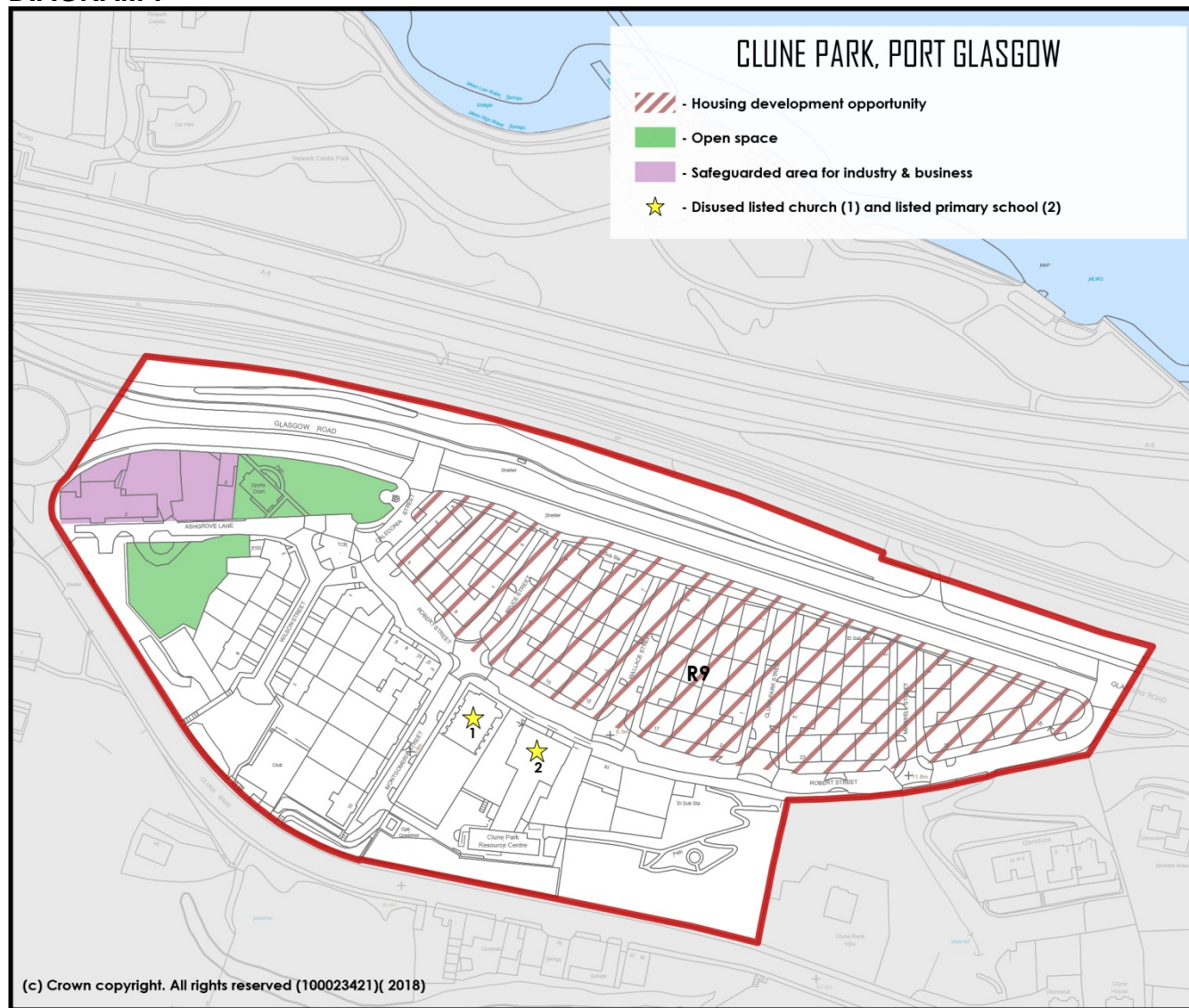
To address these problems, a comprehensive masterplan for the Clune Park area was commissioned by Inverclyde Council in 2018.

Development proposals will be required to align with any approved masterplan. Key objectives for the preparation of the masterplan are to achieve:

- housing-led regeneration
- provision of mixed tenure housing to meet identified need and demand
- an overall improvement in the environment, including open space provision and landscaping
- improve access links to the coast and Port Glasgow Town Centre

The principal elements of the planning strategy are illustrated on Diagram 7.

DIAGRAM 7



Peat Road/Hole Farm, Greenock

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

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

Supported land uses are:

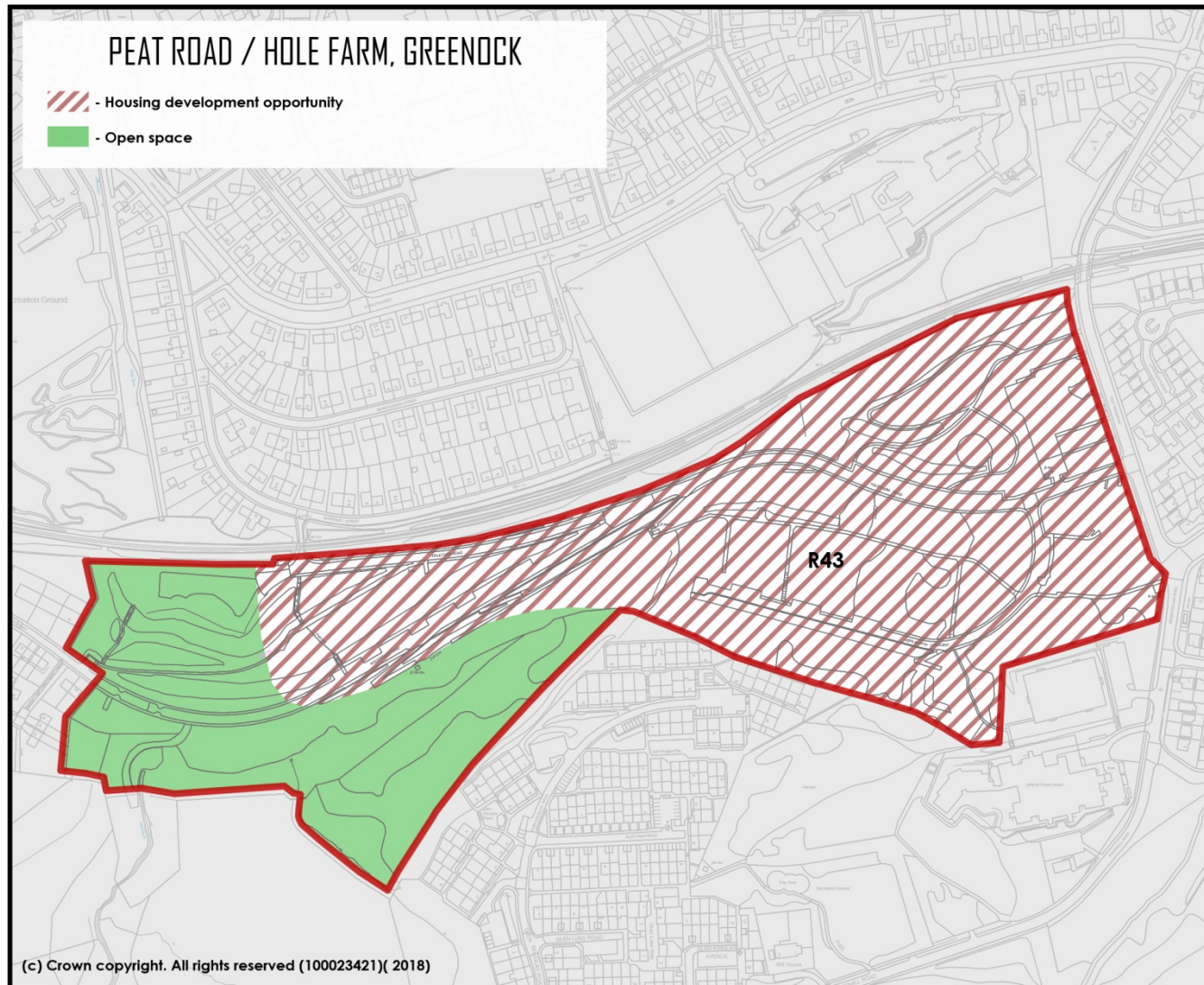
- a) Residential;
- b) Community Facilities (Use Class 10);
- c) Neighbourhood Retail (Use Class 1)

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

Open space should include a mix of green and civic spaces, which provide for a range of formal and informal activities, such as walking, picnics and children's play etc. The provision of SuDS and landscaping should be designed to contribute to green infrastructure, e.g. enhance biodiversity.

The principal elements of the planning strategy are illustrated on Diagram 8.

DIAGRAM 8



Regent Street, Greenock

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

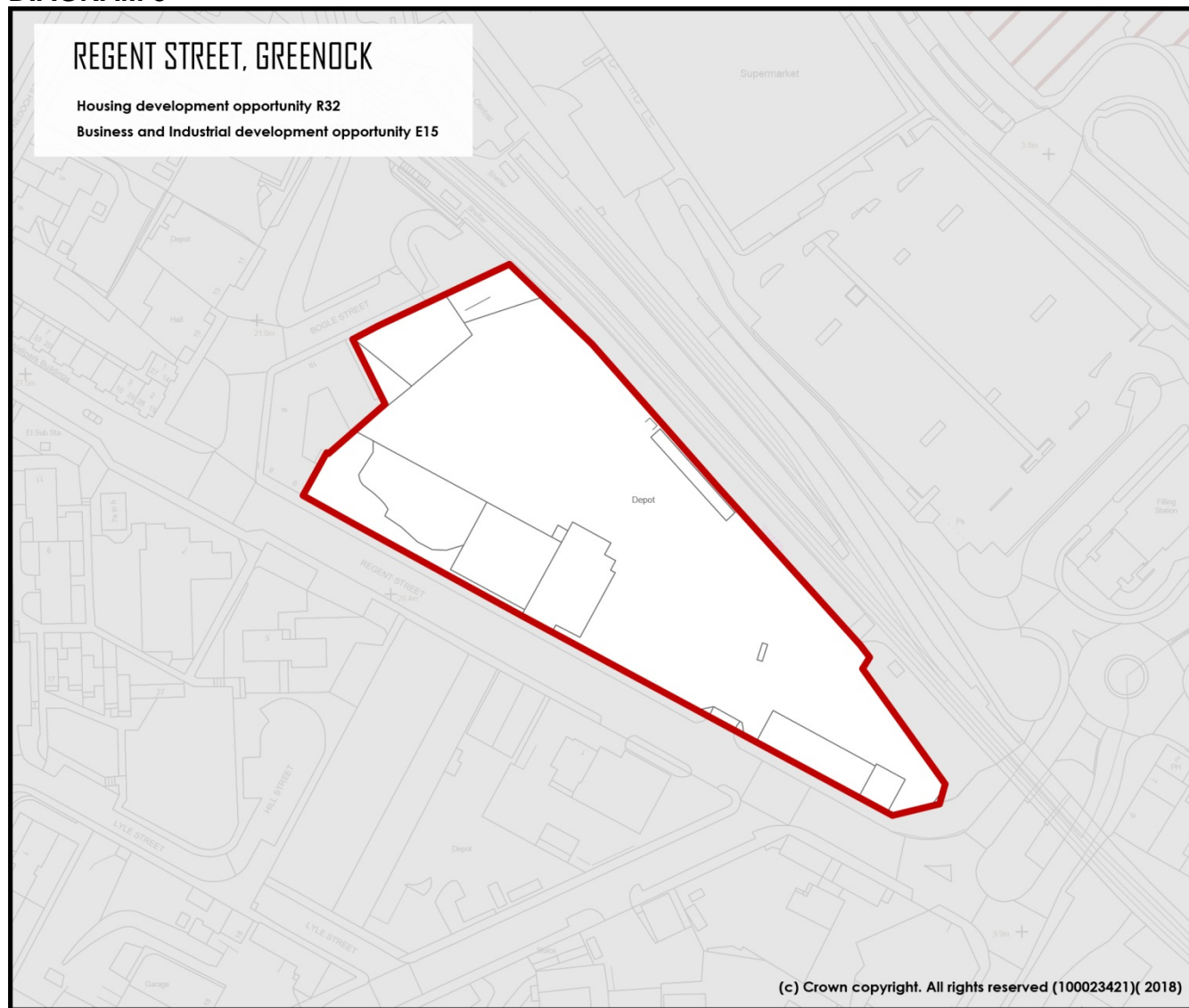
In order to provide the flexibility to progress development on the site, a range of suitable uses have been identified.

Supported land uses are:

- a) Business (Use Class 4);
- b) General Industrial (Use Class 5);
- c) Storage or Distribution (Use Class 6);
- d) Residential Institutions (Use Class 8);
- e) Residential;
- f) Non-residential Institutions (Use Class 10);
- g) Uses associated with the railway station.

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

DIAGRAM 9





Regeneration and Planning

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